

Metropolitan Planning Commission



Staff Reports

September 14, 2017



Metro Planning Commission Meeting 9/14/2017

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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2016SP-098-001

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

05, East Nashville

05 (Scott Davis)



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Item #1

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, June 8, 2017, and August 10, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the October 12, 2017, Planning Commission meeting.*

APPLICANT REQUEST
Zone change from SP to SP.

Preliminary SP

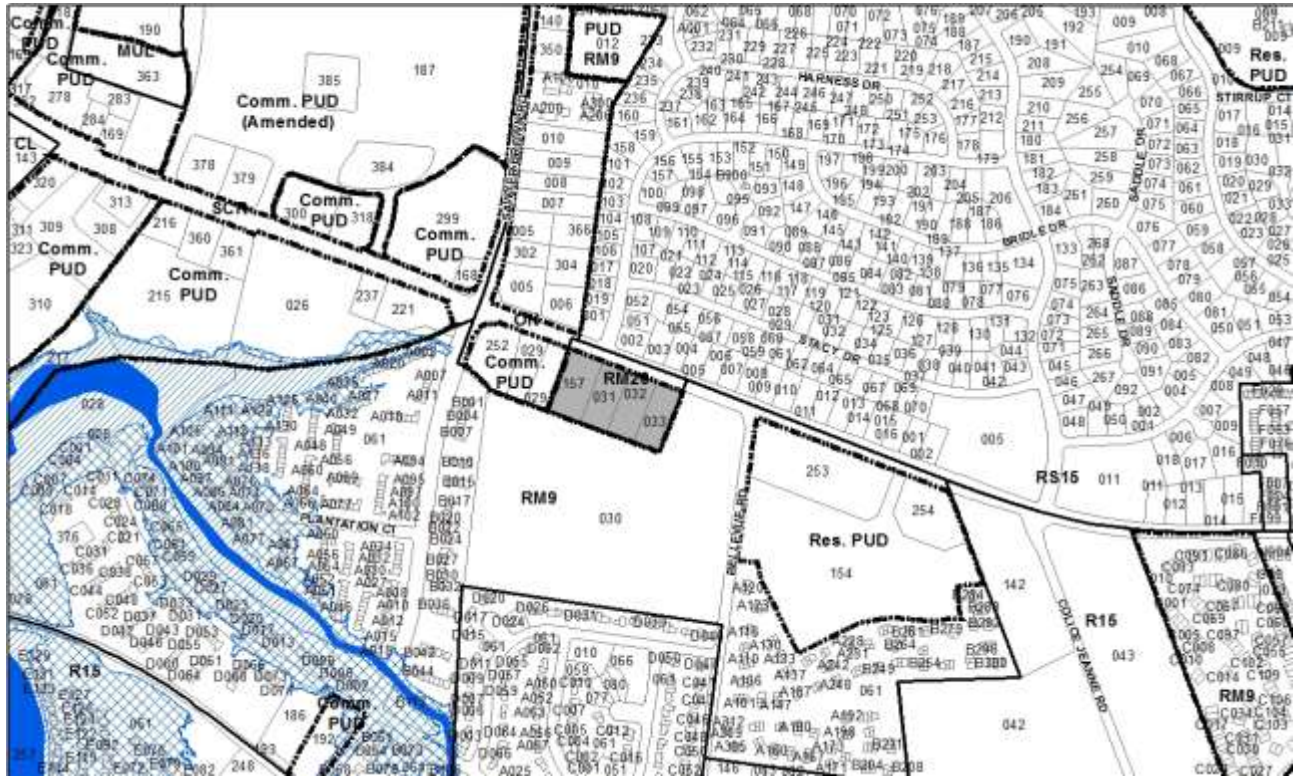
A request to rezone from Specific Plan-Residential (SP-R) to Specific Plan-Residential (SP-R) zoning on properties located at 910 and 912 North 2nd Street, at the northwest corner of Cleveland Street and North 2nd Street (0.32 acres), to permit uses limited to one single-family or one two-family unit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

STAFF RECOMMENDATION

Staff recommends deferral to the October 12, 2017, Planning Commission meeting at the request of the applicant.



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



Project No. Specific Plan 2017SP-043-001
Project Name Highway 70 SP
Associated Case 94P-025-003
Council District 22 – Weiner
School District 9 – Frogge
Requested by Councilmember Sheri Weiner, applicant; various property owners.

Deferrals This item was deferred at the May 25, 2017, June 22, 2017, and July 27, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the October 26, 2017, Planning Commission meeting.*

APPLICANT REQUEST
Rezone from RM20 to SP-R.

Preliminary SP

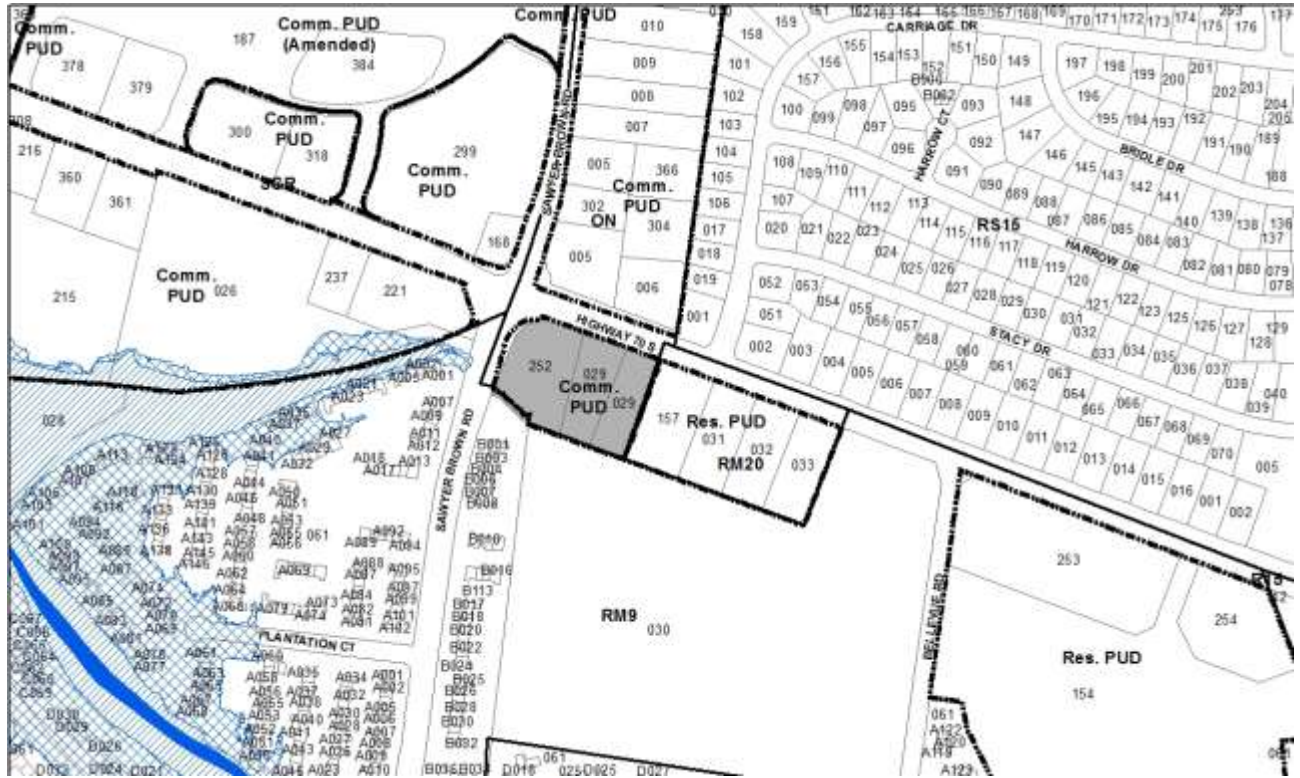
A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Residential (SP-R) zoning for properties located at 7447, 7483, 7487, and 7501 Highway 70 South, approximately 465 feet east of Sawyer Brown Road (4.47 acres), to permit up to 80 multi-family units with appropriate design standards.

STAFF RECOMMENDATION

Staff recommends deferral to the October 26, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-044-001

SAWYER BROWN SP

Map 142, Parcel(s) 029.02, 029, 252

06, Bellevue

22 (Sheri Weiner)



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

Deferrals This item was deferred at the May 25, 2017, June 22, 2017, and July 27, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the October 26, 2017, Planning Commission meeting.*

APPLICANT REQUEST

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

Preliminary SP

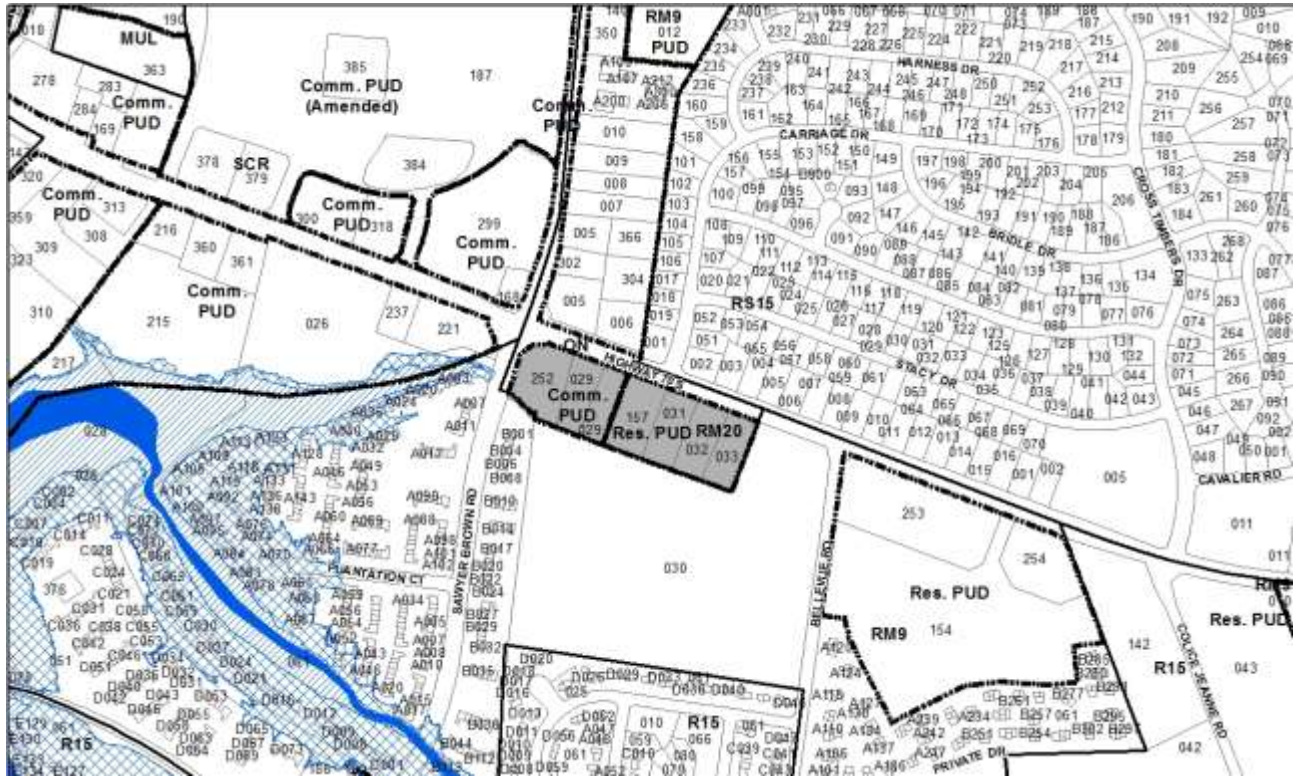
A request to rezone from Office Neighborhood (ON) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 7505, 7513, and 7527 Highway 70 S, at the southeast corner of Highway 70 S and Sawyer Brown Road, (3.57 acres), to permit general office, medical office and personal instruction uses.

STAFF RECOMMENDATION

Staff recommends deferral to the October 26, 2017, Planning Commission meeting at the request of the applicant.



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94P-025-003

BELLEVUE COMMERCIAL PUD CANCELLATION

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

06, Bellevue

22 (Sheri Weiner)



Project No. **Planned Unit Development 94P-025-003**
Project Name **Bellevue Commercial PUD (Cancellation)**
Associated Case 2017SP-043-001 and 2017SP-044-001
Council District 22 - Weiner
School District 9 - Frogge
Requested by Councilmember Sheri Weiner, applicant; various property owners.

Deferrals This item was deferred at the May 25, 2017, June 22, 2017, and July 27, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the October 26, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Cancel a Planned Unit Development Overlay.

Cancel PUD

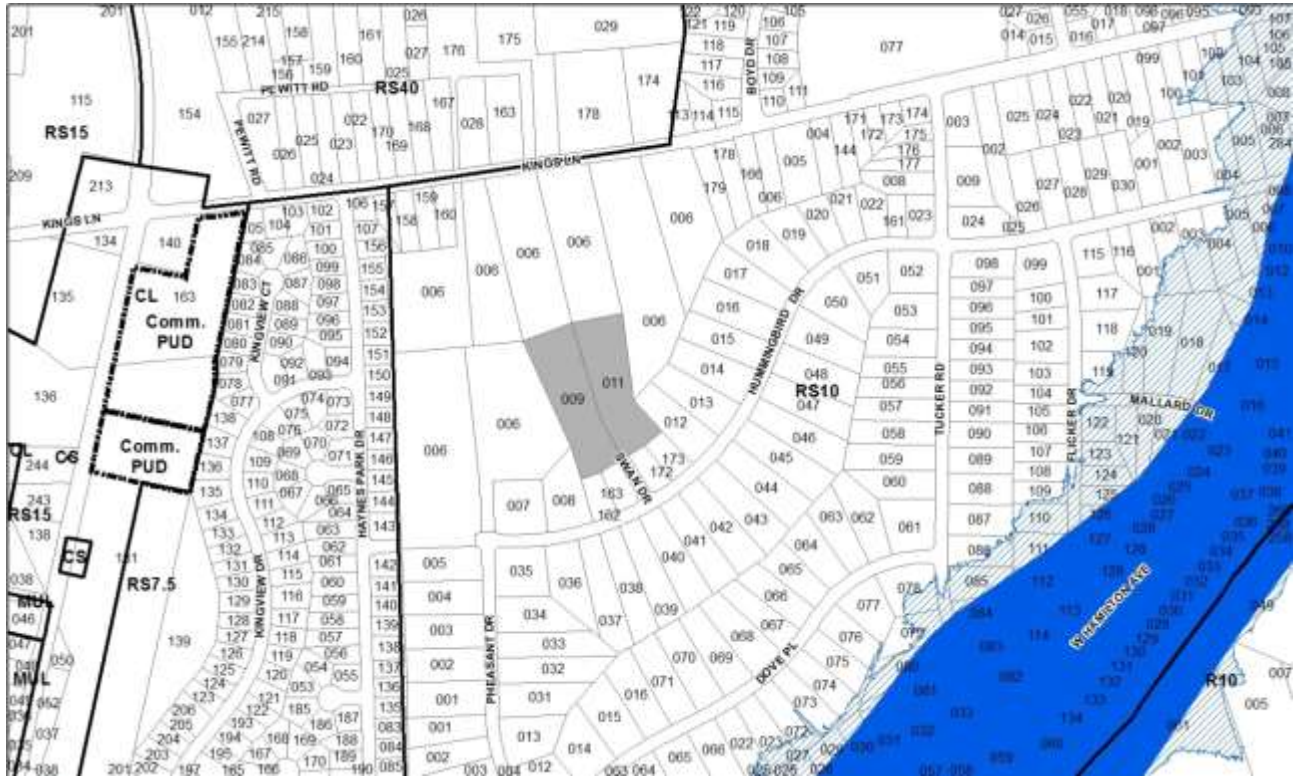
A request to cancel the Bellevue Commercial Planned Unit Development (PUD) Overlay District for properties located at 7477, 7483, 7487, 7501, 7505, 7513, and 7527 Highway 70 S, at the southeast corner of Sawyer Brown Road and Highway 70 S, zoned Office Neighborhood (ON) and Multi-Family Residential (RM20)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

STAFF RECOMMENDATION

Staff recommends deferral to the October 26, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-057-001

HUMMINGBIRD SP

Map 059-13, Parcel(s) 009, 011

03, Bordeaux-Whites Creek

01 (Nick Leonardo)



Project No. Specific Plan 2017SP-057-001
Project Name Hummingbird SP
Council District 01 – Leonardo
School District 1 – Gentry
Requested by Dale & Associates, applicant; First Choice Enterprises, Inc., owners.

Deferrals This item was deferred from the August 24, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Defer to the September 28, 2017, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit up to 26 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan – Residential (SP-R) zoning on properties located at Hummingbird Drive (unnumbered), northwest of the terminus of Swan Drive (4.41 acres), to permit 26 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. However, application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

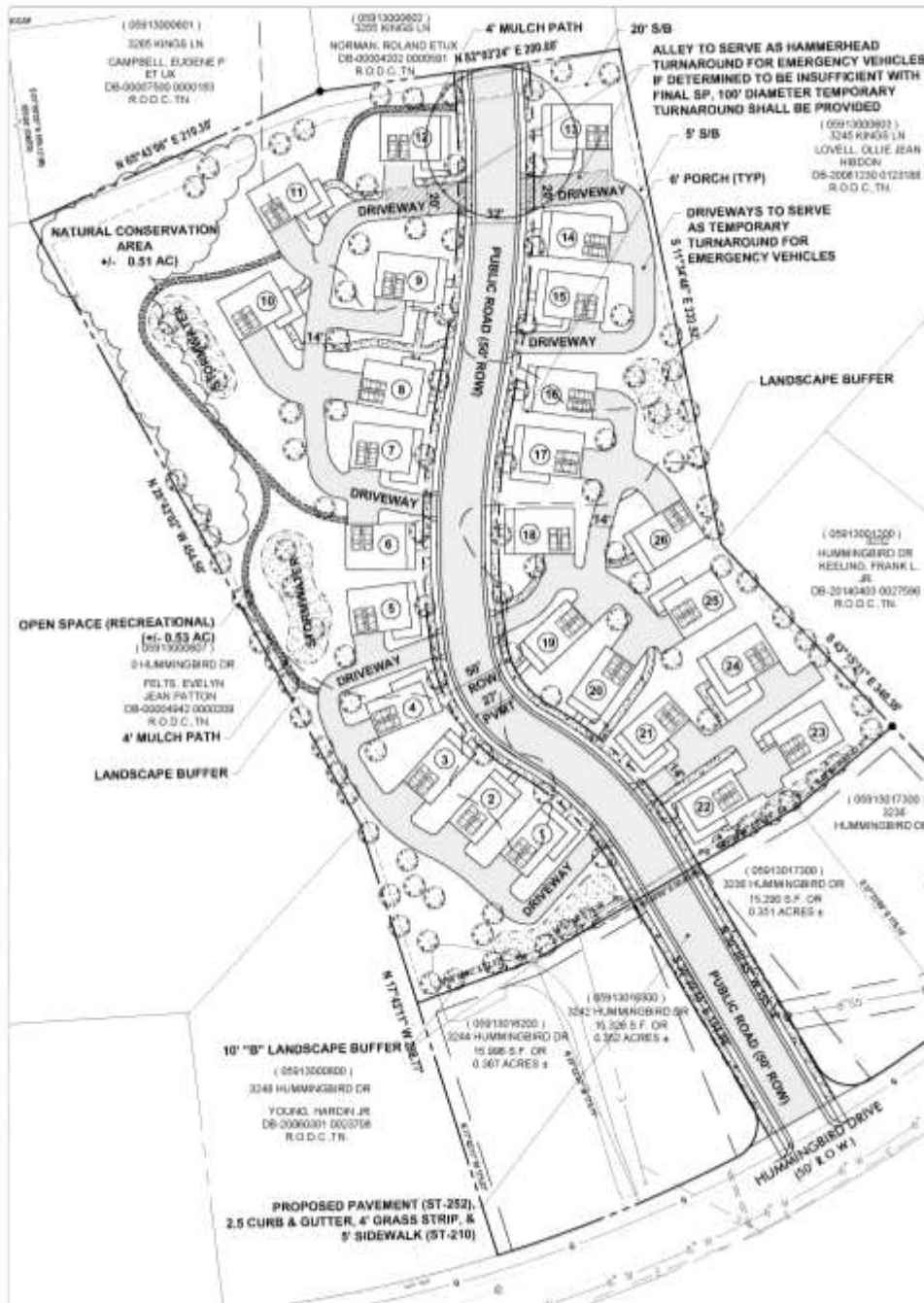
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

BORDEAUX-WHITES CREEK COMMUNITY PLAN

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



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Proposed Site Plan



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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 policy, which is intended to enhance suburban neighborhoods with a variety of housing choices and high levels of connectivity. The development will permit up to 26 detached residential units, which promotes a variety of housing types in the neighborhood. Sidewalks, consistent with the local street standard, will be provided along the new public street for future pedestrian connectivity to the north along Kings Lane. The site connects to Neighborhood Evolving policy to the north, where moderate-density residential development may be supported, rather than to Neighborhood Maintenance policy located to the east and west of the site.

PLAN DETAILS

The vacant site contains two existing parcels on approximately 4.41 acres, located north of Hummingbird Drive and south of Kings Lane. The development fronts existing right-of-way to the south, Swan Drive, which will be constructed if this development is approved. The site is located on the southern edge of Neighborhood Evolving policy, in an area generally characterized by larger single-family and vacant properties. Suburban Neighborhood Maintenance policy is located south of the site along Hummingbird Drive. A contextual overlay wraps the southern, western, and eastern (portion) property lines, but is not located within the proposed development boundaries. The site is framed by Kings Lane (north), Tucker Road (east), W. Hamilton Avenue (south), and Clarksville Pike (west), all of which are roads designated on the Major and Collector Street Plan. The surrounding area is generally residential except for Clarksville Pike, which contains a mixture of residential, commercial, mixed use and institutional uses.

The proposal includes up to 26 detached residential units along a new public street. A majority of the units (20) front the new road, with six units located behind those units. The new road will connect from Hummingbird Drive to the northern property line for a future connection, integrating the site with adjacent parcels along Kings Lane. Garages are provided on all units and are accessed from private drives. Internal sidewalks will provide access to all units.

Although there are no existing slopes over 20 percent, the western parcel contains steeper slopes as compared to the rest of the site. Therefore, the new road and development footprint are generally located outside of the northwestern portion of the site where the slopes are the steepest. Open space is included throughout the development and landscaping is provided around the periphery of the site, including a buffer between the southern property line and the four adjacent properties that front Hummingbird Drive.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 35 feet. Given the presence of Neighborhood Maintenance policy and contextual overlay adjacent to the site, and considering that the site is located at a higher elevation than Hummingbird Drive, staff recommends reducing the building height on some of the southern units to ensure consistency with T3 NE policy, which states that building form should respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations.



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ANALYSIS

The policy is intended to create and enhance suburban neighborhoods with improved connectivity and a variety of housing choice. Access will be taken from Hummingbird Drive, integrating the site into the existing neighborhood but also providing for a future roadway connection to the north. The proposal includes a single-family product that enhances the existing neighborhood but also provides for additional housing choice in the area.

FIRE MARSHAL RECOMMENDATION

Returned for corrections

- Need flow data and changes to the Fire Department turnaround as requested.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to preliminary SP approval submit detail horizontal and vertical sight distance analysis per AASHTO standards.
- Provide temporary turn around/ cul-de-sac at the terminus of the new public road.
- Due to existing topography submit preliminary center line road grade for new public road.
- Now entering private property signs will be required with the Final SP at all driveway locations on the new public street.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	4.41	4.35	19 U	182	15	20



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	4.41	-	26 U	200	18	20

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
-	-	-	+7 U	+18	+3	-

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 2 Elementary 2 Middle 2 High
Projected student generation proposed SP-R district: 0 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate two fewer students than the existing RS10 zoning. Students would attend Lillard Elementary School, Joelton Middle School and Whites Creek High School. All three schools have been identified as having additional capacity.

This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? It has not yet been determined if this project will include affordable housing.
2. If so, how many and what is the percentage of the entire development? It has not yet been determined if this project will include affordable housing.
3. How will you enforce the affordability requirements? It's also not yet known how we will enforce the affordability requirements.
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 deferral to the September 28, 2017, Planning Commission meeting unless a recommendation of approval is received from all Metro Agencies. If a recommendation of approval is received from all Metro Agencies, staff recommends approval with conditions and disapproval without all conditions, as this proposal is consistent with the goals of the T4 NE policy.

