

Metropolitan Planning Commission



Staff Reports

October 12, 2017



Metro Planning Commission Meeting 10/12/2017

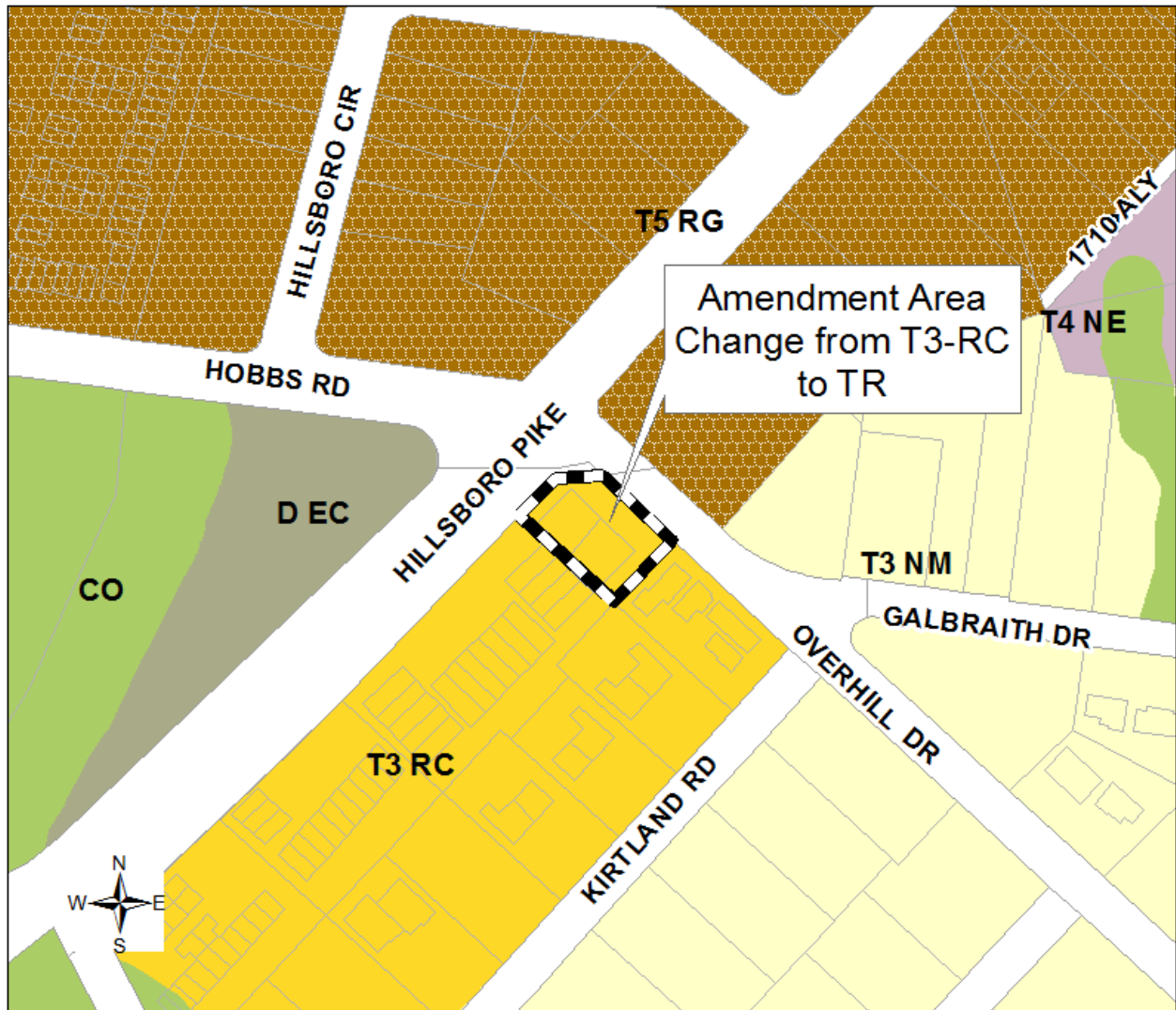
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



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2017CP-010-002

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

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

10, Green Hills-Midtown

25 (Russ Pulley)