CONDITIONS (if approved)

1. Uses within the SP shall be limited to a maximum of 26 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. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
4. On the corrected set, modify the height standards in the development summary table: Maximum height for Units 1-4 and Units 21-23 shall be 2.5 stories in 30 feet. Maximum height for all other units shall be 3 stories in 35 feet.
5. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
6. EIFS, vinyl siding and untreated wood shall be prohibited.
7. Porches shall provide a minimum of six feet of depth.



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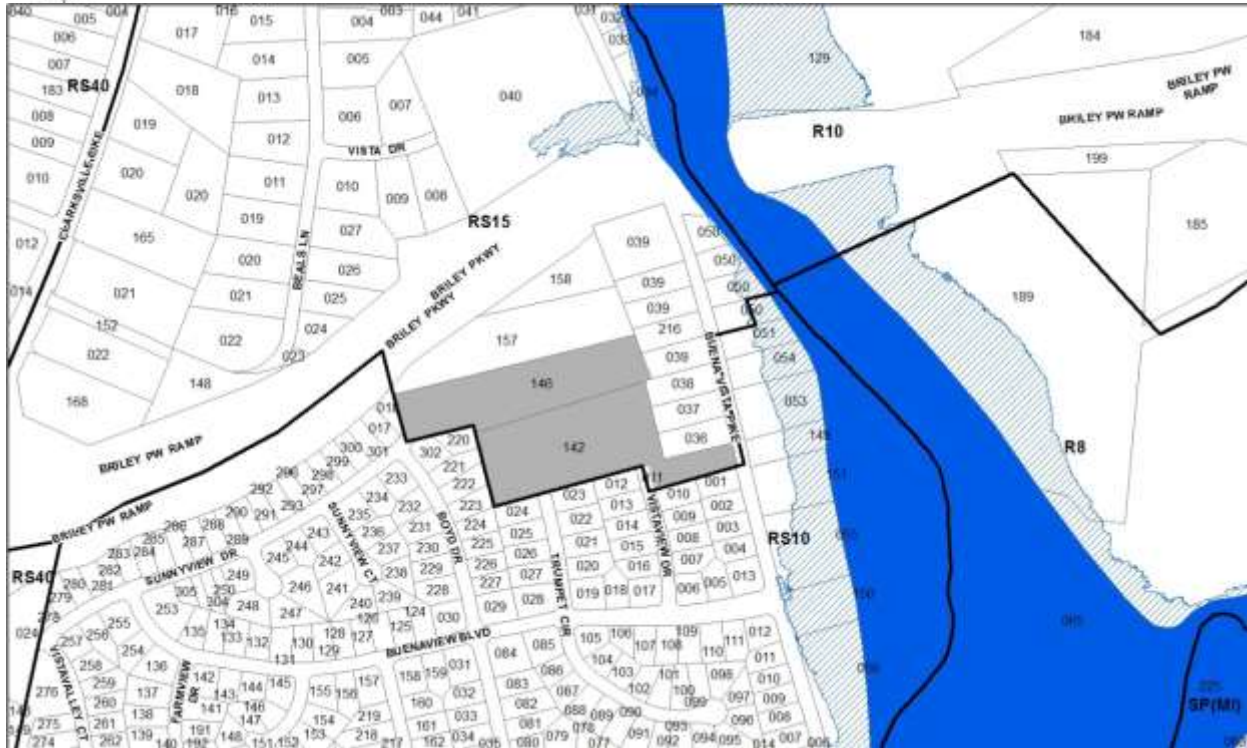
8. On the corrected set, modify the following Architectural Notes:
 - A. Building facades fronting a street ~~and courtyard~~ or common open space shall provide a minimum of one principal entrance (doorway) and a minimum 25% glazing. On the corrected set, remove Architectural Note 'E'.
10. On the corrected set, add the following note to all open spaces except for designated recreational areas and stormwater facilities: All existing trees in designated open spaces shall be preserved. These areas shall remain undisturbed.
11. Comply with all conditions of Public Works and Traffic and Parking.
12. The landscape buffer along the southern property line shall be ten (10) feet.
13. Internal sidewalks shall be provided that access all units.
14. Areas designated as "Natural Conservation Area" shall remain undisturbed.
15. A tree protection plan may be required prior to Final SP approval.
16. 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.
17. The Final SP shall comply with Metro Zoning Code Parking requirements.
18. The Final SP 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.
19. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
20. The Final SP 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.
21. 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 RM6 zoning district as of the date of the applicable request or application.
22. 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.
23. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2017SP-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.
Deferrals	This item was deferred at the August 10, 2017, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Zone change to permit 54 multi-family residential units.

Preliminary SP

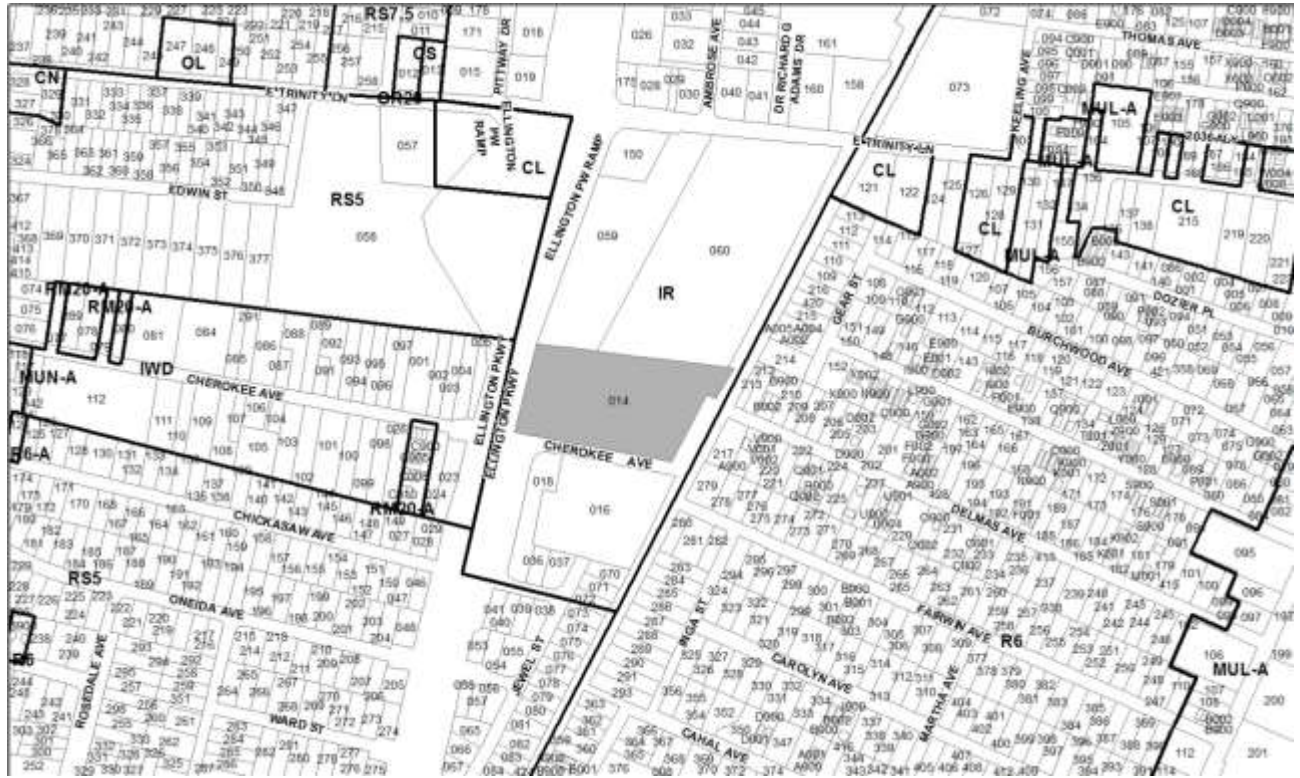
A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning on properties located at 4927 Buena Vista Pike, north of the terminus of Vistaview Drive (8.93 acres), to permit up to 54 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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



Project No. Specific Plan 2017SP-071-001
Project Name Cherokee Avenue Master Plan
Council District 05 - Davis
School District 5 - Buggs
Requested by Hawkins Partners, Inc., applicant; William H. Hawkins, owner.

Deferrals This item was deferred at the August 24, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Permit a mixed use 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 23,700 square feet of non-residential uses.

Existing Zoning

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed plan moves closer to the policy by replacing an existing industrial use with a mixed-use development. 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 proposal adds an additional housing type to the area and provides a mixture of uses to the neighborhood.



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Proposed Site Plan



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PLAN DETAILS

The site encompasses approximately 5.94 acres north of Cherokee Avenue east of Ellington Parkway and west of Delmas Avenue. The property currently contains industrial uses.

Site Plan

The plan proposes a total of 23,700 square feet of non-residential uses and a maximum of 166 multi-family residential units. The proposed non-residential uses will be located within two existing buildings along the eastern portion of the site. Non-residential uses are as specified on the plan and include a variety of uses, including uses permitted by MUL-A and additional uses including but not limited to microbrewery, artisan manufacturing, and limited manufacturing.

A 150-unit multi-family residential building will be located behind the existing non-residential buildings. The proposed building will be a maximum of 4 stories in 60 feet, measured to the roofline. The remaining multi-family units will be located along the northern property line in the form of 3 story townhome units. The overall SP regulations include architectural standards requiring avoidance of blank facades through incorporation of articulations or changes in material.

Vehicular access is provided from Cherokee Avenue at three points. The SP proposes a private street incorporating sidewalks and planting strips within the development. A five-foot wide sidewalk and four-foot wide planting strip, consistent with the MCSP, shall be provided along Cherokee Avenue.

ANALYSIS

The proposed building form and uses are consistent with the T4 Mixed Use Neighborhood policy. The SP provides multi-family residential uses that provide another housing type in the area and commercial uses that will serve the existing neighborhood. Vehicular and pedestrian circulation is provided on site and along Cherokee Avenue.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Provide flow data for subdivision pre-approval.
- 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



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preliminary development plan or final development plan or building permit, as applicable.
Final design may vary based on field conditions.

- Solid waste and recycling is to be contracted via private hauler per Metro Public Works Solid Waste Management Manual
- Submit copy of the ROW dedication(s) to the back of the sidewalks prior to MPW sign off on the building permit
- Prior to Final SP, indicate installation of MPW standard ramps at all project driveway connections to the public street along with the installation of ground mounted signs that read, 'Now Entering Private Property'
- Prior to submittal of the Final SP, coordinate with MPW on the design driveway ramp design and location within road curves, parking bay design, sidewalk design and layout, etc.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Gallatin Pike at Delmas Avenue

- Developer shall restripe eastbound approach to include one (1) ingress lane and two (2) egress lanes if feasible. The egress lanes should be striped as a left-turn lane with 100 feet of storage and a shared through-right-turn lane.
- The projected traffic volumes at the intersection meet Signal Warrant #1B (Interruption of Continuous Traffic) for the four hours of data collected by RPM in January 2017.
- Developer shall conduct a signal warrant analysis at Gallatin Pk and Delmas Ave at completion of the multi-family development or when 50% of the commercial retail land uses are operational or when directed by MPW traffic engineer.
- Upon approval of the signal warrant analysis by the MPW traffic engineer, developer shall design and submit traffic signal plans to MPW traffic engineer for approval and developer shall install signal when directed by MPW.

Site Access Driveways

- The site access driveways for the Cherokee Avenue Mixed-Use Development should be designed to include sufficient width for one exiting lane and one entering lane where it connects to the existing Delmas Avenue and Cherokee Avenue.
- A R1-1 'Stop' sign should be installed on the egress approach at the intersection of each site access driveway at Delmas Avenue or Cherokee Avenue.
- A R10-9 'No Thru Traffic' sign should be installed at the ingress of Site Access #1 and #3 to promote proper routing of pass-by vehicular traffic on Delmas Avenue and Cherokee Avenue.
- As part of the construction of the project, the site accesses should be designed such that the departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing, vegetation, monument signs/walls, fences, etc.
- Developer shall submit sight distance exhibit for access drives and submit signage and pavement marking plans as necessary. Relocation or removal of the drive near the curve in Cherokee Ave may be appropriate prior to final SP plan approval.



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Douglas Avenue and Ellington Parkway Northbound Ramps

- Prior to the submission of the final SP plan or when directed by the MPW traffic engineer developer shall conduct additional traffic analysis to determine if appropriate roadway improvements are feasible at the intersection of Douglas Avenue and Ellington Parkway Northbound ramps. If improvements are recommended, a pro-rata share contribution from the developer may be required.

Maximum Uses in Existing Zoning District: IR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	5.94	0.6	155,247 SF	553	106	79

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.94		150 U	1033	78	101

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
Residential Townhouse (230)	1.0		16 U	131	12	14

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)	2.0		23,700 SF	1052	27	79

Traffic changes between maximum: IR and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1663	+11	+115

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 24 Elementary 14 Middle 12 High

The proposed SP zoning is expected to generate 50 more students than the existing IR zoning. Students would attend Hattie Cotton 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.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS

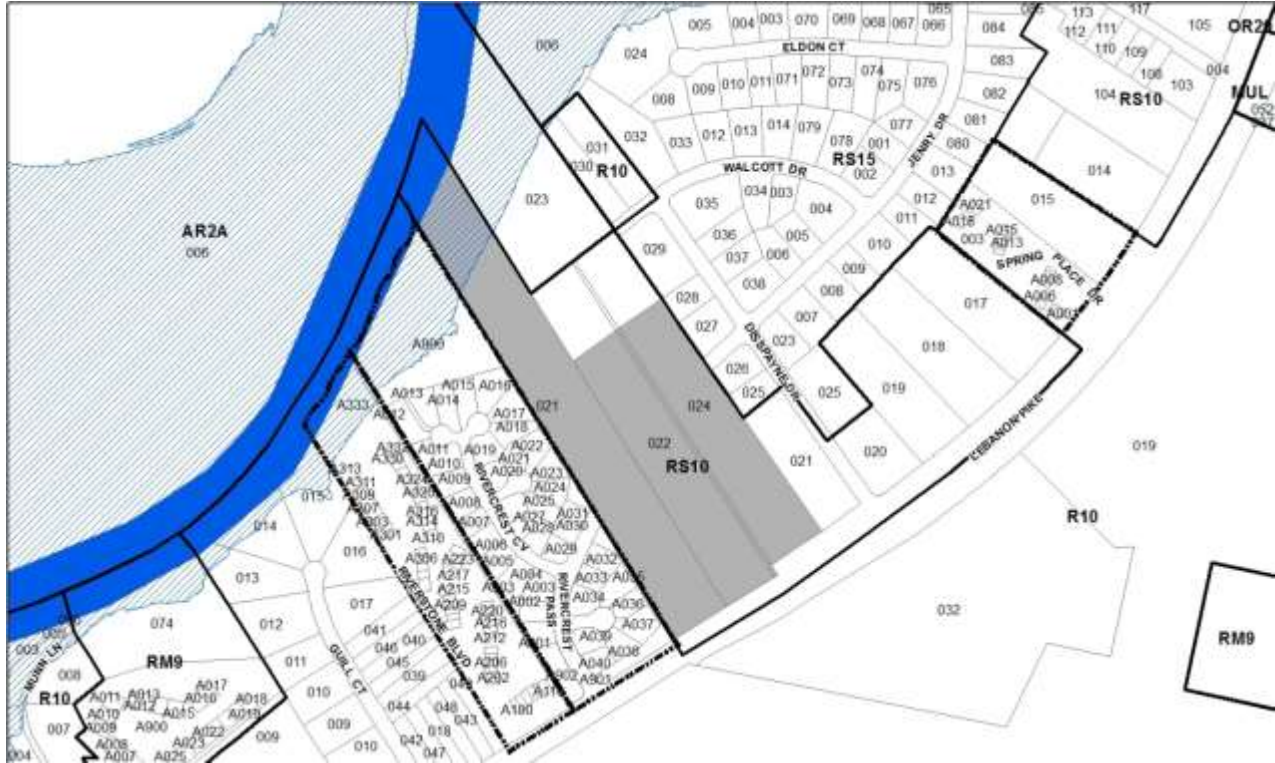
1. Permitted uses shall be limited a maximum of 166 multi-family residential units and a maximum of 23,700 square feet of non-residential uses. Non-residential uses shall be as specified on the plan.
2. On the corrected set, revise the site plan to remove “liquor sales” from use listing.
3. On the corrected set, remove the notation of a possible future connection to the adjacent property.
4. A five-foot sidewalk and a four-foot grass strip shall be installed along Cherokee Avenue for the entire property frontage.
5. 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 determined.
6. 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.
7. Comply with all conditions of Public Works and Traffic and Parking.
8. 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. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. 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.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2017S-076-001

LEBANON PIKE AT DONELSON

Map 085-14, Parcel(s) 021 and Part of Parcel(s) 022- 024

14, Donelson-Hermitage-Old Hickory

14 (Kevin Rhoten)



Project No. Concept Plan 2017S-076-001
Project Name Lebanon Pike at Donelson
Council District 14 – Rhoten
School District 4 – Shepherd
Requested by Civil Site Design Group, PLLC, applicant; Jacqueline Nave and Barbara Barrett, Susan Gentry Tarpy, Janice Franks, Kenneth Hall, Alan Perry Hall, and Lois Hall, owners. owners.

Deferrals This item was deferred from the August 24, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation Approve with conditions.

APPLICANT REQUEST
Create 46 residential cluster lots.

Concept Plan

A request for concept plan approval to create 46 clustered lots on properties located at 2942 Lebanon Pike, a portion of 2946 and 3000 Lebanon Pike, and a portion of 201 Walcott Drive, approximately 150 feet southwest of Disspayne Drive, zoned Single-Family Residential (RS10) (16.51 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 61 lots, based on the acreage only.*

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

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



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Proposed Subdivision



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PLAN DETAILS

This 16.51-acre development is located on a portion of properties on the north side of Lebanon Pike, southwest of Disspayne Drive and east of the Stones River. The parcels contain existing residences towards the front of the site which will not be retained with this development. Dense vegetation is located behind the homes towards the back of the site. Immediately adjacent to the site is a residential PUD with 40 single-family homes (west) and existing single family homes (east). The surrounding area contains a mixture of single-family, multi-family, institutional, and commercial uses, with a higher concentration of non-residential uses located to the west, near Stewarts Ferry Pike, and along the south side of Lebanon Pike.

Site Plan

The site plan includes 46 clustered lots. Lots are clustered down to the RS5 zoning district size and range from approximately 5,300 square feet to approximately 7,500 square feet. Eight lots are oriented towards Lebanon Pike and are separated from the road by a common open space. The remaining lots front onto new internal roads accessed from Lebanon Pike, Rivercrest Pass (west), and Jenry Drive (east).

This site is located in a National Register Eligible neighborhood that extends from the subject properties to the east, generally near Danyacrest Drive, where the preservation of historic resources is a goal of the neighborhood. The characteristics of these properties include one and one-half-story homes with large lots and deep front yards, where the setting is uniquely defined by the large front setbacks and natural setting in front of the homes. Though the existing Eligible structures will not be retained, the site plan accommodates for a large open area at the front of the site, consistent with the surrounding historical context. Open space 'A' is located near the western property line and generally aligns with the open space provided in the adjacent Rivercrest PUD. Open space 'B' is a larger open space that increases in depth towards the eastern property line, creating a large front setback at the two eastern-most lots closest to the existing residence at Lebanon Pike and Disspayne Drive. The size of the open space purposefully increases from west to east to respect the unique character east of the site, which is defined by larger front yards. Therefore, staff recommends that Open Space 'B' be preserved in its natural state, consistent with other properties in the NRE district, and that the playground area be relocated to the back of the site.

A third open space, Open Space 'C', is located at the back of the site and contains steeper slopes. There are areas in the floodplain and floodway at the very back of the site near Stones River, but these areas are not included in the development. Five interior lots are designated as critical lots due to steep slopes in excess of 20 percent. None of the critical lots include slopes of 25% or greater, and no problem soils have been identified on site.

Access is provided from Lebanon Pike to new internal streets that will connect in a few locations. A western connection will be provided to Rivercrest Press, an existing stub street to the west, for emergency access only. Jenry Drive, existing right-of-way to the east, will be constructed to provide a connection to Disspayne Drive. The 8 lots oriented towards Lebanon Pike (Lots 45-46, 1-2, 17-18, 19-20) will be accessed from front alleys or front loaded garages, which staff finds to be inconsistent with the surrounding character to the east. Staff recommends that these lots be accessed from the side or rear only.



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Sidewalks are provided on both sides of the new street, consistent with local street standards. The existing sidewalks and planting strip along Lebanon Pike meet the requirements of the Major and Collector Street Plan.

ANALYSIS

The proposal is consistent with the cluster lot standards specified in the Zoning Code. The original site plan proposed 48 lots that were much closer to Lebanon Pike. None of the lots were oriented towards the road. At staff's request, the layout was modified by shifting the lots back and reorienting the lots towards Lebanon Pike, as well as increasing the size of the open space, which resulted in a reduction in the number of lots from 48 to 46. The revised plan provides an appropriate transition to the surrounding neighborhood, retains some of the open space elements and setting of the existing development pattern, and provides for more street connectivity by connecting to Disspayne Drive to the east.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance at access with Lebanon Pk and internal subdivision street intersections.
- Submit traffic control signage with final subdivision construction plans.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.



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CONDITIONS

1. For lots 19-20 and 45-46, on the corrected set move the alley to the rear of the lots. Access shall be from the alley only.
2. For Lots 1 and 2, on the corrected set indicate a shared access easement from Road 'B' along the rear of the lots. Access shall be from the shared access easement only.
3. For Lots 17 and 18, on the corrected set indicate a shared access easement from Road 'A' along the rear of the lots. Access shall be from the shared access only.
4. The eastern connection shall be constructed to Disspayne Drive. The western connection to Rivercrest Pass shall be provided for emergency access only. Final details will be reviewed with the final site plan.
5. The playground located in Open Space 'B' shall be relocated to the back of the site or removed from the site in order to retain the existing site conditions. If removed from the site, another recreational facility (passive or active) shall be included elsewhere on the site.
6. Outside of areas reserved for stormwater treatment, all open spaces shall be maintained in their existing state.
7. The water quality area in Open Space 'B' should be enhanced with landscaping. Applicant shall work with staff on landscape details with the final site plan.
8. If critical lots cannot be developed in compliance with the critical lot requirements, the lot layout shall be modified accordingly.
9. A decorative fence or wall shall be installed along Lebanon Pike, consistent with surrounding properties.
10. Prior to final plat approval, the four parcels shall be consolidated by deed into two parcels, one for the property being developed and one with the remainder.
11. Areas in the floodway and 100 year floodplain shall be dedicated as a Greenway Conservation Easement (APN 08514002100 only).
12. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



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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.

Deferrals This item was deferred at the August 10, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the September 28, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Create four lots.

Final Plat

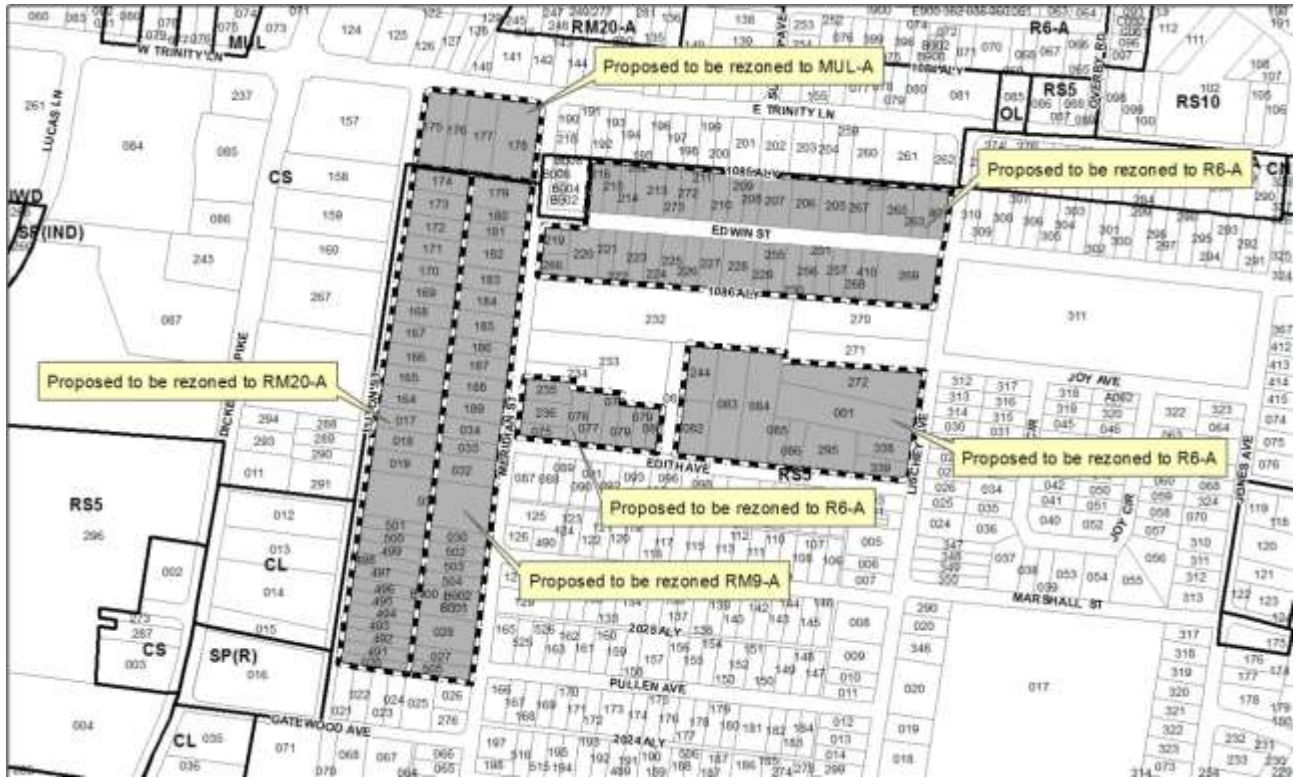
A request for final plat approval to create four lots on property located at 3335 Walton Lane, approximately 195 feet east of Slate Drive, zoned Single-Family Residential (RS10) (1.69 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 28, 2017, Planning Commission meeting at the request of the applicant.



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



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

Deferrals This item was deferred at the May 11, 2017, June 8, 2017, July 13, 2017, and the August 10, 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, (36.05 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, (33.56 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 163 units, based on 8.17 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 127 lots with 31 duplex lots for a total of 158 units, based on 17.62 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 7.77 acres.*



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EAST NASHVILLE COMMUNITY PLAN

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

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

Consistent with Policy?

Yes. The proposed zone change is consistent within each policy and transitions from the corridors into the neighborhood. Each district provides opportunity for change that is respectful of its location and relationships to adjacent districts. 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 supports 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, a collector street.

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 will foster a more pedestrian friendly environment by limiting new driveways to a maximum width of 12 feet and providing for alley access where an alley exists.

FIRE MARSHAL’S OFFICE RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.49	0.6	65,078 SF	2,796	66	243

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)	33.56	8.71 D	292 U	2,787	215	282

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 (820)	1.25	1.0	54,450 SF	2,341	55	204

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)	0.62	1.0	27,007 SF	487	66	110

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)	0.62	1.0	27 U	288	17	33

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	17.62	7.26 D	159 U	1,594	122	163

*Based on two-family lots

STAFF RECOMMENDATION

Staff recommends approval.



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2017Z-078PR-001
Map 092-10, Parcel(s) 133
8, North Nashville
21 (Ed Kindall)



Project No. Zone Change 2017Z-078PR-001
Council District 08 – Kindall
School District 5 - Buggs
Requested by Land Development Solutions, applicant; Art Vandalay Real Estate, LLC, owner.

Deferrals This item was deferred at the August 24, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Approve.*

APPLICANT REQUEST
Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 2814 Georgia Ave, approximately 335 feet west of 28th Avenue North (0.22 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

R6-A zoning is supported by the T4 Urban Neighborhood Evolving policy. The proposed zone change would allow up to two units on this lot. The neighborhood is a mixture of one and two



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family residential uses. The site is approximately 330 feet from 28th Avenue North, an active corridor. Bus service runs along 28th Avenue North and a bus stop is located north of Georgia Avenue, approximately 660 feet from the site. Therefore, this zone change would add diversity of housing at appropriate locations in the neighborhood.

ANALYSIS

The property is located along the north side of Georgia Avenue, west of 28th Avenue North. The existing zoning allows for a single-family residential unit only. The neighborhood consists of a mixture of one and two family residential uses. Along Georgia Avenue are primarily single-family residential uses. While this site is located midblock, it is situated along a built alley and approximately 330 feet from the corridor to the east. The site is located close to a transit route and a bus stop. Staff recommends approval as the T4 Urban Neighborhood Evolving Policy supports more housing choices, and this site is located close to a corridor and adjacent to transit service. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

METRO SCHOOL BOARD REPORT

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

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

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

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

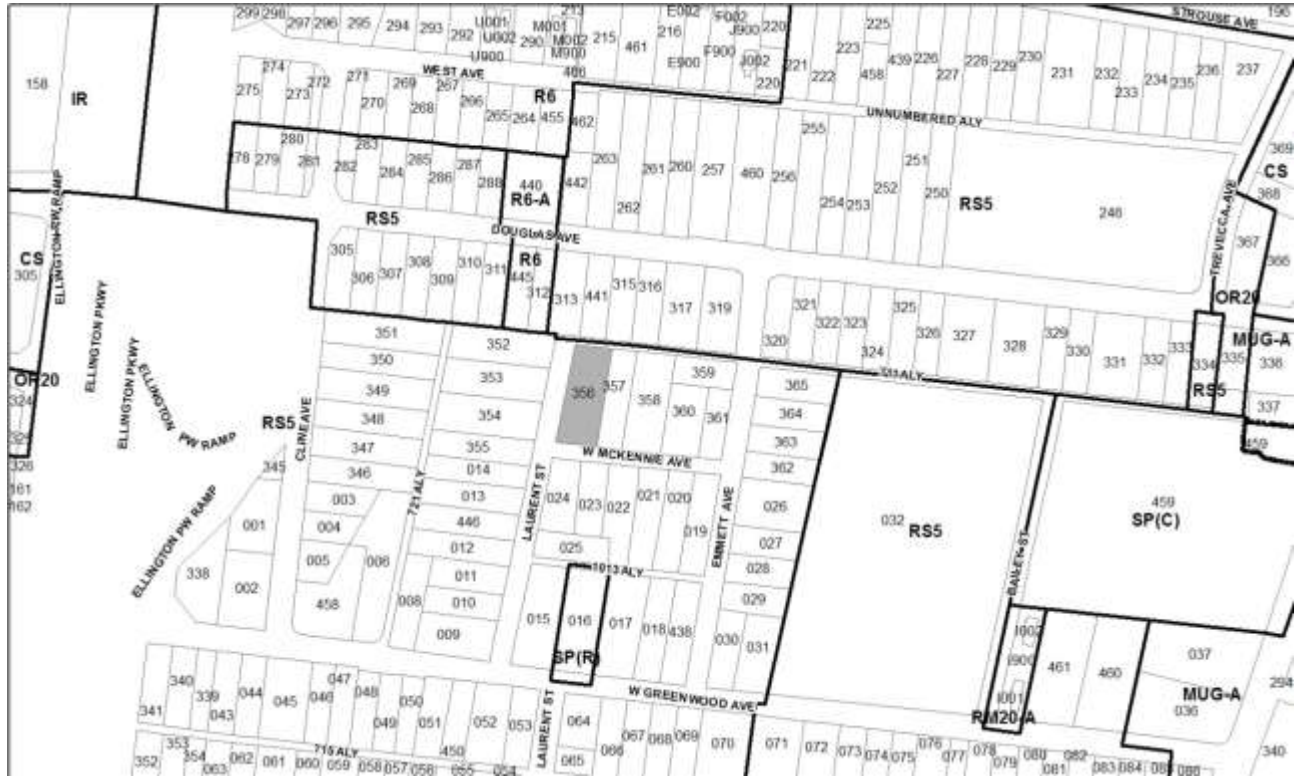
Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy.



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2017Z-087PR-001

Map 072-13, Parcel(s) 356

05, East Nashville

05 (Scott Davis)



Project No.
Council District
School District
Requested by

Zone Change 2017Z-087PR-001
05 – Davis
5 – Buggs
Councilmember Scott Davis, applicant; Charlotte Grant and Katrina Fierson, owner.

Deferrals

This item was deferred at the August 24, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Hill
Defer to the September 28, 2017, Planning Commission meeting.

APPLICANT REQUEST

Zone change from RS5 to R6-A

Zone Change

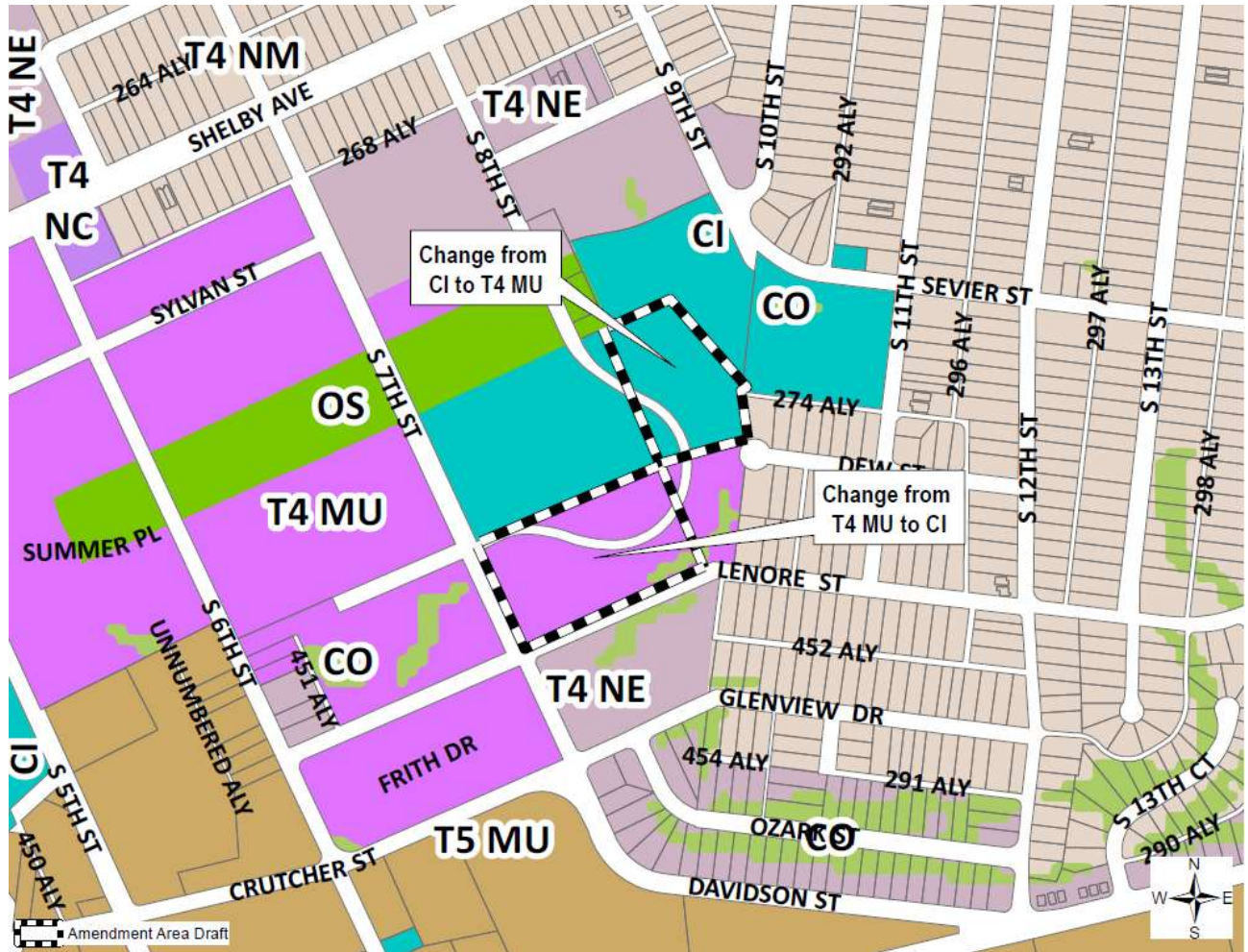
A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 1001 West McKennie Avenue, at the northeast corner of Lauren Street and West McKennie Avenue (0.34 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 28, 2017, Planning Commission meeting at the request of the applicant.



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2017CP-005-005

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 093-04, Part of Parcel(s) 073, 083

05, East Nashville

06 (Brett Withers)



Project No.	Major Plan Amendment 2017CP-005-005
Project Name	East Nashville Community Plan Amendment
Associated Case	2016SP-076-003
Council District	06 – Withers
School District	5 – Buggs
Requested by	Kimley-Horn and Associates, Inc., applicant; Metropolitan Development and Housing Authority (MDHA), owner.
Staff Reviewer	Grider
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from Civic (CI) Policy to T4 Urban Mixed Use Neighborhood (T4-MU) Policy and from T4 Urban Mixed Use Neighborhood (T4-MU) Policy to Civic (CI) Policy on a portion of properties located at 701 and 711 South 7th Street, at the northeast corner of South 7th Street and Lenore Street, zoned Specific Plan-Mixed Use (SP-MU) and within the Cayce Redevelopment District (approximately 7.7 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policy

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

T4 Urban 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.

Proposed Policy

The applicant is proposing to replace the existing CI policy with T4 MU policy on the northern portion of the amendment area and to replace the existing T4 MU policy with CI policy on the southern portion of the amendment area. This request essentially switches the policy areas with each other to move mixed use neighborhood development potential into the civic area, and potential civic buildings into the mixed use neighborhood area.

BACKGROUND

The properties associated with this plan amendment request are located northeast of the intersection of S. 7th and Lenore Streets and northwest of the cul-de-sac at the terminus of Dew St., along S. 8th



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St. These properties are incorporated within the Metropolitan Development and Housing Agency's (MDHA) *Envision Cayce Master Plan* (Envision Cayce). The community plan amendment was requested in conjunction with 2016SP-076-003, a request for a Specific Plan amendment on the same properties, to relocate the site of a proposed school located between Dew and Lenore Street.

ENVISION CAYCE

Community Participation

MDHA developed Envision Cayce during 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.

Master Plan

Cayce Place today is Metropolitan Development and Housing Agency's largest remaining multi-family development site. The master plan for Envision Cayce not only includes Cayce Place, but it also encompasses the surrounding neighborhoods, as well as Kirkpatrick Park and Community Center. The proposed redevelopment plan for Cayce Place envisions a mixed-income, mixed-use walkable community that provides social, economic and physical benefit to all residents. The overarching goal of the Plan is to create a place that encourages neighbors to bond, enhances the quality of life, and instills an intangible sense of belonging and community pride in residents.

In order to achieve this goal, the plan proposes that, "New educational opportunities will serve as a focal point of the new community, providing high quality education and supportive services to residents in the community."

Central Park. The new educational opportunities are provided at the terminus of a grand Central Park. The park is a re-envisioned Kirkpatrick Park, and serves as the key organizing feature of the plan and the most significant amenity within the neighborhood. The relocated park provides more convenient and better access for all Cayce Place residents, and is intended to serve as a gathering place for residents and a central place to access community resources and recreational amenities. Several facilities are provided in the park for physical activity including basketball courts, tennis courts, and a combination baseball/football/soccer field adjacent to Kirkpatrick Community Center.

Education Campus. A new educational facility site between the existing Martha O'Bryan center and Kirkpatrick Elementary, with close proximity to the existing Kirkpatrick Community Center creates an education campus concept, focusing on a continuum of high quality educational opportunities for children. The proposed facility, along with a new branch library, has direct access to the social and recreational amenities provided within the Central Park. These facilities round out the cohesive, civic campus envisioned at the terminus of the park.

PLAN AMENDMENT REQUEST

Community Participation

A community meeting held on August 29, 2017 at the Martha O'Bryan Center located at 711 South 7th Street coincided with MDHA's regularly scheduled monthly redevelopment progress meeting with Cayce residents. Approximately 40 people attended the community meeting including the district Councilmember, members of the development team, MDHA



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staff, and Planning staff. Community meeting notices were mailed out to property owners within 1,300 feet of the amendment area on August 16, 2017. The notice was posted on the Planning Department website. In addition, MDHA routinely notifies Cayce residents and other neighborhood participants when these meetings occur. Martha O'Bryan Center also notified their patrons of this meeting.

Some meeting attendees voiced support for the requested relocation of the proposed school site, citing:

- Space and separation between the proposed site and the existing school location will be a positive for each school in maintaining their own identities;
- Nashville currently does not have two charter schools sited next to each other; and
- Traffic (pedestrian, bus and car traffic) separation to each of the school sites will reduce congestion and parking demand in the area.

Other attendees voiced opposition to the requested relocation of the proposed school site, citing concerns regarding:

- Burdensome nature of the increased walking distance and topography change for young students to navigate from the relocated site to the planned public park;
- Safety concerns of young students with the addition of crossing a street to get to the planned public park;
- Loss of the potential for mutual benefit of shared resources, such as recreation space and infrastructure;
- Preference to keep the Community Campus area identified in the Master Plan as an undisrupted whole and the central heart of the Cayce area in order to promote community;
- Anticipated limitations on future shared resources and adaptive reuse of the sites should they be separated; and
- Desire to maintain the Master Plan as developed through the three-year planning process.

ANALYSIS

Staff believes that permitting the plan amendment could have adverse effects on the Envision Cayce Plan and the neighborhood as a whole.

Policy

Civic buildings, particularly major buildings such as public schools, courthouses, and public libraries, are often found at prominent locations. Civic buildings should be in highly visible and accessible locations. Moving the Civic Policy from its current location could prevent the educational facility from being constructed along the Central Park within the planned education campus. The current Civic Policy location is highly visible and accessible. The proposed Civic Policy location is less visible and accessible.

Physical Planning

- Topography. Moving the Civic Policy from its current location will potentially place a civic building in a location that is less walkable. More than 50 feet of elevation change currently exists from the intersection of Lenore and S. 7th St. (proposed Civic Policy location) to the "Central Park," and more than 60 feet of elevation change



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exists from that intersection to the Kirkpatrick Community Center. It will be much more challenging to walk to surrounding community facilities (central park, library, community center, and health clinic) from an educational facility at the proposed Civic Policy location than the current policy location.

- **Cohesive Development.** Replacing the Civic Policy with T4 Urban Mixed Use Policy will potentially drive a wedge between the future educational facility and the park and community facilities. Future development within the proposed T4 Urban Mixed Use Policy could detract from the cohesion of the cluster of civic buildings proposed in the Envision Cayce plan. The wedge of development will also require students and faculty to walk greater distances from the new educational facility to the park and community services.
- **Streets.** The current Civic Policy would allow direct pedestrian access to the park and community services from all civic uses in the area, without the need to cross a street. The proposed change to Civic Policy would require multiple street crossings.

Urban Design

- **Education Campus.** The non-civic uses permitted within the T4-MU Policy will likely detract from the overall campus atmosphere that could be created with civic buildings within the current Civic Policy location. From an urban design standpoint, maintaining the Civic Policy in its current location will yield the education campus sought by Envision Cayce. The creation of a campus will help achieve several urban design goals:
 - Foster intellectual life and social interaction;
 - Provide access to a largely pedestrian group of users;
 - Create a sense of enclosure and gathering spaces between civic buildings;
 - Take advantage of synergies created by direct relationships among civic buildings, uses, and public open spaces; and
 - Help ensure safety and security of students, employees and visitors.

Economics

One of the key goals of Envision Cayce is to create a sustainable and financially viable development. The current Civic Policy promotes a balanced and cohesive development pattern that would enable shared facilities and resources that meet the community's short-term and long-term needs. It also expands the potential for adaptive reuse of all civic properties in the community campus area that would support other community goals.

Staff recognizes Envision Cayce was not intended to be static. Future community plan amendments may be necessary to respond to the diverse and dynamic community needs associated with the implementation of a redevelopment project of this magnitude. The applicant's request does not represent such a need. Staff has determined that the request is not appropriate or consistent with the goals and vision of Envision Cayce Master Plan or the planning policies and principles of NashvilleNext. Staff recommends maintaining the Community Campus area of the Master Plan as currently reflected in the East Nashville Community Plan.

STAFF RECOMMENDATION

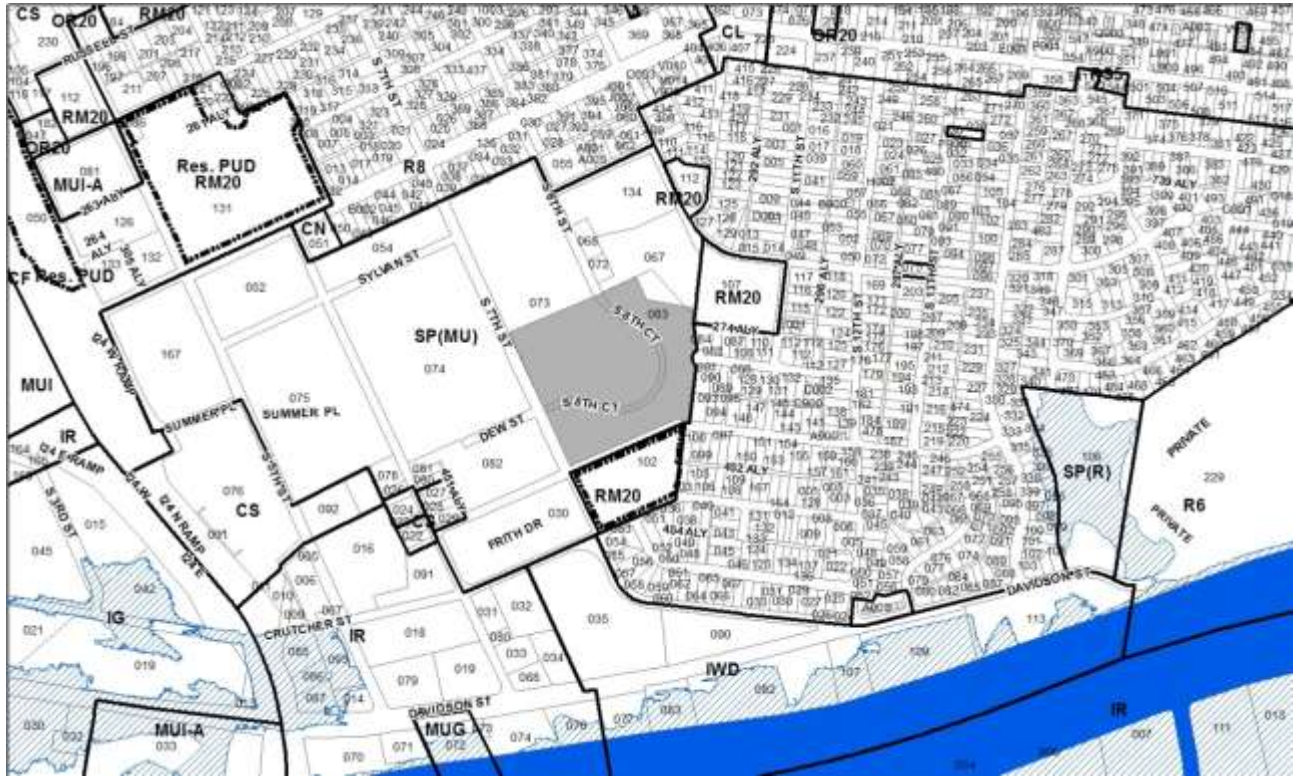
Staff recommends disapproval of the amendment request.



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2016SP-076-003
CAYCE PLACE SP (AMENDMENT)
Map 093-04, Part of Parcel(s) 073, 083
05, East Nashville
06 (Brett Withers)



Project No.	Specific Plan 2016SP-076-003
Project Name	Cayce Place SP (Amendment)
Associated Case	2017CP-005-005
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	<i>Disapprove.</i>

APPLICANT REQUEST

Preliminary SP amendment to relocate the proposed school.

Preliminary SP

A request for a Specific Plan amendment on a portion of properties located at 701 and 711 South 7th Street, at the northeast corner of South 7th Street and Lenore Street, zoned Specific Plan-Mixed Use (SP-MU) and within the Cayce Redevelopment District (15.21 acres), to relocate the proposed school location between Dew and Lenore Street.

Existing 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.

EAST NASHVILLE COMMUNITY PLAN

Existing and Proposed Policies (Note: The associated plan amendment proposes to change an area of CI policy to MU policy and an area of MU policy to CI policy)

T4 Urban Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

T4 Urban 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.



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Proposed Site Plan

- Outlined in black is an SP amendment being considered by Metro Council
- Outlined in red is the proposed SP amendment area



Proposed Site Plan – Amendment Area

- Outlined in blue is the proposed school site



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Approved Site Plan

- Outlined in blue is the existing school site



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Consistent with Policy?

No. This proposal is inconsistent with the existing land use policy boundary designations, which reflect approximately three years of master planning and public input. The previously-approved school site is located in Civic policy adjacent to other civic and institutional uses within the same policy. It is also adjacent to a park, which is appropriate and beneficial for school students. The amendment proposes to extend the Civic policy to the south, in an area currently designated as T4MU, and relocate T4MU to the central portion of the existing Civic policy, closest to the existing residential neighborhood to the east. This policy shift does not reflect the intent of the land use policies within the Cayce Place SP, including a cohesive development pattern and improving neighborhood amenities.