Project No.	Minor Plan Amendment 2017CP-010-002
Project Name	Green Hills-Midtown Community Plan Amendment
Associated Case	2017SP-045-001
Council District	25 – Pulley
School District	8 – Pierce
Requested by	Baker Donelson, applicant; Dube & Whitefield Properties, owner.
Deferrals	This item was deferred at the July 13, 2017, July 27, 2017, and August 10, 2017, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Grider
Staff Recommendation	<i>Defer to the October 26, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

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

Minor Plan Amendment

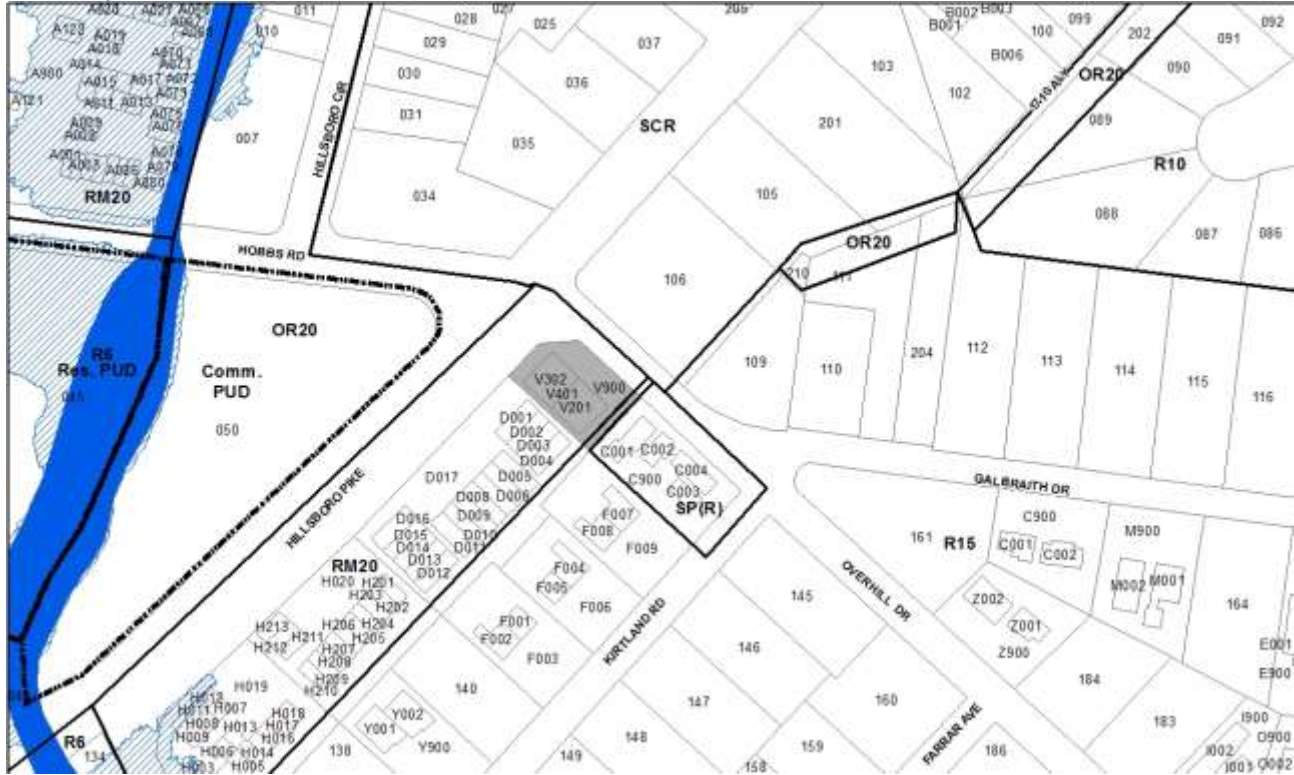
A request to amend the Green Hills-Midtown Community Plan by amending the Community Character Policy to change from T3 Suburban Residential Corridor (T3-RC) Policy to Transition (TR) Policy on property located at 2041 Overhill Drive, at the southeast corner of Overhill Drive and Hillsboro Pike, zoned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

STAFF RECOMMENDATION

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



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2017SP-045-001

ALEXANDER SP

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

10, Green Hills-Midtown

25 (Russ Pulley)



Project No. Specific Plan 2017SP-045-001
Project Name Alexander SP
Associated Case 2017CP-010-002
Council District 25- Pulley
School District 8 – Pierce
Requested by Baker Donelson, applicant; Dube & Whitefield Properties, LLC, owner.