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 84 acres. The approved preliminary SP includes an overall layout that incorporates a variety of residential, civic, recreational, office, and commercial uses. The Cayce Place SP includes a centrally located Civic sub-district of park space, civic space, limited commercial, and a proposed school site that connects to the existing neighborhood. This proposal would amend the proposed school site location to the south, outside of the existing Civic sub-district.

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 the site is in the Cayce Place Redevelopment District.

ANALYSIS

The SP amendment proposes to relocate the previously-approved school north of Dew Street to the south along Lenore Street. The previously-approved school location is part of a new community services campus that provides health and social, economic, and educational support to existing and proposed residents. The campus clusters existing resources, such as the Martha O'Bryan Center, Kirkpatrick Elementary School, MDHA Office, and Section 8 Administration Office, with proposed services including a community center, health clinic, public library, and an additional school. The campus includes a new park that is centrally located on site, connecting a network of open spaces with the community.

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



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The previously-approved school site is located north of Dew Street between the existing Martha O'Bryan Center and the proposed health clinic, introducing new educational opportunities in an easily accessible and known location. The school buildings are oriented towards the new central park (north) and existing Kirkpatrick Elementary School (east), appropriately transitioning the Civic sub-district to the existing neighborhood to the east.

The SP amendment proposes to relocate the new school to the south, along Lenore Street, and extend the Civic sub-district in this area as well. The school buildings would front Lenore Street (south) away from the community services campus, with parking located behind the school along Dew Street. The western side of the buildings would front 7th Street, which is intended for higher intensity residential and limited commercial uses. A portion of the Civic sub-district area bordering Kirkpatrick Elementary is proposed to be replaced with the Neighborhood Edge sub-district to accommodate residential development, disrupting the transition of civic and institutional uses to the existing neighborhood. Additionally, the relocated school site is located farther away than the remainder of the community facilities, which will require the students to walk a further distance to access the new campus and related amenities. The topography slopes down from the central campus towards Lenore Street, which may further impede accessibility and overall safety.

The location of a central campus and park are an integral part of the Cayce Place SP and reflect the vision of the Envision Cayce Master Plan. The previously-approved community services campus and school location provide critical services to the community, purposefully transitioning to the existing neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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



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- A detailed review of the school site will follow pending the submittal of a full civil site design package.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

STAFF RECOMMENDATION

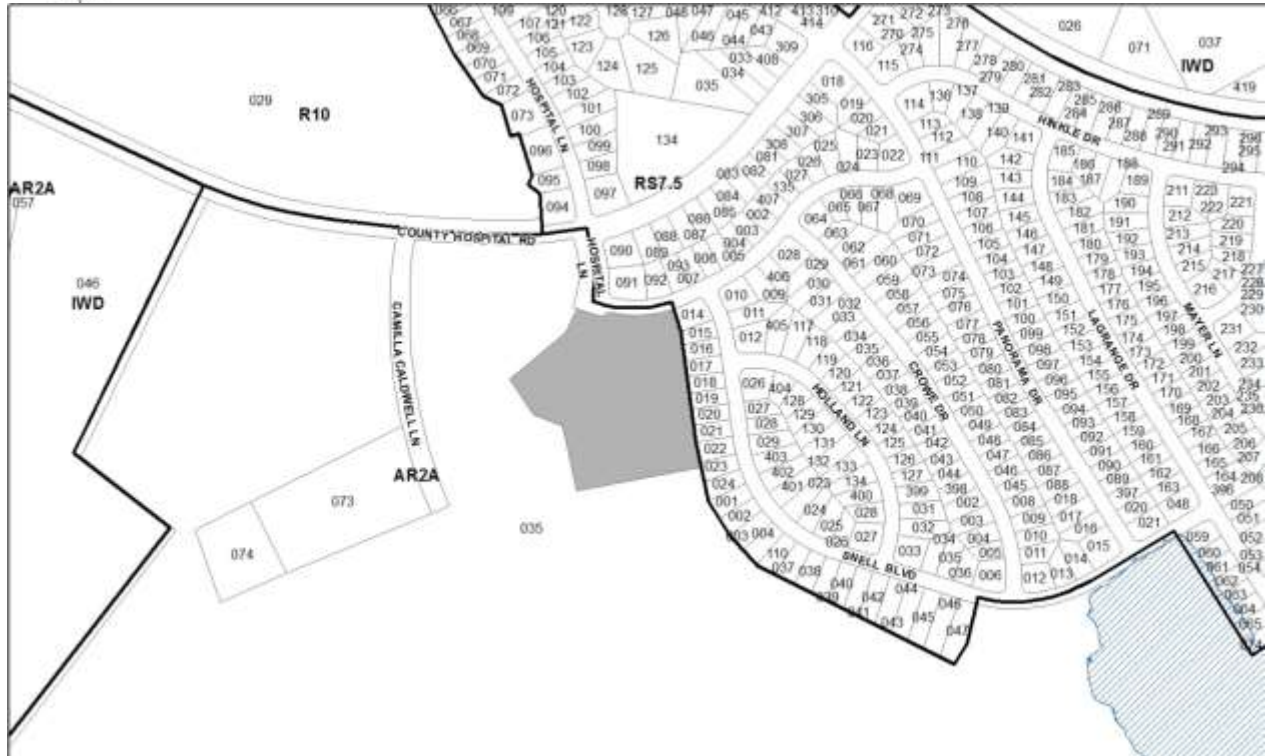
The proposal is not consistent with vision the Envision Cayce Master Plan, the intent of the Cayce Place SP, and the principles of NashvilleNext. Therefore, staff recommends disapproval.



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2017SP-060-001
BORDEAUX TOWNHOMES
Map 080, Parcel(s) Part of 035
03, Bordeaux-Whites Creek
01 (Nick Leonardo)



Project No.	Specific Plan 2017SP-060-001
Project Name	Bordeaux Townhomes
Council District	01- Leonardo
School District	1- Gentry
Requested by	M.D.H.A., applicant; Metro Government, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit 40 multi-family residential units.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning on a portion of property located at 1010 Camilla Caldwell Lane, at the southwest corner of County Hospital Road and Hospital Lane, within the Bordeaux Redevelopment District (5.55 acres), to permit up to 40 multi-family residential units.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit 2 lots with 2 duplex lots for a total of 4 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.

BORDEAUX-WHITES CREEK COMMUNITY PLAN

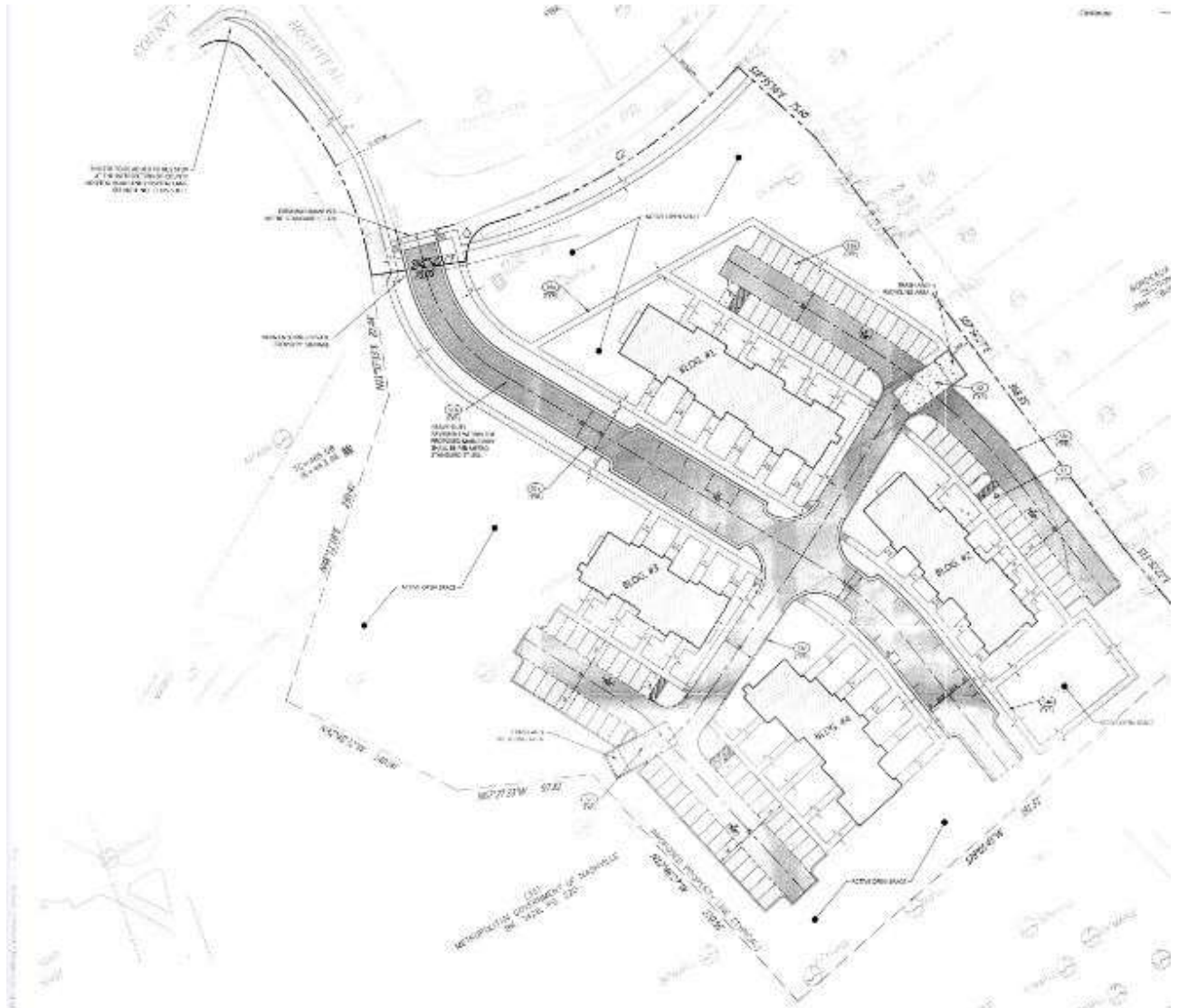
T3 Suburban Mixed Use Corridor (T3 CM) policy is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Consistent with Policy?

Yes. Suburban Mixed Use Corridor policy encourages a pedestrian realm consisting of sidewalks and bikeways that are designed and operated to enable safe, attractive, and comfortable access and travel for all users. This is accomplished by connecting onsite sidewalk improvements to public sidewalks along County Hospital Road. This pedestrian connection will allow site users to access an existing public transit route. This SP serves as a transition between more intense industrial, commercial and institutional uses west of the site along County Hospital Road and the single-family residential uses east of the site in the Bordeaux Hills neighborhood. This site will also serve as a



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Proposed Site Plan



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transition between policy areas as it is located at the edge of T3 Suburban Mixed Use Corridor policy, adjacent to T3 Neighborhood Maintenance policy.

PLAN DETAILS

The site is located at 1010 Camilla Caldwell Lane, at the southwest corner of County Hospital Road and Hospital Lane, within the Bordeaux Redevelopment District. Existing site conditions include a vacant 5.5 acres site adjacent to the Bordeaux Hills neighborhood. Surrounding land uses include industrial, commercial and institutional uses west of the site along County Hospital Road. Land uses east of the site consist primarily of single-family residential uses. Adjacent zoning districts include the Single-Family Residential (RS7.5) and One and Two-Family Residential (R10) zoning districts. Surrounding policy areas include T3 Suburban Neighborhood Maintenance east of the site and District Industrial. An existing hospital and assisted living facility are located southwest of the site but on the same parcel.

The proposed Specific Plan includes 40 multi-family residential units, surface parking and open space. The development consists of two and three bedroom units housed within four townhome-style multi-family structures. The development includes a total of 111 parking spaces, four of which are ADA accessible spaces. Surface parking will be accessed from a singular point on County Hospital Road at the northern portion of the site. This plan incorporates open space areas adjacent to each townhome-style structure. The plan provides open space for stormwater mitigation adjacent to Building 3 on the northern portion of the site.

The site has an internal network of sidewalks connecting the principal entry points of each building to public sidewalks on County Hospital Road. All residential units will have pedestrian access throughout the site via shared sidewalks and a pedestrian connection to County Hospital Road. All internal sidewalks shall be a minimum of five feet in width. The internal sidewalk network also connects each building to open space. Internal sidewalks connect to existing public sidewalks located along County Hospital Road, an existing transit route with a bus stop at the corner of Hospital Lane and County Hospital Road. The existing MTA bus stop will be improved from a traditional bus stop with signage to a bus shelter.

Architectural standards are included on the plan and elevations will be provided with the final site plan. Standards include façade requirements, height, glazing and exterior materials.

ANALYSIS

The SP application is consistent with the T3 Suburban Mixed Use Corridor policy area. This proposed SP will provide 40 multi-family residential units which will provide an additional housing option within the immediate area. The development is contiguous to existing residential development that abuts the site to the east. The layout of this development is consistent with the suburban character of the established development pattern. Site users will have access to existing transit service on County Hospital Road. This development will add the existing sidewalk network within the area by installing new sidewalks consistent with standards of the Metro Public Works standards. New sidewalks will provide residents of this proposed development with pedestrian access to County Hospital Road as well as to the existing MTA bus stop north of the site. This development will also serve as an appropriate transition area between the single-family land uses east of the site and the more intense industrial, commercial, and institutional uses along County Hospital Road west of the site..



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FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Provide fire flow calculations.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve

- 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 with conditions

- Identify if gated access near Dolan Rd is proposed to be relocated. Maintain adequate sight distance at Dolan Rd intersection with Hospital Lane. Locate landscaping material or signage out of sight triangle.

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)	5.55	0.5 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	5.55	-	40 U	366	24	40

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
-	-	-	+38 U	+346	+22	+37

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 1 Elementary 1 Middle 1 High

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

The proposed SP zoning district could generate 11 more students than what is typically generated under the existing AR2a zoning district. Students would attend Cumberland Elementary School,



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Joelton Middle School, and Whites Creek High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

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? 40. 100%.
3. How will you enforce the affordability requirements? Applicants will need to provide their income information for verification.
4. Have any structures been demolished in the last 12 months? No structures have been demolished in the past 12 months on this site.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to a maximum of 40 multi-family residential units.
2. All internal sidewalks shall be a minimum of five feet (5') in width.
3. Applicant shall extend internal sidewalks to connect with existing public sidewalks along County Hospital Road.
4. Developer shall provide bus shelter with seating at existing MTA (Metropolitan Transit Authority) bus stop located at the southwest corner of County Hospital road and Hospital Lane.
5. Developer shall dedicate central drive as public right-of-way before or during Final SP via final plat.
6. Provide final architectural elevations at Final SP consistent with submitted elevations and architectural standards.
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 RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2017SP-074-001
MARSHALL CROSSING SP
Map 071-12, Parcel(s) 347-350
05, East Nashville
05 (Scott Davis)



Project No. Specific Plan 2017SP-074-001
Project Name Marshall Crossing SP
Council District 05 - Davis
School District 5 - Buggs
Requested by Smith Gee Studio, applicant; Heather Anderson, owner.

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

APPLICANT REQUEST

Preliminary SP to permit up to 15 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan - Residential (SP-R) zoning on properties located at 1699, 1701, 1703 and 1705 Lischey Avenue, at the northeast corner of Lischey Avenue and Marshall Street (0.87 acres), to permit up to 15 multi-family residential units.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 7 lots. However, application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices

This request creates an opportunity for urban development that fills in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. The neighborhood contains a mix of one and two-family residential uses, along with institutional and commercial uses. The proposed SP includes 15 detached residential dwellings which will provide an additional housing choice for residents of the area.



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Proposed Site Plan



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EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

The proposed SP is consistent with the policy, which is intended to enhance urban neighborhoods with a variety of housing choices and high levels of connectivity. The development will permit up to 15 multi-family residential units, which promotes a variety of housing types in the neighborhood. Sidewalks, consistent with the local street standard, will be provided along Marshall Street. Sidewalks, consistent with the Major and Collector Street Plan, will be provided along Lischey Avenue. These sidewalks will further enhance the existing sidewalk network along Lischey Avenue.

PLAN DETAILS

The site consists of four existing lots on approximately 0.87 acres located at the northeast corner of Lischey Avenue and Marshall Street. The proposal includes constructing Marshall Street to meet Metro standard for a local street. The neighborhood contains a mix of one and two-family residential uses. A commercial use to the south consists of a large greenhouse.

The site plan proposes up to 15 multi-family residential units. Five of the proposed units will front Lischey Avenue and four will front Marshall Street. The remaining 6 units will front on to an interior open space. The plan includes architectural standards requiring raised foundations, minimum glazing percentage, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of two and a half stories in 36 feet. The maximum height for the three units oriented towards the open space adjacent to the eastern property line will be limited to two stories in 30 feet.

Properties to the north and east are located within a T4 Neighborhood Maintenance land use policy and contain single family homes. While intensity of this plan is consistent with the T4 NE policy, the policy also provides guidance for appropriate transitions to less intense policy areas such as T4 Neighborhood Maintenance. The units shown in the northeastern portion of the site plan identified as units B1, B2 and A13 will be limited in height to 2 stories in 30 feet to reduce the impact to the single family homes abutting this site. Additionally, the site plan proposes a 15 foot wide landscape buffer along the north and east property lines. This buffer will be located between the proposed units along the northern property line and the units fronting Marshall Street. The landscape buffer will facilitate an appropriate transition for the existing single family homes located adjacent to the eastern and northern property lines property line.



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Parking is provided in a surface lot containing 29 parking spaces. Access will be provided through a single connection to Marshall Street. Five-foot sidewalks are provided interior to the development connecting the units to the green space, parking area, and the proposed sidewalks along Lischey Avenue and Marshall Street. A 5 foot sidewalk and 4 foot planting strip consistent with standards for a local road are provided along Marshall Street. A 6 foot sidewalk and a 6 foot planting strip consistent with the requirements of the Major and Collector Street Plan are provided along Lischey Avenue.

ANALYSIS

The policy is intended to create and enhance urban neighborhoods with improved connectivity and a variety of housing choice. Access will be taken from Marshall Street, and pedestrian connectivity will be improved along both Lischey Avenue and Marshall Street. The inclusion of a sidewalk along both property frontages will enhance the existing pedestrian connectivity along the eastern side of Lischey Avenue. The proposal also provides for additional housing within an urban neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval. MWS also recommends the applicant revise their availability study before Final SP phase, to reflect the latest layout/unit count and reduce capacity fee amounts.

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 plan book that Marshall St is to be constructed per MPW standard ST-252
- With the submittal of the Final SP, submit full roadway construction drawings per Subdivision Street Design Standards Section 3.7

TRAFFIC AND PARKING RECOMMENDATION

Approve



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Maximum Uses in Existing Zoning District:RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.87	8.71 D	7 U	67	6	8

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)	0.87		15 U	144	12	16

Traffic changes between maximum: RS5 and SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+8 U	+77	+6	+8

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 5 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate 5 more students than the existing RS5 zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

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

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 15 multi-family units.
2. Units B2, B3 and A13 as shown on the preliminary site plan shall be limited to a maximum height of two stories in 30 feet.
3. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
4. All references to on street parking shall be removed from the corrected copy of the preliminary site plan.
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. BL 2016-133, 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 RM15-A zoning district as of the date of the applicable request or application.



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



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2017SP-075-001
CHERON ROAD VILLAGE CENTER
Map 051, Parcel(s) 082 and 083.02
04, Madison
08 (Nancy VanReece)



Project No.	Specific Plan 2017SP-075-001
Project Name	Cheron Road Village Center
Council District	08 - VanReece
School District	3 - Speering
Requested by	DBS and Associates Engineering, applicant; S and S Legacy Partners, Gerald Clifton and Marjorie Sharer, owners.
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 on properties located at Briarville Road (unnumbered) and Cheron Road (unnumbered), at the southwest corner of Cheron Road and Frontage Road (4.39 acres), to permit up to 81 multi-family units and non-residential uses.

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 16 lots with 4 duplex lots for a total of 20 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.

MADISION COMMUNITY PLAN

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.

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



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Proposed Site Plan



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Consistent with Policy?

This property features a small section of steep slopes exceeding 20% in the middle of the site. In this situation, the steep slopes on the property are in 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 proposed SP is consistent with policy as it provides a mixed use development and future connectivity to the west. The plan provides for improved pedestrian connectivity along the site and to the Nossi College campus to the north.

PLAN DETAILS

The site is located along the south side of Cheron Road, west of Briarville Road. The site is approximately 4.39 acres in size and is currently vacant.

Site Plan

The plan proposes 81 multi-family residential uses and up to 5,000 square feet of non-residential uses. Three buildings address Cheron Road. The northeast building addressing Cheron Road will include ground floor non-residential space as well as 10 residential lofts on the second floor. All units are townhome style multi-family buildings that address the frontage road along the eastern property line or internal open space. 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 Cheron Road and the frontage road. Parking is provided throughout the site in the form of surface parking stalls, garages and on-street parking. All parking standards meet the Metro Zoning Code requirements. The internal private drive proposes a future extension/cross access easement to the property to the west; providing for future connectivity for the area. A five foot wide sidewalk and a four foot wide grass strip are proposed along Cheron Road and the frontage road meeting the local street standards. Internal sidewalks are provided throughout the development.

ANALYSIS

The proposed use and layout are consistent with the T3 Suburban Neighborhood Center policy. The proposed residential and commercial use will serve the existing mixture of uses to the north and in the area in general. The proposed plan improves the pedestrian realm by creating a walkable development and provides safe access to the site from Nossi College. 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. 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.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve



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WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. If the lots are not consolidated, than further public water/sewer extensions may be needed, requiring submittal/approval of more construction plans before 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.
- Prior to Final SP, indicate the construction of sidewalk along “Frontage Road” per MPC and MCSP. Sidewalk per MPW standards and specifications.
- Prior to Final SP, indicate on the plans the installation of ground mounted “now entering private property” signage at each driveway location.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

- Developer shall provide adequate sight distance at access drives. Developer shall trim vegetation as necessary. A sight distance exhibit shall be submitted prior to final SP approval.
- Developer shall provide a minimum of 100ft of storage prior to parking areas for exiting travel lane at access drives.
- A new sidewalk along Cheron Rd frontage is shown on the site plan. Developer shall locate a ped crossing at an appropriate location with adequate sight distance , appropriate signage and with appropriate pedestrian infrastructure on Cheron Rd. .
- Developer shall submit a detailed pedestrian crossing plan prior to final SP plan approval. Signage may require ped signage with flashing lights.
- At a minimum a ped landing along the Nossi College of Art property shall be provided. This landing shall be coordinated with any planned pedestrian path on Nossi College property.
- Developer shall refurbish pavement markings on Cheron Rd at Briarville intersection as necessary. Developer shall install pavement markings on Worth Street for a left turn lane and a thru/right lane and one entering lane if feasible in existing ROW. Developer shall submit a pavement marking and signage plan with final SP plan.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	4.39	4.35 D	23 U	211	18	24

*Based on two-family lots



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.39		81 U	615	44	63

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			5,000 SF	250	12	34

Traffic changes between maximum: **R10 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+644	+38	+73

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 2 Elementary 2 Middle 2 High
Projected student generation proposed SP-MU district: 12 Elementary 7 Middle 8 High

The proposed SP-MU zoning district could generate 21 more students than what is typically generated under the existing R10 zoning district. Students would attend Chadwell Elementary, Gram Mar Middle School, and Maplewood High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to 81 multi-family residential units and maximum of 5,000 square feet of office, restaurant or retail use.
2. Maximum height of buildings along Cheron Road shall limited to 4 stories in 60 feet, measured to the roofline.
3. Maximum height of remaining building not along Cheron Road shall be limited to 3 stories in 40 feet measured to the roofline.
4. Comply with all conditions of Public Works and Traffic and Parking.
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. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
6. 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 MUN-A zoning district.