Deferrals This item was deferred at the July 13, 2017, July 27, 2017, and August 10, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

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

Preliminary SP

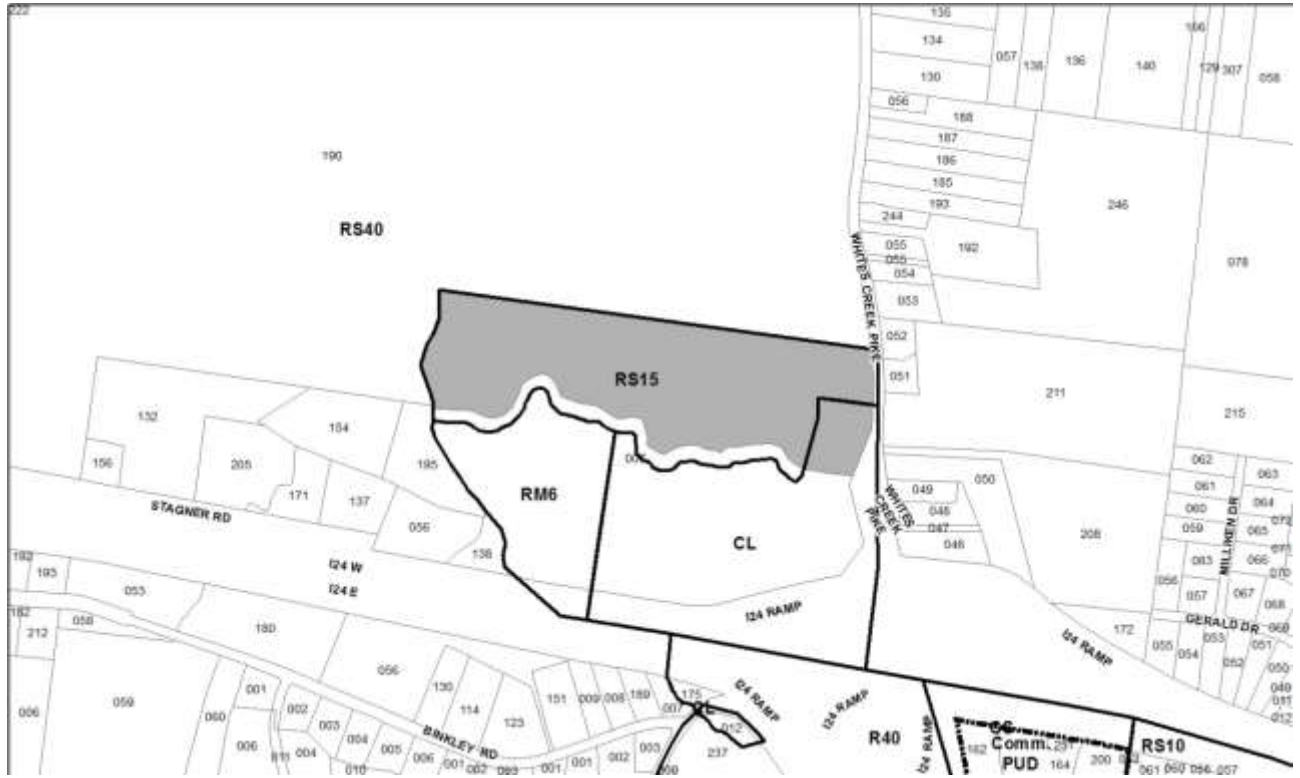
A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 2041 Overhill Drive, (0.43 acres), to permit medical office as a land use and five multi-family residential units.

STAFF RECOMMENDATION

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



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2017S-182-001
FALLS SUBDIVISION
Map 015, Part of Parcel(s) 007
01, Joelton
01 (Nick Leonardo)



Project No.	Concept Plan 2017S-182-001
Project Name	Falls Subdivision
Council District	01 – Leonardo
School District	1 - Gentry
Requested by	Land Solutions Company, LLC applicant; Clayton HC, Inc., owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions including a variance to the standards for development in primary conservation land, and a variance to the standard for depth of the screened area.</i>

APPLICANT REQUEST

Create 71 residential cluster lots.