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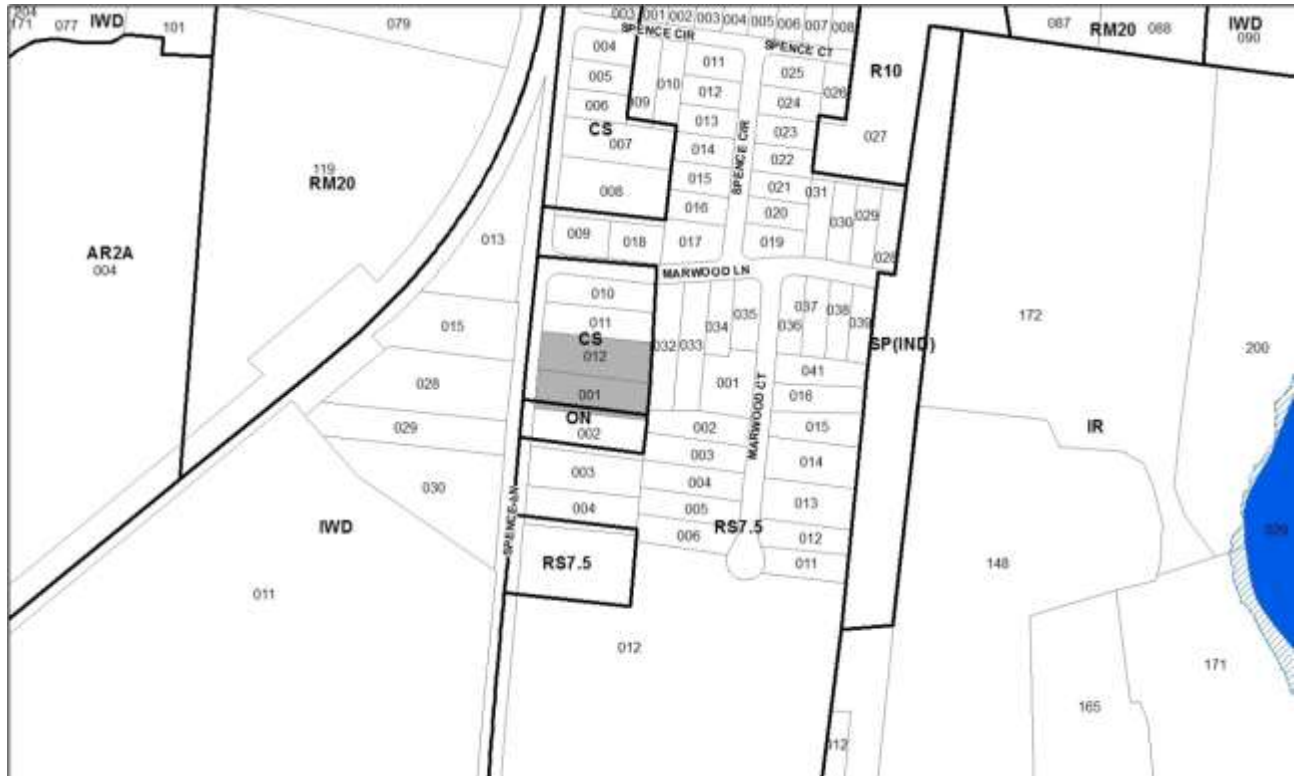
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
8. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be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



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Metro Planning Commission Meeting 9/14/2017



2017SP-076-001

CITY SIDE CENTRE

Map 094-15, Parcel(s) 012

Map 106-03, Parcel(s) 001

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



Project No.	Specific Plan 2017SP-076-001
Project Name	City Side Centre
Council District	15 – Syracuse
School District	4 - Shepherd
Requested by	Civil Site Design Group, applicant; Todd and Chancie Goodwin, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit a mixed use development.

Preliminary SP

A request to rezone from Commercial Service (CS) and Office Neighborhood (ON) to Specific Plan – Mixed Use (SP-MU) zoning on properties located at 406 and 408 Spence Lane, approximately 175 feet south of Marwood Lane, (1.36 acres), to permit a mixed-use development with a maximum of 10,000 square feet of retail, office, personal care service, and restaurant uses and a maximum of four multi-family residential units.

Existing Zoning

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

Office Neighborhood (ON) is intended for low intensity office uses.

Proposed Zoning

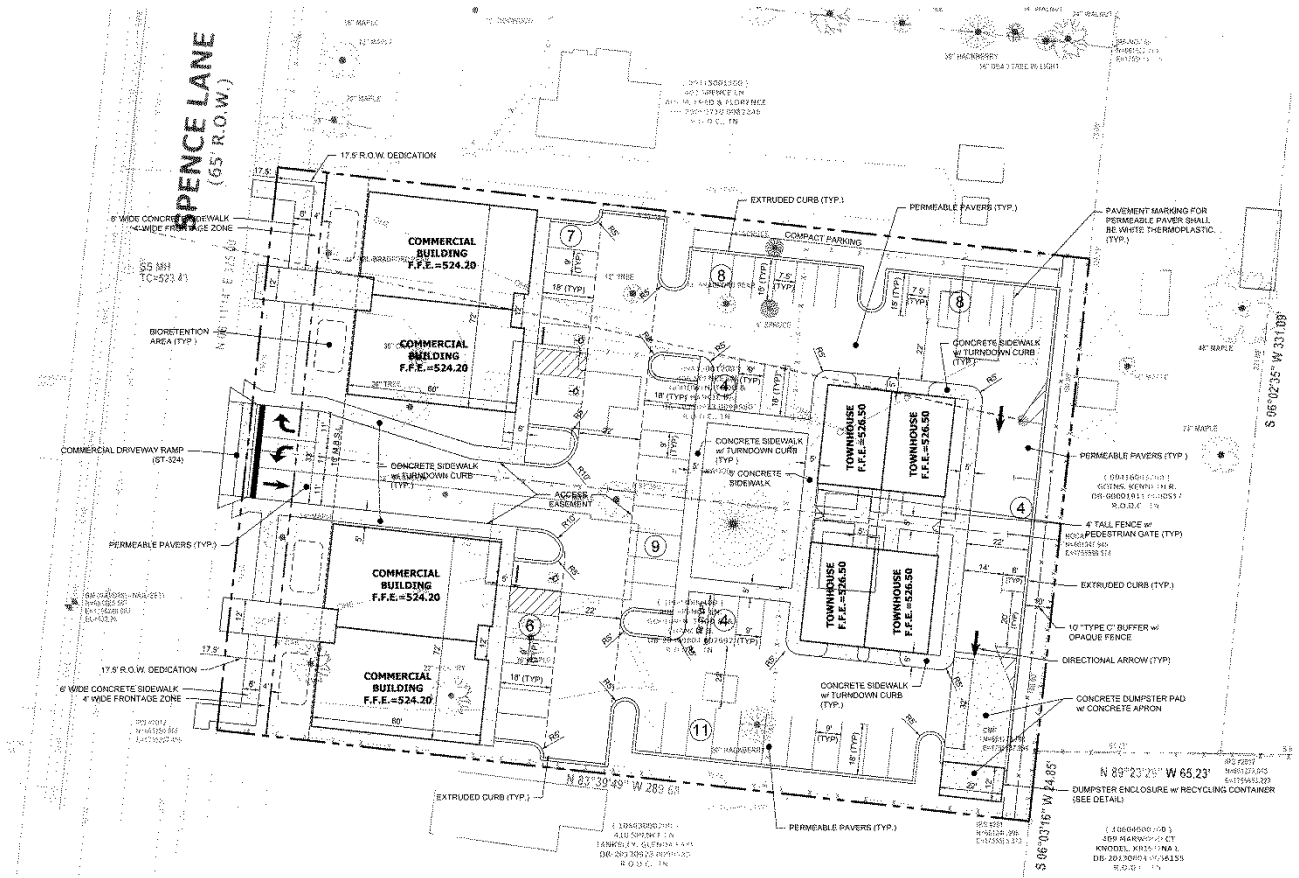
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

DONELSON – HERMITAGE – OLD HICOKRY COMMUNITY PLAN

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



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Proposed Site Plan



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Consistent with Policy?

The project site is within an area of T4 Neighborhood Center policy, located between an area of T4 Neighborhood Maintenance policy to the east and an area of District Industrial policy to the west. The center, which is located directly on the Spence Lane corridor, currently includes primarily single-family residential uses, rather than the mix of commercial, mixed-use, residential and institutional uses the policy supports. The proposed Specific Plan includes a mix of retail, restaurant, personal care service, and office uses, which will provide walkable services for residents of the neighborhood immediately to the east, as well as for those employed in the surrounding industrial areas.

T4 NC areas are well connected, with shared or aligned access points and cross-access between developments within the center. These areas include buildings oriented to the street, with glazing and entrances to create a pedestrian-friendly environment and parking behind or beside buildings. The SP includes a single access point, aligned with access for the existing uses across Spence Lane, as well as a cross-access easement to facilitate future connections between adjacent developments in the neighborhood center. The commercial buildings proposed in this SP are pulled up to the street to help frame the pedestrian realm along Spence Lane and create a more active streetscape through incorporation of sidewalks and green space. Given the existing, primarily single-family residential context to the east, the townhome units and green space in the interior of the site provide an additional housing choice and mix of uses in the development while transitioning appropriately to the adjacent neighborhood.

PLAN DETAILS

The site consists of two parcels located at 406 and 408 Spence Lane, approximately halfway between the intersection of Spence Lane and Lebanon Pike to the north and the intersection of Spence Lane and Elm Hill Pike to the south. The site, which is 1.36 acres in size, is currently developed with two single-family residences. The surrounding land uses to the immediate north, south and east are predominantly single-family. The properties to the west, on the opposite side of Spence Lane, are currently in industrial use.

Site Plan

The plan proposes a total of 10,000 square feet of non-residential uses in two commercial buildings located at the front of the site adjacent to Spence Lane. The plan limits those uses to 8,000 square feet of retail, general office, medical office, and personal care service uses and 2,000 square feet of restaurant uses. Four townhome units are located interior to the site, oriented toward a central court.

Vehicular access is limited to a single access drive from Spence Lane, located between the two commercial buildings and aligned with existing access across the street. Sixty-one parking spaces are provided on site in a surface lot behind the commercial buildings, and each townhome will have a one-bay garage, for a total of 65 parking spaces on site. A north-south, cross-access easement is provided along the drive aisle of the first bay of parking, to provide for future connectivity as other properties within the T4 NC area redevelop. The plan includes a 6-foot sidewalk, 4-foot planting strip and 4-foot frontage zone, consistent with Major and Collector Street Plan requirements, along the property frontage along Spence Lane. Sidewalks are provided interior to the site to connect the commercial buildings and residential units to the public sidewalks along the street. A central green space is provided adjacent to the townhomes. A Type C landscape buffer yard is provided along the eastern property boundary, with additional landscape buffer yards along the northern and southern property lines.



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ANALYSIS

The project site is located in a pocket of primarily single-family residential development, surrounded by more intense uses, including industrial development to the east and west as well as multi-family residential to the north. The south end of the neighborhood is bounded by Margaret Allen Middle School. The area is located halfway between the intersections of Spence Lane with Lebanon Pike and Elm Hill Pike, both major corridors, but lacks more walkable commercial uses that would serve the immediate neighborhood. The T4 NC land use policy calls for a mix of uses designed to serve residents within a 5-minute walk. The SP includes a maximum of 10,000 square feet of retail, office, personal care services, and restaurant uses, intended to serve residents of the neighborhood as well as those in the surrounding industrial areas which lack commercial services.

The SP includes architectural standards for entrances, minimum glazing, and prohibited materials. In order to ensure that the commercial buildings address and activate the streetscape, staff recommends a condition of approval requiring that the façade of the buildings oriented to Spence Lane be treated as a principle frontage through the incorporation of entrances, additional glazing, and materials that wrap the corners. Staff also recommends a condition of approval requiring a wrapped porch or other architectural element on the side of the two townhomes adjacent to the interior open space, to ensure that the corners address both the open space and the townhouse courtyard.

The small park located at the center of the site serves as a focal point at the entrance to the development, helping to screen and separate the residential townhouse court from the commercial parking areas. The location of the green space serves as an open space amenity for employees and customers of the nonresidential uses as well as usable open space for residents of the development. A Type C landscape buffer yard is provided along the eastern property line where the site transitions into the adjacent residential neighborhood. Landscape buffer yards are also provided along the northern and southern property boundaries. Although the properties to the north and south are zoned for commercial or office uses and are within the T4 NC policy area, the landscape buffers provided will help to provide screening for the existing single-family land uses until such time as those properties redevelop.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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, for the new public manhole shown on the utility plans.
- If the private sewer service line tapping into the public sewer is reduced to a 6-inch line, than no public manhole/construction plans are needed. Maintenance agreements for the shared private sewer system must also be submitted and approved, prior to Final SP stage.
- Before Final SP stage, please also re-configure the water system, to reflect the forthcoming availability study. (Must all be private lines, with commercial separated from residential, residential set up with a gang box, and commercial units having their own meter and service line tap.) If the lots are not consolidated, than further public water/sewer extensions may be



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needed, requiring submittal/approval of more construction plans before 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.
- Prior to Final SP, coordinate with MPW on design of the sidewalk along Spence Lane per the MCSP and MPW standards and specifications.
- ROW dedications as shown on the plans are to be recorded prior to building permit approval by MPW.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- The project access should be constructed directly opposite one of the existing commercial driveways on the west side of Spence Lane.
- Each of the exiting turn lanes should include at least 50 feet of storage, and no parking spaces should be located within this storage for exiting vehicles. Developer shall submit a striping and signage plan prior to final SP approval.
- Developer shall provide adequate sight distance. For a speed of 40 mph, the minimum stopping sight distance is 305 feet. The minimum intersection sight distance is 445 feet. Signage and landscaping shall not restrict sight distance.
- At a minimum, parking should be provided according to the Metro Zoning Ordinance, and consideration should be given to providing additional parking if market analyses indicate that the proposed land uses will have higher parking demands.
- Provide loading area for commercial land use per metro zoning code prior to final SP plan approval.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.36	0.6	35,544 SF	1559	36	107

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)	1.36		6,000 SF	295	12	36



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Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)			2,000 SF	66	9	9

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (934)			2,000 SF	993	99	68

Maximum Uses in Proposed Zoning District: SP-MU

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

Traffic changes between maximum: CS and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-178	+87	+229

METRO SCHOOL BOARD REPORT

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

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

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

The proposed SP-MU district would not generate any additional students beyond the existing CS or ON zoning. Students would attend McGavock Elementary, Two Rivers Middle School, and McGavock 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 approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 2,000 square feet of restaurant, a maximum of 8,000 square feet of general office, medical office, retail, or personal care service uses, and a maximum of four multi-family residential units.
2. With the corrected copy, revise the purpose note and list of permitted uses on the plan to reflect only the following uses: General Office, Medical Office, Retail, Personal Care Services, Restaurant, Multi-Family Residential.
3. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
4. To ensure that Spence Lane is addressed as the principle frontage, the following architectural standards shall apply to buildings with frontage on Spence Lane:



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- A minimum of one entrance shall be provided on the façade fronting Spence Lane or at the corner of the building addressing both Spence Lane and the access drive.
 - A minimum of 40% glazing shall be required on the façade fronting Spence Lane.
 - Primary façade materials shall not change at outside corners and shall wrap all sides of the building fronting a public street or private drive.
5. The townhome units shall be oriented to the interior townhouse court. The two units adjacent to the open space shall include a wrapped porch or other architectural element that addresses the open space or a minimum of 25 percent glazing on the side of the unit facing the open space.
 6. Comply with all conditions of Metro Public Works and Traffic and Parking.
 7. 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. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
 8. 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 CS zoning district.
 9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
 10. 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.



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2017SP-077-001
6006 O'BRIEN AVENUE
Map 091-13, Parcel(s) 295
07, West Nashville
20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2017SP-077-001
Project Name	6006 O'brien Avenue
Council District	20- Roberts
School District	9 – Frogge
Requested by	Land Development Solutions, applicant; Barbara Hickerson, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer to the September 28, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit four multi-family residential units.

Preliminary SP

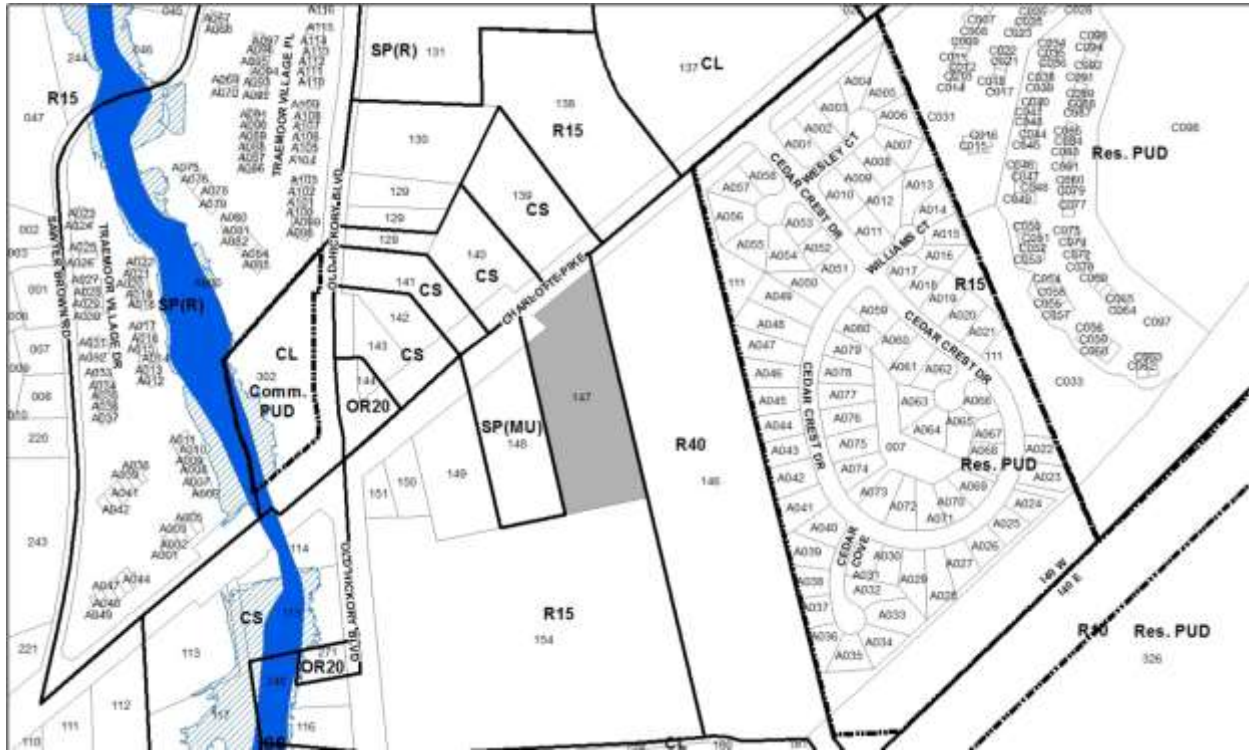
A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning on property located at 6006 O'Brien Avenue, approximately 160 feet west of Lellyet Street (0.25 acres), to permit up to four multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the September 28, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-082-001
CHARLOTTE PIKE TOWNHOMES SP
Map 114, Parcel(s) 147
6, Bellevue
22 (Sheri Weiner)



Project No.	Specific Plan 2017SP-082-001
Project Name	Charlotte Pike Townhomes SP
Council District	22 - Weiner
School District	9 - Frogge
Requested by	S&ME, Inc., applicant; John Schaedle, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the September 28, 2017, Planning Commission agenda unless a recommendation of approval is received from all reviewing agencies. If a recommendation is received from all agencies, staff recommends approval with conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit 27 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning on property located at 7341 Charlotte Pike, approximately 615 feet west of Old Hickory Boulevard (2.87 acres), to permit up to 27 multi-family residential units.

Existing Zoning

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 7 lots with 2 duplex lots for a total of 9 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices

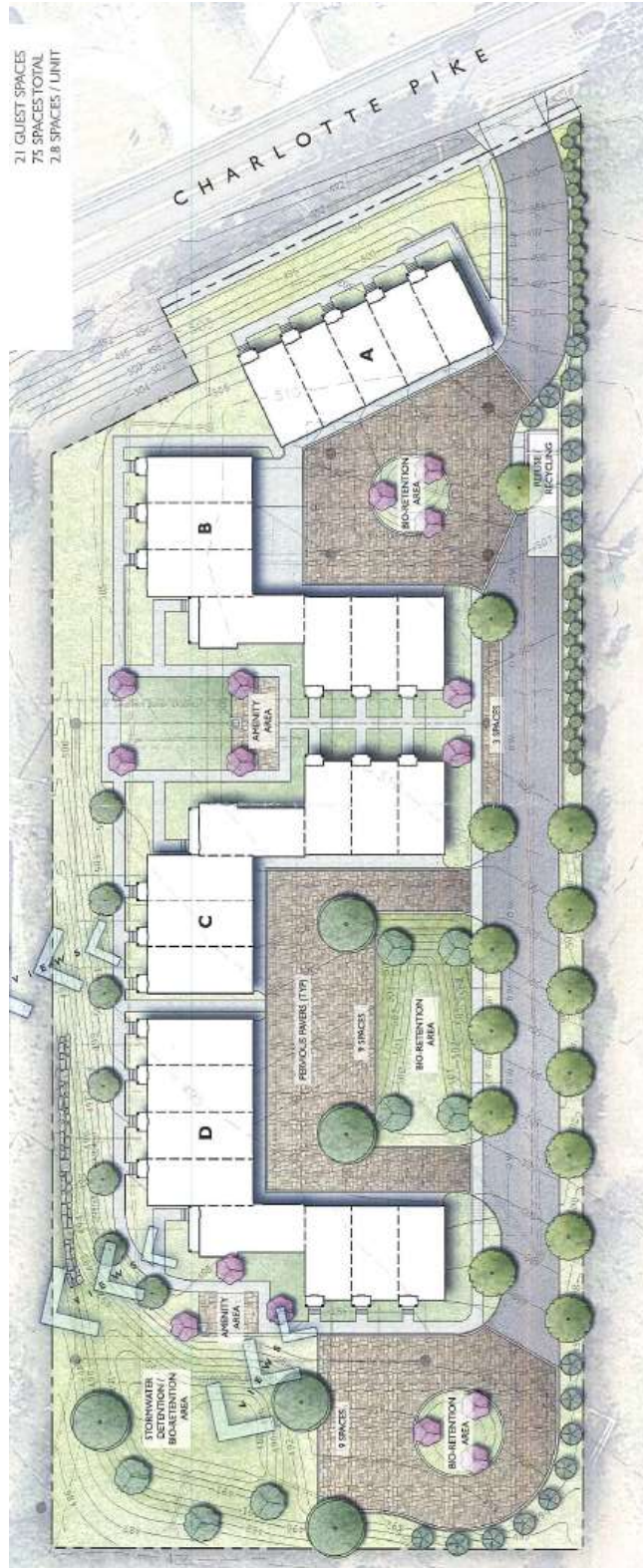
The neighborhood contains a mix of one and two-family residential uses, along with institutional and commercial uses. The proposed SP includes 27 attached residential dwellings which will provide an additional housing choice for residents of the area.

BELLEVUE 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



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Proposed Site Plan



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provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

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

Consistent with Policy?

Yes. The policy for the site encourages a greater mix of higher-density residential and mixed use development along the corridor, prioritizing higher-intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections. This site is located within 650 feet of an intersection of two major arterial Streets, Old Hickory Boulevard and Charlotte Pike. The structures proposed by this SP are compatible with the general character of suburban neighborhoods given the architectural elevations provided with the site plan. A sidewalk consistent with the Major and Collector Street plan is provided along Charlotte Pike and will improve the pedestrian connection to the surrounding area. The Conservation area consists of a small area of steep slopes along the frontage of Charlotte Pike, which was created with the construction of Charlotte Pike.

PLAN DETAILS

The site consists of a single lot with one single family structure fronting Charlotte Pike. The site contains approximately 2.87 acres of land located 615 feet west of Old Hickory Boulevard. The surrounding land uses consists of single family, civic, and institutional uses.

Site Plan

The site plan proposes up to 27 multi-family residential units. Five of the proposed units will front Charlotte Pike; 13 of the units will be oriented to the western property line, which is significantly higher than the adjacent property, and six units will front onto a small courtyard space. The remaining three units will be oriented towards the rear of the site. The site plan indicates an open space amenity area will be provided for recreational use. All units will have a connection to the internal pedestrian network which will connect to the sidewalk shown along the frontage of Charlotte Pike

Access will be provided through a single connection to Charlotte Pike. A total of 54 parking spaces are being provided. All units will contain two-car garages. A six foot bike lane, six foot planting strip and an 8 foot sidewalk are required for the entire frontage of Charlotte Pike as a condition of approval. The internal sidewalk network will provide sidewalks with a minimum width of 5 feet, connecting all units to the public sidewalk.

Preliminary elevations are included with the site plan, shown below. Architectural standards are included on the plan and shall be consistent with the elevations required with the submittal of the final site plan. The plan includes architectural standards requiring raised foundations, minimum glazing percentage, and minimum porch depth of 6 feet. The proposed residential units shall have a maximum height limitation of 45 feet measured to roofline.



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ANALYSIS

Properties to the north and west are located within the T3 Suburban Mixed Use Corridor land use policy and contain a variety of uses from commercial business to single family housing. The parcel to the east contains an educational facility within a T3 Suburban Neighborhood Evolving Policy. Given the diverse mixture of uses in the surrounding area, the residential development proposed by this SP will help create a balanced mixture of residential and commercial land uses along the corridor consistent with the land use policy. This SP will help facilitate evolving development pattern in regard to the T3 CM policy area through the size, scale, and density of the SP. The site elevations provided indicate strongly articulated façades demonstrated by glazing, architectural detail and variation in materials

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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



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STORMWATER RECOMMENDATION

Approve

HARPETH VALLEY UTILITY DISTRICT

Awaiting recommendation

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.
- Submit recorded ROW dedication to the back of the proposed sidewalk prior to building permit signoff by MPW.
- Curb and gutter per MPW standard ST-200 will be required, with TDOT standard shoulder.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TAS is required prior to approval of the Final SP

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)	2.93	2.9 D	10 U	96	8	11

*Based on Two-Family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.93		27 U	288	17	33

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+17 U	+192	+9	+22

METRO SCHOOL BOARD REPORT

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

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

The proposed zone change would generate 2 more students than what is typically generated under the existing R15 zoning district. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G Hill Middle School has been identified as over capacity. There is no within the cluster for middle school students. This information is based upon data from the school board last updated November 2016.



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Fiscal Liability

The fiscal liability of 1 new middle school students is \$26,000 (1 X \$26,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends deferral to the September 28, 2017 Planning Commission agenda unless a recommendation of approval is received from all reviewing agencies. If a recommendation is received from all agencies, staff recommends approval with conditions.

CONDITIONS

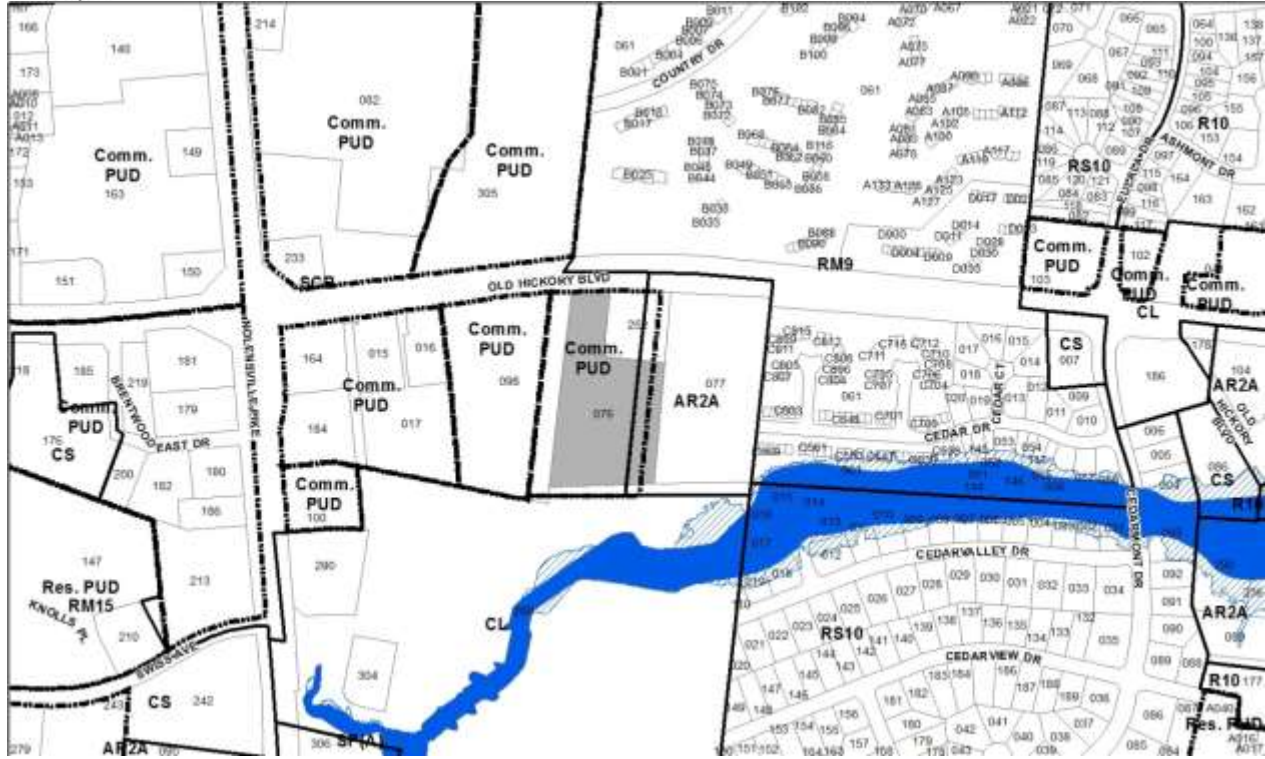
1. Uses within this SP shall be limited to a maximum of 27 multi-family dwelling units.
2. The required bike lane, planting strip, and sidewalk consistent with the requirements of the Major and Collector Street Plan for Charlotte Pike will be required with the submittal of the final site plan.
3. Requesting 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. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2017SP-083-001
SAFSTOR SELF STORAGE
Map 162, Parcel(s) 076
12, Southeast
27 (Davette Blalock)



Project No.	Specific Plan 2017SP-083-001
Project Name	Safstor Self Storage
Associated Case	89P-013-001
Council District	12- Blalock
School District	2- Brannon
Requested by	Williams and Associates, applicant; Farokh Fani, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit a self-service storage facility.

Preliminary SP

A request to rezone from Shopping Center Regional (SCR) to Specific Plan-Commercial (SP-C) zoning on property located at Old Hickory Boulevard (unnumbered), approximately 995 feet east of Nolensville Pike, within a Planned Unit Development Overlay District (4.22 acres), to permit a self-service storage facility.

Existing Zoning

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

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

Proposed Zoning

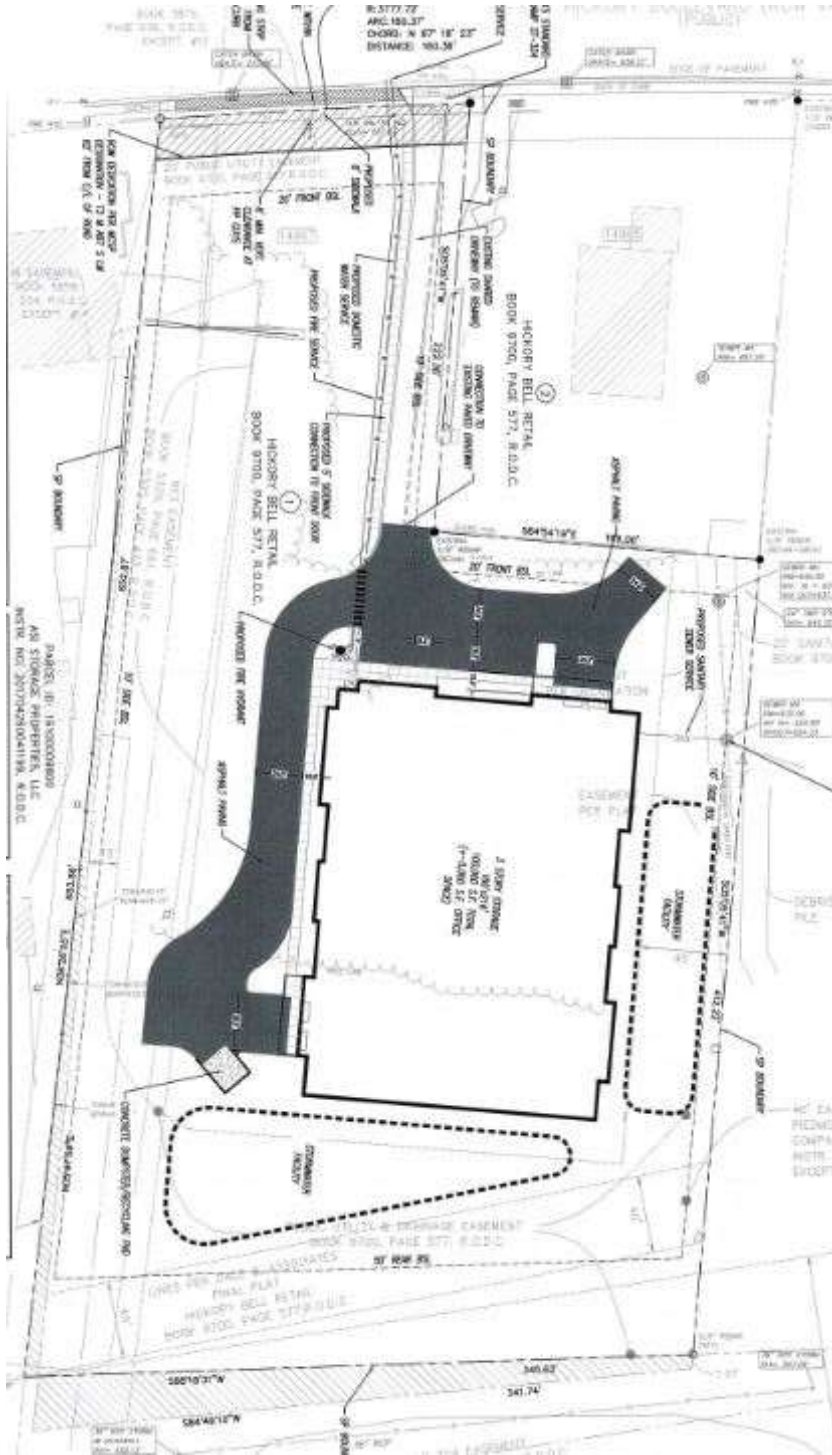
Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

SOUTHEAST NASHVILLE COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) policy is intended to enhance suburban community centers encouraging their redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Community Centers are pedestrian friendly areas, generally located at



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Proposed Site Plan



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prominent intersections. T3 Suburban Community Centers serve suburban communities within a 10 to 20 minute drive.

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

Consistent with Policy?

Yes. Policy areas on this site support the proposed use of this SP. This site is challenging due to conservation policy areas in the form of slopes and existing public utility easements exist on the site. Conservation policy on the site consists of slopes located along portions of site frontage, center and rear of the site. Public utility and drainage easements are located along each boundary of the site. The applicant proposes not to disturb the existing slopes along site frontage and the northern portion of the site. Policy states construction of new buildings in undisturbed conservation areas within a Transect is inappropriate unless the site in question cannot be developed at all without some disturbance of the sensitive environmental features. In these cases, limited development is balanced with conservation. In this case, due to existing public utility and drainage easements located at each boundary of the site and the existing shared driveway, the only feasible portion of the site that can be developed is the center of the site, which contains slopes. Policy provides additional guidance stating whenever possible, a balance should be struck between protecting sensitive environmental features surrounded by or adjacent to Tiered Centers. This site is located in a Tier 2 center according to the Nashville Next Growth and Preservation map. Sensitive environmental features can be thoughtfully and creatively incorporated into building and site design for high-priority locations. The applicant proposes to achieve minimal disturbance of slopes by constructing the proposed self-storage facility in a manner that will lead minimal cut and fill in the center of the site. Conservation policy also states that in cases where a decision must be made, the balance tips more toward the function and development pattern of the surrounding or adjacent Tiered Center than toward the preservation or remediation of the sensitive environmental features. In this case, the balance tips more toward the established suburban development pattern given this site is located in a Tier 2 center, is along a major corridor, and has existing commercial development on both sides of the site. Commercial uses are located on both sides of the site with commercial development located west of the site extending west toward Nolensville Pike along Old Hickory Blvd.

Conservation policy states that consolidated driveways are preferred over individual driveways for each lot or building. This site will maintain an existing shared driveway not located in an environmentally sensitive area. Using the existing drive will provide minimal disruption to environmentally sensitive features with excessive grading and cut and fill minimized thereby helping to minimize alteration of the site.

The layout of this development is consistent with T3 Suburban Community Center policy. There is an established suburban development pattern along this portion of Old Hickory Blvd near the intersection of Nolensville Pike. This project will be limited in height to 3 stories with a maximum height of 45 feet. This SP serves as a transition between more intense commercial uses along Old Hickory Blvd and multi-family residential and single-family residential uses east of the site. T3 Suburban Community Center policy encourages buildings at the edge of the policy area to transition



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in scale and massing where it adjoins lower intensity community character policy, in this case T3 Suburban Neighborhood Evolving east of the site, with thoughtful attention given to the placement and orientation of buildings as they relate to their surroundings. This is accomplished by the plan providing a 20-foot Class C buffer along the eastern boundary of the site.

PLAN DETAILS

The site is located at Old Hickory Blvd, approximately 995 feet east of Nolensville Pike. Existing site conditions include vacant land with conservation areas consisting of slopes located in the central, southeastern, and northwestern portions of the site. Surrounding land uses include commercial and general office uses west and across the street north of the site along Old Hickory Blvd. An existing car wash, located within the same Planned Unit Development, abuts the site to the east. Multi-family residential uses are located across the street north of the site and east of the site along Old Hickory Blvd. Single-family residential uses are located east of the site.

The proposed Specific Plan includes a 100,000 square foot self-service storage facility with associated surface parking. The structure will be 3 stories with a maximum height of 45 feet. Surface parking will be located in front of the principal entrance providing 9 parking stalls. An existing shared drive will provide access to the site from Old Hickory Blvd. The structure will be setback 300 feet from Old Hickory Blvd and will be partially screened by the existing car wash on the abutting parcel east of the site. Existing utility easements located on front side, and rear property lines limit building placement to the central portion of the site. Sidewalks 8 feet in width and a planting strip 6 feet in width, consistent with Major and Collector Street Plan standards, will be provided along Old Hickory Blvd. This plan also includes a sidewalk 5 feet in width that will provide a pedestrian connection from the public sidewalk along the Old Hickory Blvd to the principal entrance of the self-storage facility. A 20-foot landscape buffer is required along the eastern boundary of the site.

ANALYSIS

This proposed SP is located in a Tier 2 center, according to the Nashville Next Growth and Preservation Concept Map in the Southeast Nashville Community Plan. Tier 2 centers receive some investments to manage growth, though less than Tier One centers.

The layout of this development is consistent with the suburban character of the established development pattern along this portion of Old Hickory Blvd near the intersection of Nolensville Pike. This site is an infill site which will allow for existing infrastructure to be used thereby not adding additional infrastructure for Metro to maintain. This development will improve the existing sidewalk network within the area by installing new sidewalks consistent with standards of the Major and Collector Street Plan. New sidewalks will provide nearby residents with improved pedestrian access to existing commercial uses, services and transit stops.

This development is located at the edge of the T3 Suburban Community Center policy area with the T3 Neighborhood Evolving policy area adjacent to the west. The proposed development will serve as an appropriate transition between both policy areas. This site will also serve as a transition between the multi-family and single-family residential land uses east of the site and the more intense commercial uses along Old Hickory Blvd west of the site. The applicant proposes to work with the site by keep cut and fill to a minimum given slopes located in the center portion of the site. According to the grading plan, cut and fill will be minimal on existing slopes in the center portion



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of the site where significant slopes exist. This will provide the least amount of site disturbance as possible for existing slopes.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- Approved as a 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.
- Submit recorded ROW dedication to the back of the proposed sidewalk prior to building permit signoff by MPW.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions.

- Developer shall install pavement markings on shared driveway. Identify pavement markings for travel lanes on shared drive prior to final SP approval.

Maximum Uses in Existing Zoning District: SCR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	4.22	1.0	183,823 SF	10088	221	957

Maximum Uses in Proposed Zoning District: SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	4.22		100,000 SF	6792	155	637

Traffic changes between maximum: SCR and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-3,296	-66	-320

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS

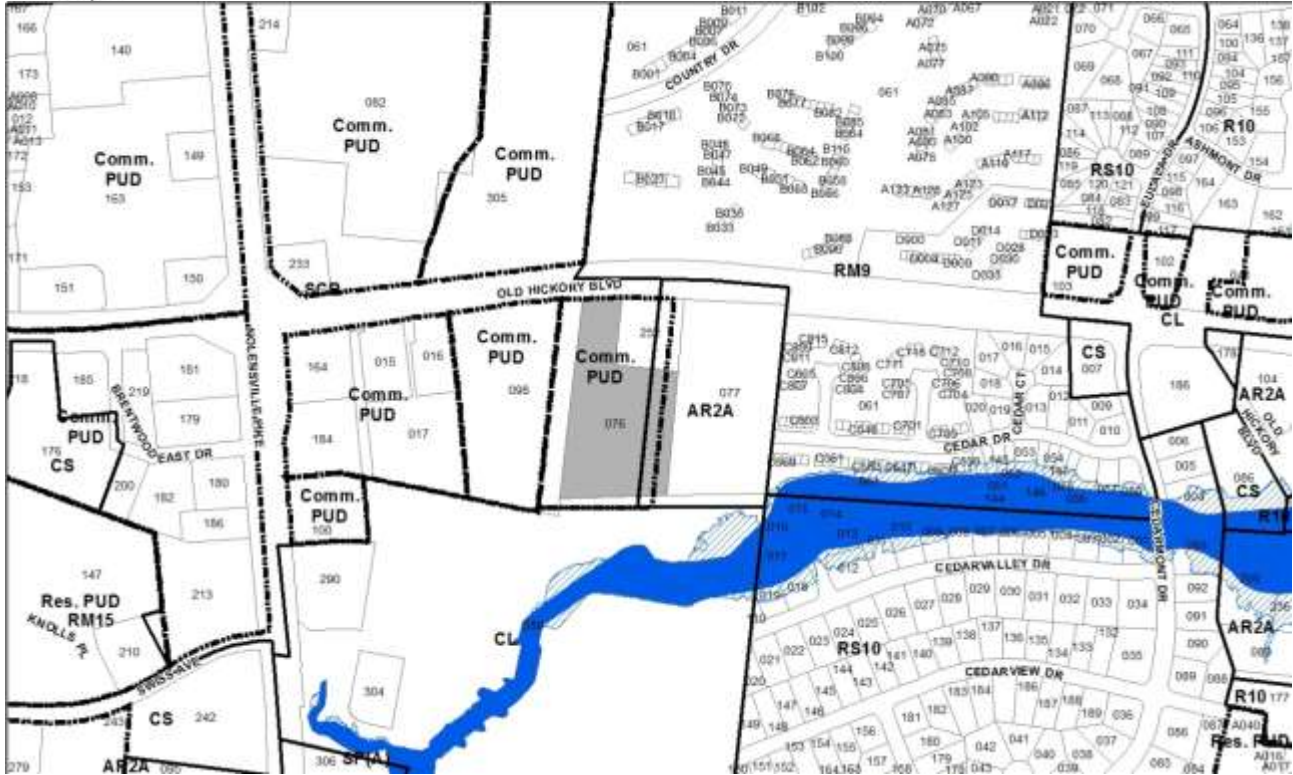
1. Uses within this SP shall be limited to 100,000 square feet of self-service storage.
2. All internal sidewalks shall be a minimum of five feet (5') in width.
3. Sidewalks eight feet (8') in width and a grass strip six feet (6') in width shall be installed along site frontage on Old Hickory Blvd.
4. Provide a Class C landscape buffer along the eastern property line per Metro Zoning Code.
5. Provide shared access easement along existing shared access drive. Provide shared access agreement between the developer and adjacent car wash property.
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 CS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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89P-013-001

HICKORY BELL RETAIL PUD (CANCELLATION)

Map 162, Parcel(s) 076

12, Southeast

27 (Davette Blalock)



Project No.	Planned Unit Development 89P-013-001
Project Name	Hickory Bell Retail PUD (Cancellation)
Associated Case	2017SP-083-001
Council District	12- Blalock
School District	2- Brannon
Requested by	Williams and Associates, applicant; Farokh Fani, owner.
Staff Reviewer	Burse
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 commercial Planned Unit Development.

Cancel PUD

A request to cancel a portion of a Planned Unit Development Overlay District on property located at Old Hickory Blvd (unnumbered), approximately 985 feet east of Nolensville Pike, zoned SCR (4.22 acres).

Existing Zoning

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

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

SOUTHEAST NASHVILLE COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) policy is intended to enhance suburban community centers encouraging their redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Community Centers are pedestrian friendly areas, generally located at prominent intersections. T3 Suburban Community Centers serve suburban communities within a 10 to 20 minute drive.

Consistent with Policy?

Yes. The proposed PUD cancellation will be consistent with the T3 Suburban Community Center policy if the associated Specific Plan (Case number 2017SP-083-001) is approved. The PUD



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cancellation will result in the property being regulated by the associated SP, which is consistent with policy.

HISTORY

Metro Council approved this commercial Planned Unit Development, the Hickory Bell Retail PUD, in 1989. The original approval included 48,000 square feet of office, general retail and fast-food land uses. The Planning Commission approved a PUD revision in 1997 to permit a 3,670 square foot Steak and Shake restaurant. In 2004, the Planning Commission approved a PUD revision to permit a 3,737 square foot drive-thru car wash, replacing the then existing Steak and Shake restaurant. The portion of the PUD that will remain consists of the parcel where the existing car wash facility is located.

ANALYSIS

The site is located at Old Hickory Blvd, approximately 995 feet east of Nolensville Pike. Overall, the PUD covers an area of 5.12 acres. This site is in the Shopping Center Regional (SCR) zoning district and in an existing commercial Planned Unit Development covering two parcels. One parcel has an existing car wash facility, in a portion of the PUD that will remain and is not part of the application.

The other parcel, which is the subject of this application, is vacant land, 4.22 acres. The associated case (2017SP-083-001) is a request to rezone the vacant parcel to Specific Plan zoning to permit a self-service storage facility. Cancelling the PUD will allow a self-service storage use.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

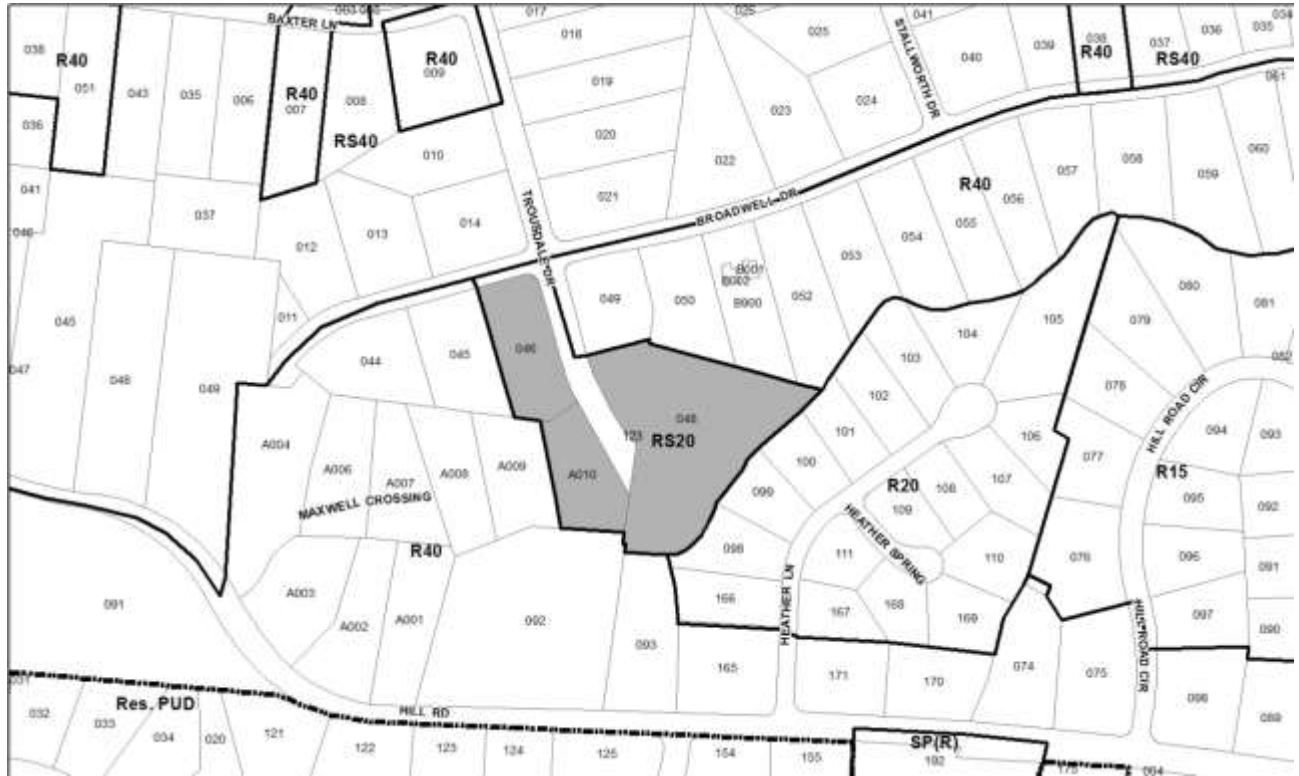
Staff recommends approval of the PUD cancellation if the associated zone change is approved and disapproval if the associated zone change is not approved.