Concept Plan

A request for concept plan approval to create up to 71 cluster lots on a portion of property located at 7305 Whites Creek Pike, approximately 2,700 feet south of Morgan Road, zoned Single-Family Residential (RS15) and Commercial Limited (CL) (34.5 acres).

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 85units. However, application of the Subdivision Regulations may result in fewer units on this property.*

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

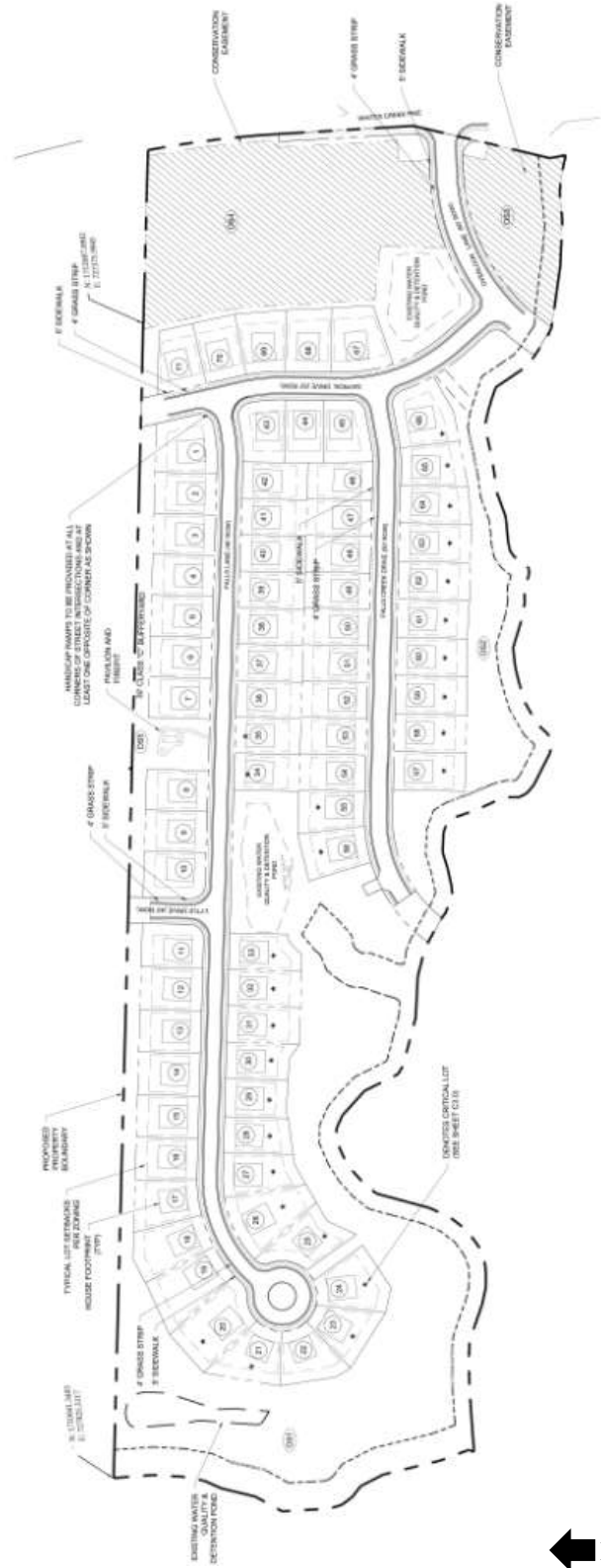
BACKGROUND

In 2005, the Planning Commission approved with conditions a preliminary plat (Falls Subdivision) that included 72 single-family cluster lots, two commercial lots, and one multi-family lot on this property (approximately 75 total acres). Under Metro’s Subdivision Regulations in effect in 2005, preliminary plats were valid for a period of two years. The Falls Subdivision preliminary plat approval expired in 2007, prior to submittal of a final plat. Since the time that the preliminary plat was approved by the Planning Commission but before the preliminary plat expired, the Metro Subdivision Regulations were amended to a 3-step process (Concept Plan – Final Site Plan – Final Plat). After plat expiration, a new concept plan was never submitted to Metro Planning for review.

Site preparation work, including grading and other infrastructure improvements, has taken place on site. This includes, but may not be limited to, partially constructed roadways, domestic water, sanitary sewer, storm water, and underground electric.



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Proposed Subdivision



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Since the time of plat expiration, the land use policies across Davidson County were updated in 2015 with the adoption of NashvilleNext to the new Community Character Manual (CCM) categories, including the application of Rural Neighborhood policies to the Joelton Community Plan. The Subdivision Regulations were subsequently amended in 2016 to create Rural Character Subdivision standards, which are intended to provide more detailed guidance for the subdivision of land in Rural Neighborhood policy areas. This proposal is therefore being reviewed against the Rural Character Subdivision standards.

JOELTON COMMUNITY PLAN

T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

T2 Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

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.

PLAN DETAILS

This request is for concept plan approval to create 71 cluster lots on a portion of property (approximately 34.5 of 75.75 acres) located at 7305 Whites Creek Pike. The property is located on the west side of Whites Creek Pike, north of Interstate-24, and is currently vacant. The site's frontage along Whites Creek Pike is heavily forested. The 34.5 acres slated for residential subdivision are located on the northern half of the existing property, which is primarily zoned RS15. There is an area of CL-zoned property near the front of the site along the main entry. A stream and stream buffer bisect the site from the southern half of the property, which is zoned both RM6 (Multi-family) and CL zoning and is not included in this concept plan. Along Whites Creek Pike, Interstate-24 is generally the dividing line between single-family and vacant properties (north) and mixed residential and non-residential uses (south). The site is located in primarily T2 Rural Maintenance and Conservation policies. The presence of Conservation policy recognizes steep slopes, stream buffers, and potential problem soils. A small area of T2 Rural Neighborhood Center is present at the front of the site where the CL zoning exists.



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Lots are clustered down to the RS7.5 zoning district and range in size from approximately 7,500 square feet to approximately 13,000 square feet. All lots will front new internal roads accessed via an entry road, Overlook Lane, located at the southeastern portion of the site. The internal road network includes a cul-de-sac near the western property line, and several stub roads to the north and south for future connectivity. Although cul-de-sacs are generally discouraged in rural policy areas, they may be permitted in instances where natural features exist that are not desirable to be removed.

Approximately 5.2 acres at the front of the site have been set aside as permanent open space through a screened area where the existing vegetation will be retained. Additional open space is incorporated throughout the development, including stormwater management devices and natural areas outside of the development footprint. A class "C" buffer has been provided along the northern property line between the site and a residential parcel to the north. Critical lots, identifying natural or manmade features that may affect the feasibility of construction, have been identified on the site plan. Building footprints have been identified on all lots, including critical lots.

Sidewalks are provided on both sides of the new internal roads, consistent with local street standards.

ANALYSIS

Chapter 4 of the Subdivision Regulations, Rural Character Subdivisions, regulates the subdivision of land in T2 Rural Neighborhood policies, with the intent of ensuring that new development is in harmony with the established rural character of these areas.

Prior to design of any subdivision plan with new streets or joint access easements, Primary Conservation Land must be identified. Primary Conservation Areas include a range of sensitive environmental features, including problem soils and areas over 10,000 square feet of contiguous slopes over 15 percent. The intent of identifying Primary Conservation Land is to minimize the impact of development or disturbance to environmental resources through protection and preservation. Development should occur outside of the Primary Conservation Areas. Five lots (lots 19, 20, 21, 22, and 23) nearest the western property line are located in Primary Conservation in areas identified as having steep slopes and/or problem soils. These five lots, identified as Primary Conservation area, are within the development footprint and will not be preserved and set aside from development.

Section 4-2.5 permits two Character Options for the development of land in Rural Neighborhood policies: Countryside Character Option and Agricultural Character Option. In this case, the Agricultural Character Option is not appropriate because the primary function of the subdivision is not for agricultural use. Therefore, the Countryside Character Option is the most appropriate option. Under the Countryside Character Option, two alternatives exist: Open Alternative and Screened Alternative. The frontage of the property along Whites Creek Pike is heavily screened by existing vegetation and topography; therefore, staff reviewed the plat against the following Screened Alternative criteria:



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a. Lot Screening

Section 4.2.5 includes conditions and standards for the screening required to minimize visibility of the proposed lots from the existing roadway network.