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2008S-061U-12

BRENTWOOD BRANCH ESTATES (CONCEPT PLAN EXTENSION)

Map 160, Parcel(s) 123

Map 160-08, Parcel(s) 046, 048

Map 160-08-0-A, Parcel(s) 010

12, Southeast

04 (Robert Swope)

26 (Jeremy Elrod)



Project No.	Subdivision 2008S-061U-12
Project Name	Brentwood Branch Estates (Concept Plan Extension)
Council District	4 – Swope 26 – Elrod
School District	2 – Brannon
Requested by	Michael and Sharon Yates, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve the extension of the Concept Plan approval to February 25, 2018.</i>

APPLICANT REQUEST

Extend approval of concept plan.

Concept Plan Extension

A request to permit the extension of an approved concept plan for one year for the Brentwood Branch Estates Subdivision for 8 single-family, clustered, residential lots located at 501 Broadwell Drive and Trousdale Drive (unnumbered), zoned Single-Family Residential (RS20) (4.42 acres).

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 8 units.*

PLAN DETAILS

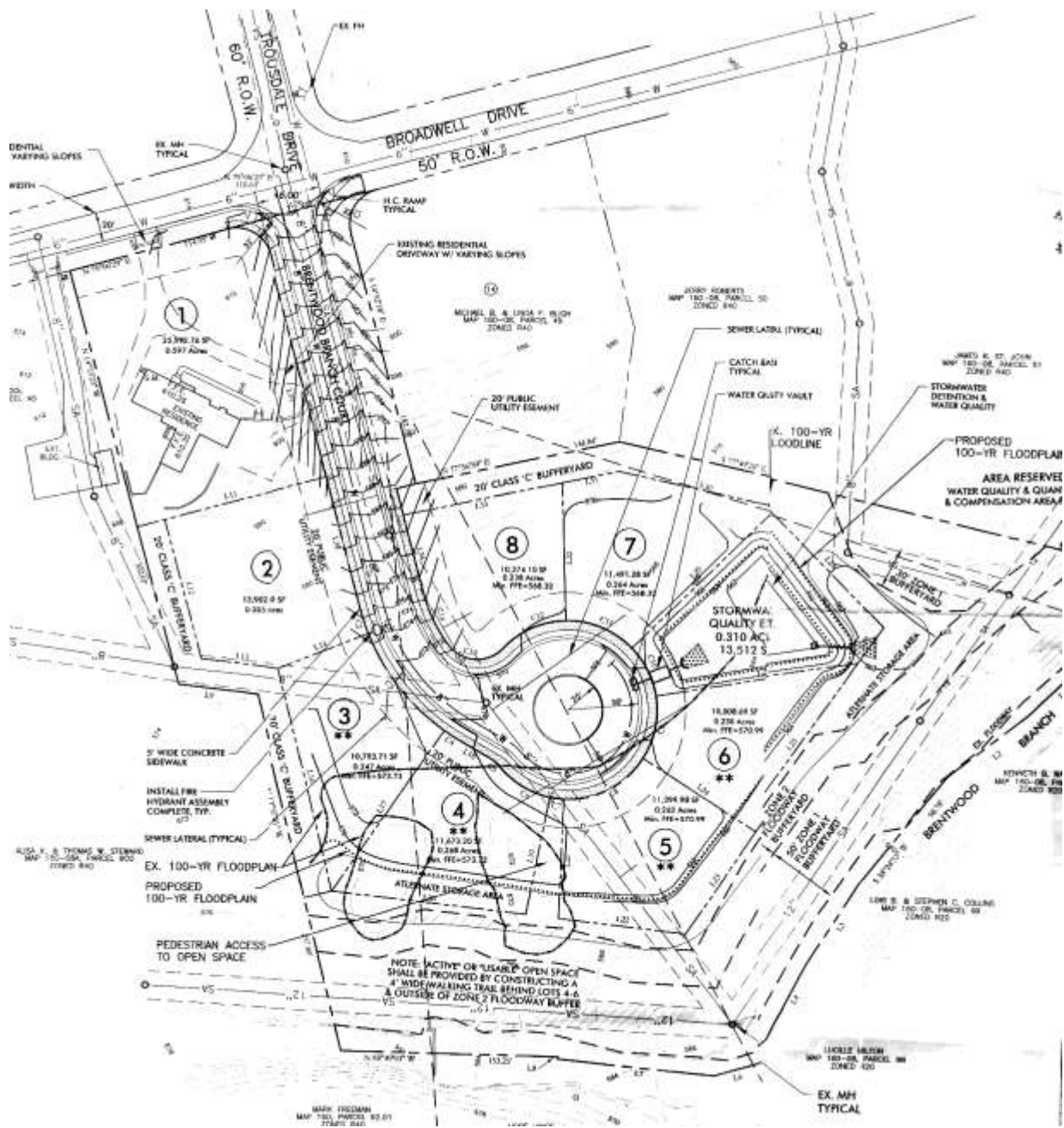
This is a request to extend concept plan approval for Brentwood Branch Estates, a major subdivision. The request is to extend the approval for one year, to February 25, 2018. The properties included in the concept plan are located on the south side of Broadwell Drive in the Crieve Hall area. The Planning Commission approved the concept plan with conditions for eight single-family cluster lots on March 27, 2008. If the extension is granted, this will be the eighth extension to the original approval of the subdivision. The Commission granted the last extension on February 25, 2016. The current request was filed prior to the February 26, 2017, expiration date.

According to the applicant, progress has been made in developing the subdivision as approved including:

1. Mandatory Referral process initiated (withdrawn due to a determination that it wasn't necessary).
2. Complete boundary and topographic survey.
3. Eighty percent construction drawing set, including detailed storm water calculations, hydraulic flood analysis and cut/fill calculations for flood plain disturbance.
4. Plans initially submitted to Stormwater for sufficiency review prior to placing the project on hold.



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Approved Subdivision



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The applicant estimates that over \$25,000 has been spent on submittal, development, design and consultant fees. The applicant also states that over \$50,000 was spent to acquire additional land to complete the boundary of the concept plan and that this land would not have needed to be purchased without concept plan approval.

Previous Extensions

- February 25, 2010
- March 10, 2011
- February 23, 2012
- February 28, 2013
- March 13, 2014
- February 26, 2015
- February 25, 2016

STAFF ANALYSIS

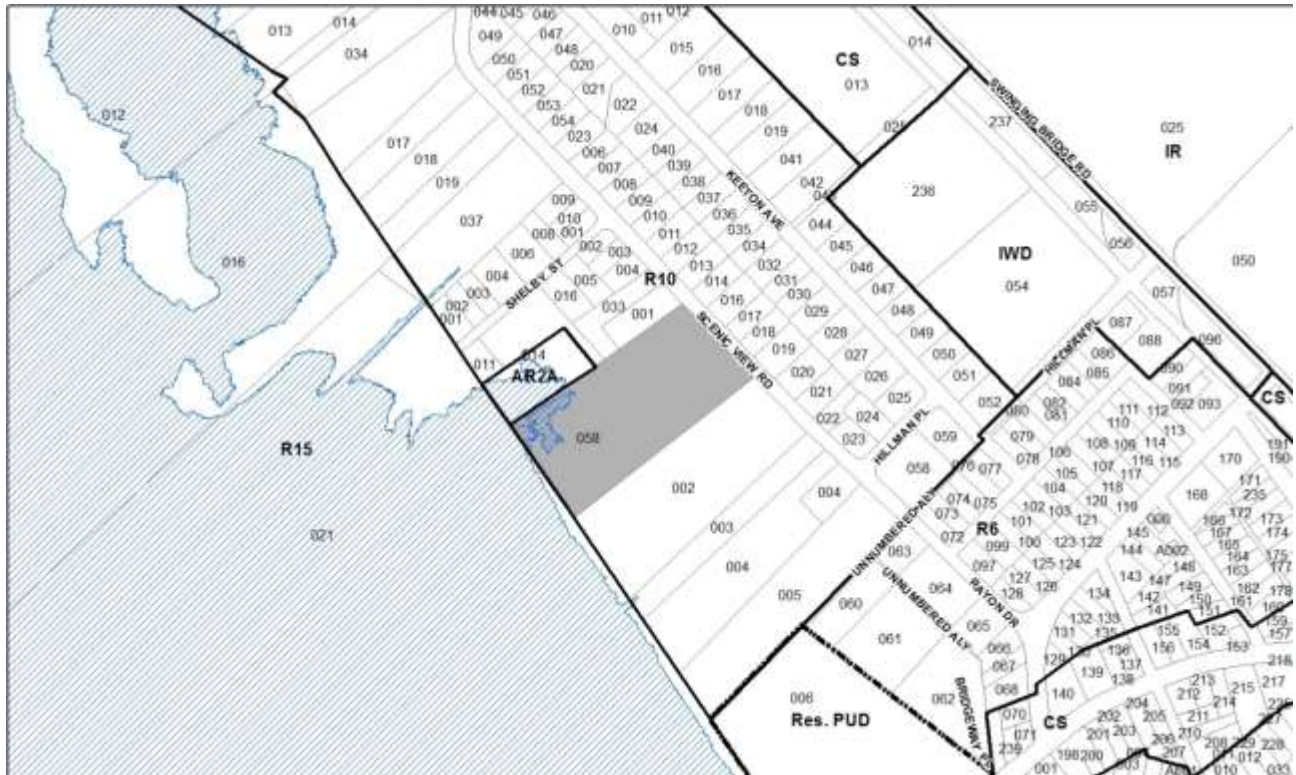
The subdivision is consistent with Zoning Code requirements and received previous approval from the Planning Commission. The applicant has filed an application for Final Site Plan for the development, including submittal of construction plans to other reviewing departments. Review of the Final Site Plan cannot be completed unless this extension is granted. Since the concept plan is consistent with zoning, has previous approvals, and the applicant has made progress in developing the subdivision, staff recommends that the Planning Commission extend the concept plan approval for one year from the previous expiration date, to February 25, 2018.

STAFF RECOMMENDATION

Staff recommends approval of the extension of the Concept Plan approval to February 25, 2018.



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2017S-207-001

PRINCETON PARK

Map 44, Parcel(s) 058

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



Project No.	Concept Plan 2017S-207-001
Project Name	Princeton Park
Council District	11 - Hagar
School District	4 - Shepherd
Requested by	Kimley-Horn, applicant; Belz-McDowell Properties, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan approval to create 17 lots.

Concept Plan

A request for concept plan approval to create up to 17 lots on property located at Old Hickory Boulevard (unnumbered), approximately 430 feet northwest of Hillman Place, zoned One and Two-Family Residential (R10) (5.76 acres).

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 21 lots with 5 duplex lots for a total of 26 units.*

DONELSON – HERMITAGE – OLD HICKOY COMMUNITY PLAN

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

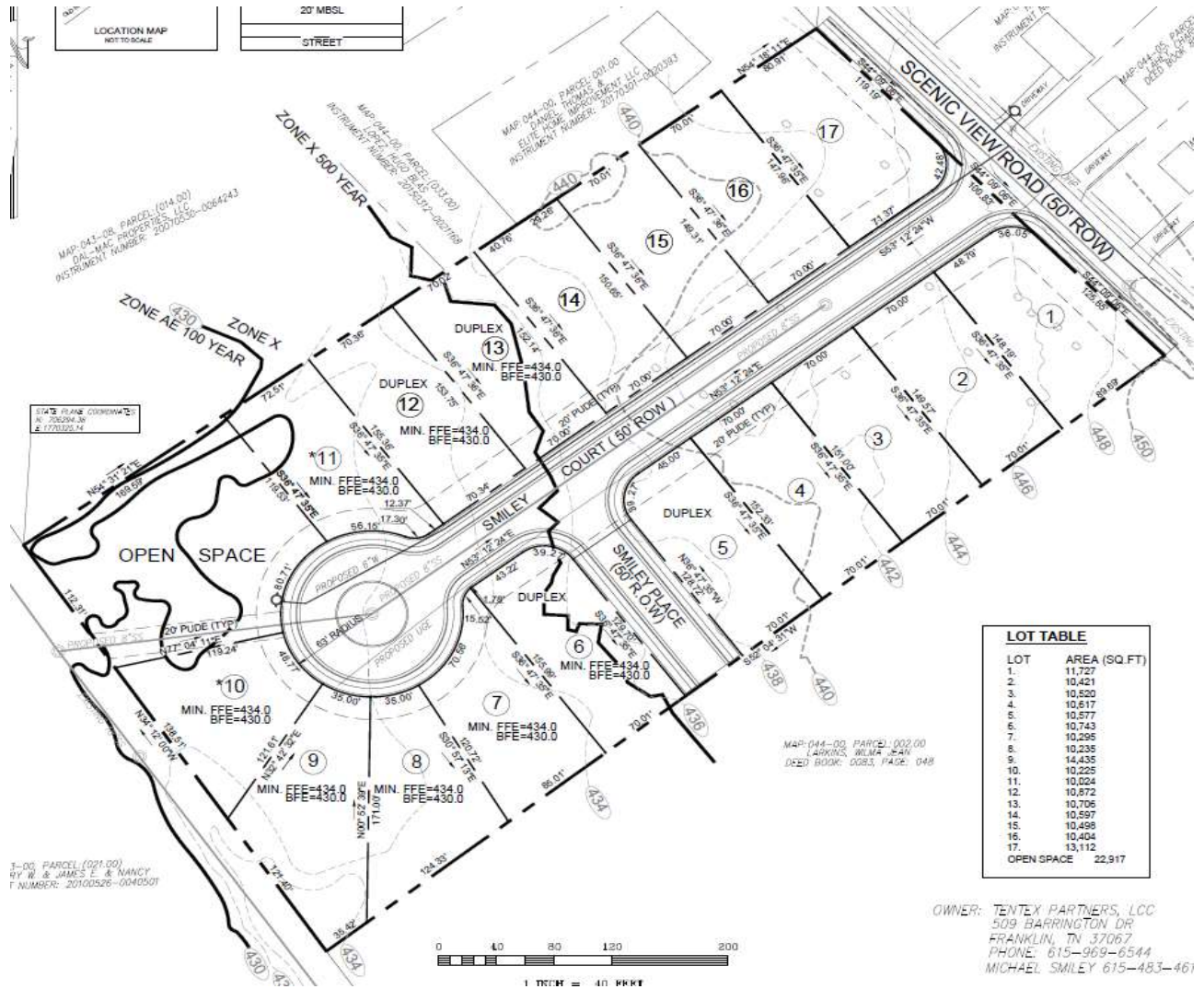
Conservation (CO) is intended to preserve and enhance environmentally sensitive land within all Transect Categories except T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats,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

PLAN DETAILS

The property is approximately 5.76 acres and is located off of Scenic View Road, northwest of Hillman Place. The site is currently vacant. The land use policy for this site is primarily T3 Neighborhood Evolving policy with a portion of the site containing Conservation Policy that identifies the location of the 100 year flood plain.



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LOT TABLE	
LOT	AREA (SQ.FT)
1.	11,727
2.	10,421
3.	10,500
4.	10,617
5.	10,577
6.	10,743
7.	10,298
8.	10,235
9.	14,435
10.	10,225
11.	10,024
12.	10,872
13.	10,706
14.	10,597
15.	10,498
16.	10,404
17.	13,112
OPEN SPACE	22,917

OWNER: TENTEX PARTNERS, LCC
 509 BARRINGTON DR
 FRANKLIN, TN 37067
 PHONE: 615-969-6544
 MICHAEL SMILEY 615-483-461

Proposed Concept Plan



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Site Plan

The site plan proposes 17 lots, 13 single-family lots and 4 duplex lots for a total of 21 units. Lot sizes range from 10,024 square feet to 13,112 square feet. All of the lots will front onto Smiley Court, a public street. The width of the lot frontages vary from 35 feet to 70 feet.

The concept plan indicates Smiley Court will contain 50' of Right of Way. A sidewalk that meets the standards for a local street, a 4 foot wide planting strip and a 5 foot wide sidewalk, will be provided with the construction of the public street. Lots 1 and 17 are corner lots that contain frontage on Scenic View Road and Smiley Court.

Of the total 5.76 acres, 0.52 acres will be placed in open space to prevent development within the 100 year flood plain, achieving consistency with the Conservation Policy.

ANALYSIS

The plan provides for more street connectivity by constructing new public streets within the proposed subdivision. The surrounding neighborhood contains a mixture of housing types, primarily mobile homes and single family structures. The single family lots within the neighborhood to the north contain an average lot size of a quarter of an acre, which is slightly larger than the average lot size of 10,941 square feet as indicated by the lot sizes shown in the concept plan. The concept plan also indicates future street connections which will provide increased connectivity when adjacent parcels redevelop.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Ensure proper sight distance is provided at sight access

WATER SERVICES

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Lot 10 and 11 shall be marked with a (*) to indicate each lot is a critical lot.



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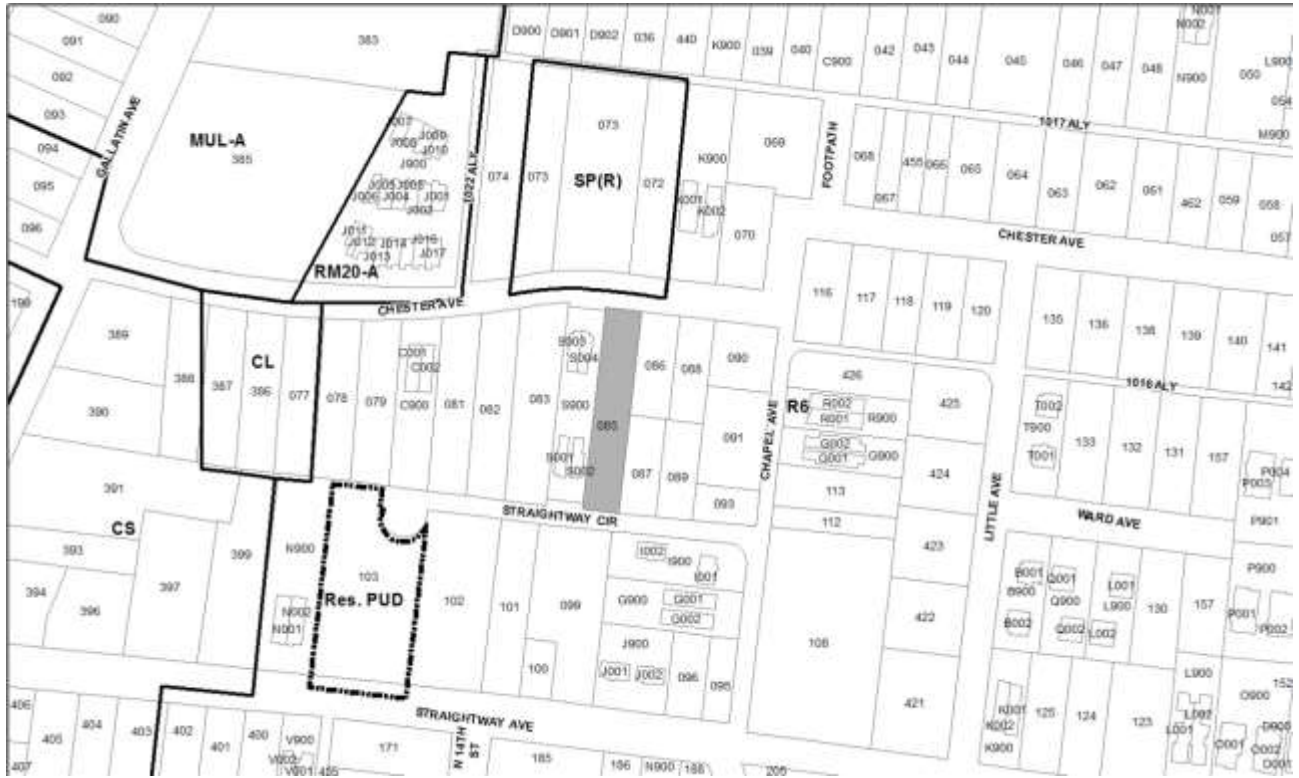
2. The homes built on Lots 1 and 17 shall include appropriate architectural elements to address Scenic View Drive. Examples include wraparound porches and glazing.
3. The following note shall be added to the corrected copy of the concept plan, “Prior to the issuance of any building permit for a lot designated as a critical lot, a critical lot plan shall be submitted to the Metro Planning Department in conformance with Appendix B of the Metro Subdivision Regulations.”
4. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



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2017S-211-001

BROWNSVILLE ADDITION RESUB OF LOT 16

Map 072-14, Parcel(s) 085

05, East Nashville

07 (Anthony Davis)



Project No. Final Plat 2017S-211-001
Project Name 1124 Chester Avenue
Council District 07 - A. Davis
School District 5 - Buggs
Requested by Dale and Associates, applicant; Rosemary Partners, LLC, owner.
Staff Reviewer Birkeland
Staff Recommendation Approve with conditions.

APPLICANT REQUEST

Create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 1124 Chester Avenue, approximately 170 feet west of Chapel Avenue, zoned One and Two-Family Residential (R6), (0.28 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *The Metro Codes department has confirmed that R6 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.*

EAST NASHVILLE COMMUNITY PLAN

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

PLAN DETAILS

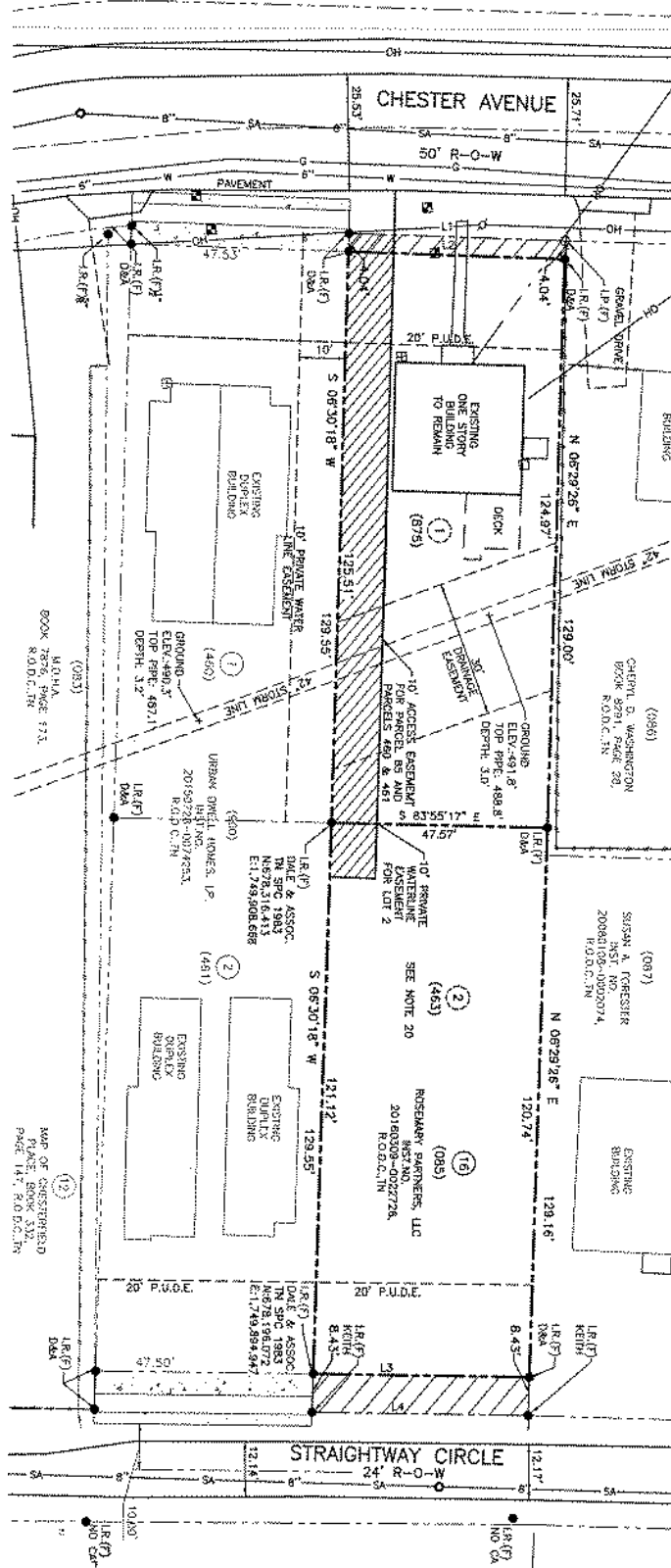
This request is for final plat approval to create two lots on property located at 1124 Chester Avenue, where one lot currently exists. This lot has double frontage on Chester Avenue and Straightway Circle; one lot would front Chester Avenue and the other lot would front Straightway Circle. There is an existing structure on the property, oriented toward Chester Avenue, which is proposed to remain. Vehicular access would be limited to a 10 foot wide shared access easement extending from Chester Avenue to the proposed lot along Straightway Circle.

The existing lot is 12,301 square feet (0.28 acres) and is proposed to be subdivided into two lots with the following square footage/ acreage:

- Lot 1: 6,146 SF (0.141 acres)
- Lot 2: 6,154 SF (0.141 acres)



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Proposed Subdivision



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ANALYSIS

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

Zoning Code

The proposed lots meet the minimum standards of the R6 zoning district.

Street Frontage

Lot 1 would front onto Chester Avenue and lot 2 would front onto Straightway Circle; both are public streets.

Community Character

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

In this instance, the lots created must be equal to or greater than 45 feet for the Chester Avenue lot and 47.5 feet for the Straightway Circle. The proposed lots meet lot frontage requirements.

Chester Avenue Frontage	
Proposed Frontage	47.53 ft.
Minimum Frontage	45 ft.
70% Average	35.64 ft.

Straightway Circle Frontage	
Proposed Frontage	47.6 ft.
Minimum Frontage	47.5 ft.
70% Average	34.7 ft.

2. Lot size analysis; the proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater.

In this instance the proposed lots must equal to or greater than 6,694 square feet for the Chester Avenue lot and 6,007 square feet for the Straightway Circle lot. The proposed Straightway Circle lot meets lot size requirements; however, the proposed Chester Avenue lot does not.

Chester Avenue Size	
Proposed Size	6,146 SF
Minimum Size	6,075 SF
70% Average	6,694 SF

Straightway Circle Size	
Proposed Size	6,154 SF
Minimum Size	6,007 SF
70% Average	4,246 SF

3. Street setbacks; future structures would have to comply with appropriate street setbacks.

4. Lot orientation; proposed lots are consistent with the surrounding parcels.

Agency Review

All reviewing agencies have recommended approval of this application.



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Harmony of Development

If the proposed subdivision meets subsections a, b, c, and e of this section but fails to meet subsection d, the Planning Commission may consider whether the subdivision can provide harmonious development of the community.

Staff finds that this proposal would provide for harmonious development along both street frontages because the applicant has agreed to certain conditions bringing the lots into harmony. The applicant has agreed to limit the height of future development to two stories in 35 feet, which is consistent with the adjacent properties. The applicant has also agreed to 10 foot wide shared access easement; this would eliminate parking pads in the street setbacks and enhance the public realm.

Currently this is a non-conforming lot as Section 3-4.3 of the current Subdivision Regulations prohibits the creation of attached and detached single-family double frontage lots. Approval of this subdivision would eliminate this non-conformity.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

- As all our previous comments have been addressed on the latest re-plat (stamped received August 22, 2017), MWS recommends approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Revise Note No. 24 "Height shall be a maximum of two stories in 35 feet as measured to the roofline."

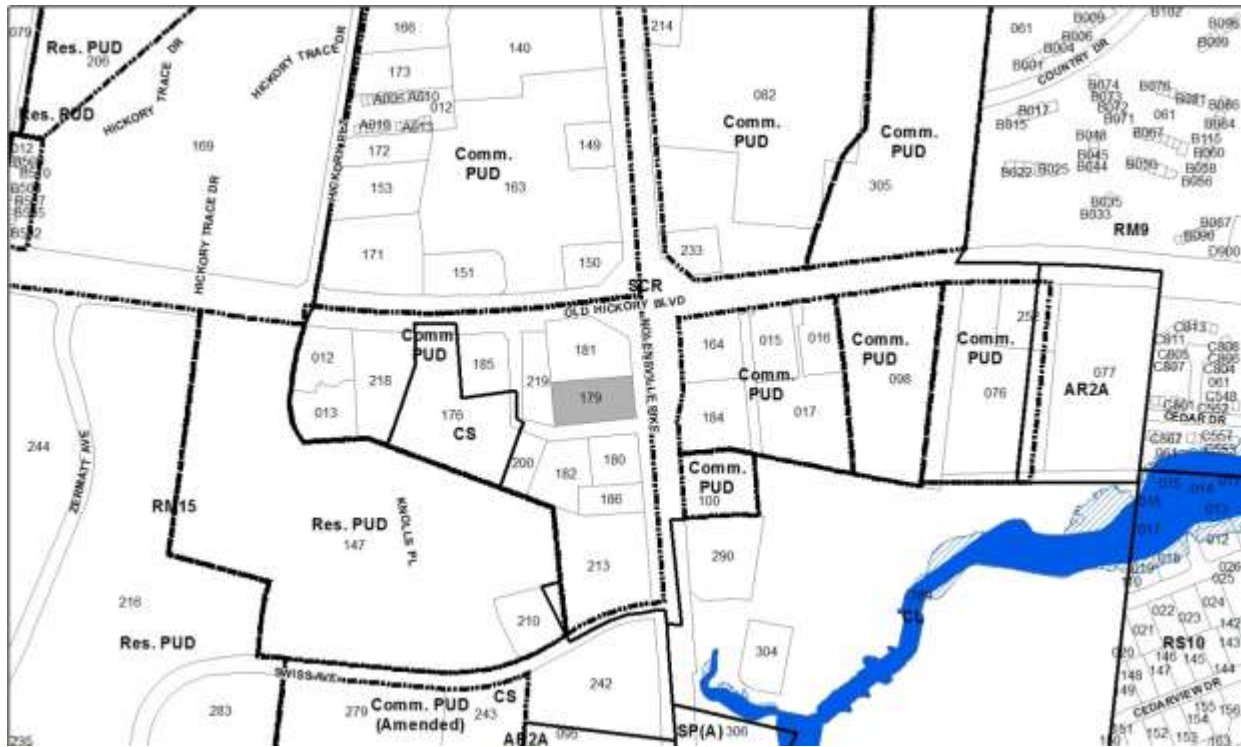


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133-76P-003
PINEBROOK COMMERCIAL PARK PUD
Map 161, Part of Parcel(s) 179
12, Southeast
04 (Robert Swope)



Project No.	Planned Unit Development 133-76P-003
Project Name	Pinebrook Commerical Park PUD
Council District	04- Swope
School District	2 – Brannon
Requested by	GBC Design, applicant; Marathon Properties LLC, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions the revision and final site plan and a recommendation of approval of the variance request to the Board of Zoning Appeals with the condition that a sidewalk with an alternative design is constructed, as shown on the site plan.</i>

APPLICANT REQUEST

Revise preliminary plan and approve final site plan for Pinebrook Commercial Park.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District and variance from the sidewalk requirements on property located at 5805 Nolensville Pike, at the northwest corner of Brentwood East Drive and Nolensville Pike, zoned Shopping Center Regional (SCR) (0.91 acres), to permit a restaurant.

Existing Zoning

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

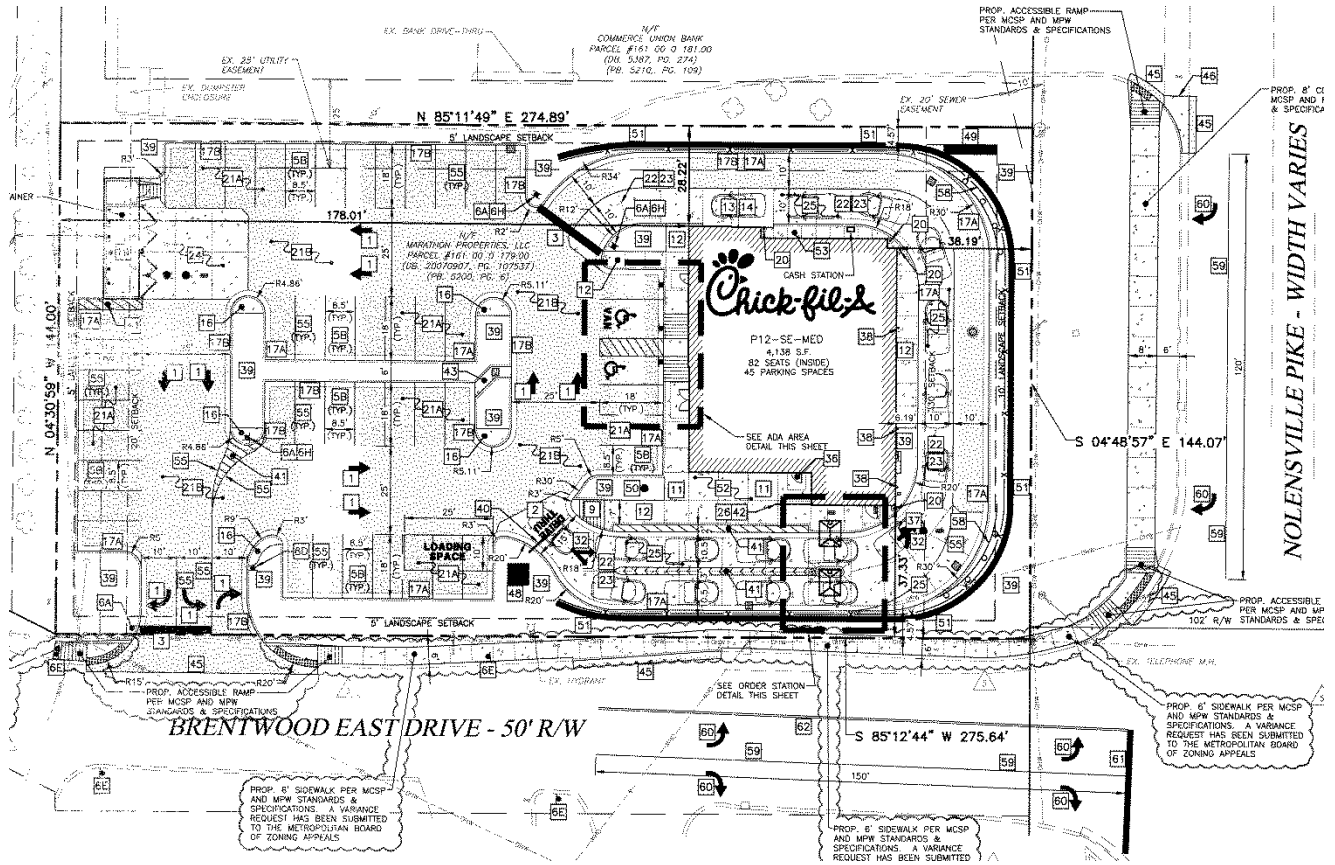
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

HISTORY

The original Pinebrook Commercial Park PUD is located near the intersection of Old Hickory Blvd and Nolensville Pike and was approved by the Metro Council in 1976 for various commercial, retail and convenience uses. This specific site was approved for a restaurant. In 1977, the Metro Planning Commission approved a final PUD plan for a 4,176 square foot Shoney's restaurant with 73 parking spaces.



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Proposed Site Plan



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SITE PLAN

The site is located at the corner of Nolensville Pike and Brentwood Drive East and currently consists of a vacant restaurant structure with associated parking areas. This request is to revise the preliminary PUD plan and for final site plan approval to permit the construction of a 4,138 square foot fast food restaurant, a two lane order station, and surface parking with 47 parking stalls including 2 ADA parking stalls. Access to the site will be from Brentwood Drive East, a local street according to the Major and Collector Street Plan. The plan provides installation of sidewalks 8 feet in width and a planting strip 6 feet in width consistent with Major and Collector Street Plan standards along site frontage on Nolensville Pike, an arterial boulevard. The plan also proposes an alternative sidewalk design for site frontage along Brentwood Drive East consisting of sidewalks 6 feet in width and no planting strip.

SIDEWALK VARIANCE

Section 17.40.340 of the Metro Zoning Code states that the Board of Zoning Appeals shall not grant variances within a Planned Unit Development or sidewalk requirements without first considering a recommendation from the Planning Commission.

The applicant submitted an application to the Board of Zoning Appeals, Case No. BZA 2017-202, requesting a sidewalk variance. The purpose of the request is to not be required to install sidewalks along site frontage on Brentwood Drive East due to impacts on width requirements for a drive-thru by-pass lane and to meet ADA grade requirements for slope. The property's eastern boundary fronts Nolensville Pike and will meet the Major and Collector Street Plan standards for grass strip and sidewalk widths this frontage. There are no sidewalks on Brentwood Drive East, but a continuous sidewalk exists on both Nolensville Pike and Old Hickory Blvd where they intersect with Brentwood Drive east. Metro Zoning Code requires a 5 foot wide sidewalk with a 4 foot wide planting strip consistent with local street standard. Staff recommends approval of the variance request with the condition that a sidewalk with an alternative sidewalk design is constructed, as shown on the site plan (6 feet sidewalk and no grass strip).

The property on Brentwood Drive East is approximately 260 feet in length. Planning evaluated the following factors for the variance request:

1. The property is within the USD and adjacent to existing and future transit improvements on Nolensville Pike, so while sidewalks are currently sparse on Brentwood Drive East, specifically, developing a connected sidewalk network to connect pedestrians from transit service to adjacent businesses is crucial.
2. Metro Public Works has determined that if the sidewalk will be consistent with the street centerline's grade, then it will meet ADA requirements for slope.
3. Building a sidewalk 6 feet in width according to Metro Public Works recommendations, which were made in light of slope constraints, and retaining a drive-thru by-pass lane 12 feet in width, will impact parking lot configuration however, this does not constitute a significant enough hardship to allow the applicant to avoid constructing a sidewalk.

Given the factors above, staff recommends approval of the variance request with a condition that the applicant shall construct a minimum 6 foot wide sidewalk and no grass strip as an alternative to the local street standard, as shown on the proposed site plan.



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ANALYSIS

This request is being considered as a revision (minor modification) and does not require Council approval. Section 17.40.120.G permits the Planning Commission to approve minor modifications under certain conditions. Staff finds that the request is consistent with the requirements of Section 17.40.120.G, provided below for review.

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

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



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- 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 restaurant use is consistent with the original council approved plan. Pinebrook Park Commercial PUD was approved by Metro Council and included a variety of retail and commercial uses including restaurant uses. This request would permit the site to continue to be used as a restaurant and would require demolition of the existing structure and a new structure to be built. The proposed plan upgrades the existing sidewalks along Nolensville Pike. This plan also proposes new sidewalks along Brentwood Drive East, which currently lacks sidewalk, thereby strengthening the sidewalk network within the immediate area. The proposed structure is located closer to the Nolensville Pike than the original structure and places parking in the rear of the site. This proposal does not alter the basic development concept established by the approved PUD plan. The proposed use and site layout is consistent with the PUD approved by Metro Council.

FIRE DEPARTMENT RECOMMENDATION

N/A.

STORMWATER RECOMMENDATION

Approve with conditions

A Technical Review was performed for the above referenced project. The following items were noted:

Plan Information and Fees:

- Provide a response letter stating how the comments were addressed and where they were addressed. Please be specific in where the comments were addressed by providing page numbers, note numbers, and/or references to specific locations in the calculations. This will allow the review engineer to evaluate the resubmittal more efficiently.
- Provide an executed Declaration of Restrictions and Covenants and long term maintenance plan with the next submission. Attached is a blank PDF of the Declaration document. The recording fee must be provided and the documents recorded prior to issuance of the grading permit.
- Provide an Exhibit A to go with the DRC/LTMP documents. This shall be the legal description of the land and may be a map, survey, plat, or metes and bounds. This shall be legal (8.5 x 14) at the largest.
- Provide an LID exhibit to accompany the DRC/LTMP documents. This should be a map that essentially matches the WQ DA map and is legible when scanned in black and white. The map



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should show the practices on-site and show impervious areas and pervious areas. An LID boundary should be shown which delineates the area used in the LID calculations. It shall also be legal at the largest. Please note that the defined boundary will impact any future development within the boundary due to the fact that the LID calculations for the designed GIP practices are based on the proposed conditions within the boundary for this project.

- Provide an originally signed Plan Submittal Application Form.
- If the site disturbance is over 1 acre, then provide a copy of the Tennessee Construction General Permit Notice of Coverage. Add the NOC note from Vol. 1, App. A-8. Fill out NOC note, add TNR#, and sign.
- If the site disturbance is 1.1 acre, then provide a revised Project Fee Worksheet and additional permit fees.
- Please note on the plan if the site drains to impaired and or exceptional waters, and note what the impairments are. Because the site drains to an impaired stream, erosion controls should be designed to the 5 year (wire backed silt fence, etc.). This site does drain to an impaired stream.

Erosion Protection & Sediment Control (EPSC) Measures:

- Remove inlet protection from the ROW.

Water Quality/LID:

- Provide a separate water quality drainage map and include manufacturer sizing information.

WATER SERVICES

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions.

- If the sidewalk variance is not granted, revise and resubmit with sidewalks per the MCSP.
- Prior to building permit, dedicate ROW along Brentwood East Drive to the back of the proposed sidewalk.
- Indicate the site driveway ramp to be per ST-325 (if sidewalk variance is granted) or per ST-324 (if sidewalks variance is not granted).
- Indicate the installation of a gutter along Brentwood East Drive per MPW standards.
- Standard details shall match MPW standard details where applicable.
- Comply with traffic and parking conditions.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Nolensville Pike and Brentwood Drive East

- Install a full-width, southbound right turn lane with the necessary pavement markings.
- The length of this right-turn lane is limited to the distance between Brentwood Drive East and the Bank of American driveway to the north; this distance is approximately 120 feet.



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- The eastbound approach of Brentwood Drive East should be striped to reflect existing lane usage. The existing pavement width is approximately 44 feet wide at the intersection and narrows to approximately 36 feet wide 150 feet west of the intersection. The eastbound approach shall be striped to represent one ingress (westbound) and two egress (eastbound) lanes for a distance of 150 feet. The egress lanes shall be striped as a left turn lane and a right-turn lane.
- A centerline shall be installed for a distance of 150 feet from the stop bar.
- The eastbound stop bar shall be restriped.
- Install a “RIGHT TURN LANE MUST TURN RIGHT” sign (R3-7R) approximately 130 feet north of Brentwood Drive East.
- Coordinate with proposed development on existing Bank of America property to the north to possibly extend turn lane.
- Old Hickory Boulevard and Brentwood Drive East
- Remove existing double solid yellow centerline on the northbound approach of Brentwood Drive East.
- Install a shared left-turn/through lane and right-turn lane arrow pavement markings on the proposed northbound approach of Brentwood East Drive.
- Install double solid yellow centerline and single solid lane line extending approximately 130 feet south of Old Hickory Boulevard, providing a minimum of 10 feet for each travel lane.
- Stop bar shall be refurbished.

Brentwood Drive East and Chick-fil-A Site Access

- The site access shall consist of one ingress lane and two egress lanes, one left-turn lane and one right-turn lane.
- The site access shall be stop controlled and a stop bar and R1-1 stop sign shall be installed.
- Landscaping design shall be completed to maximize sight distance.

Brentwood Drive East

- Apply to traffic and parking to eliminate on-street parking on both sides of the roadway.

Site Circulation

- If the drive-through demand exceeds the available storage Chick-fil-A staff or a traffic officer shall provide circulation control to direct the queuing.
- The ability to utilize on-site tablet ordering shall be provided if necessary to move traffic / queues on site.

STAFF RECOMMENDATION

Staff recommends approval with conditions of the revision and final site plan and a recommendation of approval of the variance request to the Board of Zoning Appeals with the condition that the sidewalk with an alternative design is constructed, as shown on the site plan.

CONDITIONS

1. Construct an alternate design of a 6 foot wide sidewalk and no grass strip on Brentwood Drive East frontage, as shown on the site plan.
2. Comply with all conditions of Public Works and Traffic and Parking.



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3. 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.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.



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2017Z-095PR-001

Map 070-07, Parcel(s) 192
03, Bordeaux-Whites Creek
02 (DeCosta Hastings)



Project No.	Zone Change 2017Z-095PR-001
Council District	2 – Hastings
School District	1 - Gentry
Requested by	REI615, LLC, applicant and owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Zone change from RS7.5 to R6.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R6) zoning on property located at 2608 Old Buena Vista Road, at the northeast corner of Old Buena Vista Road and Day Street (1.0 acre).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *Once the property is platted, RS7.5 would permit a maximum of 5 units, based on the acreage only. Future development shall be subject to compliance with the standards of the Metro Subdivision Regulations and the Metro Zoning Code. Application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *Once the property is platted, R6 would permit a maximum of 7 lots with 1 duplex lot for a total of 8 units, based on acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

BORDEAUX-WHITES CREEK COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal



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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 proposed zone change is consistent with policy. The property is located in an area of Neighborhood Evolving policy that is adjacent to Neighborhood Center policy (south), which is intended to enhance and create suburban neighborhood centers that serve the surrounding neighborhoods. Rezoning to R6 would provide additional housing choice near a Neighborhood Center policy area, and would also encourage moderate density development patterns near W. Trinity Lane, an arterial road.

ANALYSIS

The site is located on Old Buena Vista Road at the western terminus of Day Street, approximately 400 feet north of W. Trinity Lane. The parcel contains an existing residential structure and has frontage on Old Buena Vista Road and Day Street. The existing land use pattern in the neighborhood is primarily single-family residential and vacant, with scattered institutional and commercial uses along W. Trinity Lane. A small area of Conservation policy runs along the eastern property line, acknowledging a stream buffer that is shared with the adjacent (eastern) property.

Future development will be subject to the Metro Zoning Code and Subdivision Regulations. Sidewalks that meet the local Metro standards will be required with the development of this property.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- TIS may be required with building permit application.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.0	5.8 D	5 U	48	4	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	1.0	7.26 D	9 U	87	7	10

*Based on Two-Family lots

Traffic changes between maximum: **RS7.5 and R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+39	+3	+4



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METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 1 Elementary 1 Middle 1 High

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

The proposed zoning district will generate no additional students beyond what would be generated under the existing RS7.5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

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

CONDITIONS

1. 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. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.



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2017Z-096PR-001

Map: 092-10, Parcel(s): 222-223

08, North Nashville

21 (Ed Kindall)



Project No.	Zone Change 2017Z-096PR-001
Council District	21- Kindall
School District	5- Buggs
Requested by	S&ME, Inc., applicant; Max Khazanov and Radius Rentals, owners.
Staff Reviewer	Burse
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RS5 to MUL-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed-Use Limited-Alternative (MUL-A) zoning for properties located at 2700 and 2702 Torbett Street, at the northwest corner of 27th Ave N and Torbett Street (0.42 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 3 lots based on acreage only.*

Proposed 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.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) 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?

No. The proposed MUL-A zoning district is not consistent with T4 Urban Neighborhood Evolving policy. The MUL-A zoning district allows for commercial uses to be introduced into a primarily residential section of the neighborhood that is intended for residential development only. This policy does not support the non-residential uses that are permitted by the requested zoning.

ANALYSIS

The properties are located at the northwest corner of Torbett Street and 27th Avenue North in the McKissack Park neighborhood of the North Nashville Community Plan Area. The interior of the neighborhood consists of existing single-family residential and two-family residential uses, open space (McKissack Park), and vacant land which adjacent to the properties in this application. Multi-



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family and commercial uses are located along the major corridors of Clifton Avenue and 28th Avenue North.

The properties are currently zoned RS5, which only permit single-family residential units. Both properties are located in the interior of the McKissack Park neighborhood two blocks south of a major corridor and within a Neighborhood Evolving policy area. Each property has access to an existing alley that intersects with 27th Avenue North. Neither property is located along a major street as both are located on local streets according to the Major and Collector Street Plan. Neither property is located along an existing public transit route.

More intense zoning districts are located along major corridors such as Clifton Avenue and 28th Avenue North both of which have public transit routes and are intended for more intense land uses. The land use policies along these corridors reflect this desire for a mixture of more intense uses, including residential and commercial uses. The requested rezoning is not consistent with the residential nature of the Neighborhood evolving policy.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

Maximum Uses in Existing Zoning District: **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)	0.42	8.71 D	3 U	29	3	4

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
Multi-Family Residential (230)	0.21	1.0	9 U	67	6	7

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 (814)	0.11	1.0	4,791 SF	243	11	33



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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
Office (710)	0.10	1.0	4,356 SF	120	16	16

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+401	+30	+52

METRO SCHOOL BOARD REPORT

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

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

The proposed MUL-A zoning district will generate 4 more students than what is typically generated under the existing RS5 zoning district. Students would attend Park Avenue Enhanced Optional Elementary School, McKissack Middle School, and Pearl-Cohn High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

Staff recommends disapproval. The proposed rezoning is not consistent with policy as it would permit non-residential uses which are not supported by the policy.