Lots shall be designed to minimize visibility from the existing roadway network. Preservation of existing tree stands, existing topography, natural berms, rock outcroppings, and other features that currently provide visual screening shall be prioritized as the preferred means to minimize visibility. The concept plan/final plat shall include a landscape plan stamped by a landscape architect indicating the method to minimize the visibility from the adjacent roadway network. The Planning Commission shall determine whether the proposed screening method is sufficient to achieve the purposes of screening the development within a short (2-4 year) period and may require a bond to ensure the protection or completion of this improvement. The building envelopes shall be shown on the concept plan/final plat as a means to evaluate the effectiveness of existing or proposed visual screening techniques. All existing or proposed screening areas shall be designated as Conservation Land. The depth of the screened area shall be equal to the farthest building setback of primary structures on the surrounding parcels plus 300 feet. If no surrounding parcels are developed, then the screened area shall be 500 feet from the public right of way.

For the purposes of this analysis, “surrounding parcels” is defined by the Subdivision Regulations as the five R, RS, AR2A, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same block face, whichever is less. A majority of the surrounding parcels are developed. Therefore, the required screened area shall be equal to the furthest building setback of the primary structures on the surrounding parcels plus 300 feet. One of the surrounding developed parcels contains a non-residential land use and was not included in the lot screening calculation. Based on the building setbacks of surrounding residential parcels, the required depth of the screened area is approximately 630 feet.

The plan depicts a large open space area to remain undisturbed, along the entire Whites Creek Pike development frontage. The open space contains a screened area with a dense tree canopy that will be retained, in addition to new canopy and understory trees which will be planted in previously-graded areas along Overlook Lane. The applicant provided a plant schedule with information regarding the number, type and size of trees and other vegetation. A mixture of deciduous and evergreen tree selections will provide a dense screen to minimize the visibility of the building envelopes from Whites Creek Pike. The screened area encompassing the existing and proposed vegetation is approximately 300 from the public right of way where approximately 630 feet of depth for the screened area is required.

Surrounding residential parcels	Approximate building setback of primary structure	Farthest building setback plus 300 feet	Approximate required screening depth	Approximate proposed screening depth
7274	38 ft.			
7629	104 ft.			
7633	330 ft.	630 ft.	630	300



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b. Street Lights

Not applicable to this application

c. Cluster lot option

Development through the Countryside (Screened Alternative) Character Option may utilize the provisions of Cluster Lot Option within the Development Footprint area. This subdivision meets the provisions of the Cluster Lot Option, consistent with Section 17.12.090 of the Metro Zoning Code.

In cluster lot subdivisions, a minimum of 15 percent of each phase of the development shall be open space. This concept plan provides approximately 15.7 acres of open space (approximately 45%), including stormwater management areas which are generally located near the stream buffer.

d. Use of Lot Screening Areas

Not applicable to this application

Variance Requests

The applicant requests two variances from the Subdivision Regulations. The first variance request is from Section 4-2.2 for locating the development footprint within Primary Conservation Land. The second variance request is from Section 4-2.5 to provide a screened area that extends approximate 300 feet from the public right of way where 630 feet is required.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance the Commission must find that:

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

Variance Analysis

The applicant is requesting variances under Section 1-11, which permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations.



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Variance Request #1

The first variance request is from Section 4-2.2, Preservation of Conservation Land. Unless an exception is granted under Section 4-2.3, all Primary Conservation Areas described in Section 4-2.1 shall be preserved and set aside through appropriate means such as conservation easements and/or open space. Primary Conservation Land, as described in Section 4-2.1, identifies ten (10) instances where areas shall be preserved and set aside from development, including:

- (c) Areas over 10,000 square feet of contiguous slopes over 15 percent, and
- (d) Problem soil, as listed in Section 17.28.050 of the Metro Code

Lots 19, 20, 21, 22, and 23 are located in Primary Conservation Land and include building envelopes in areas identified in Section 4-2.1(c) and (d), which is not consistent with the provisions of the Development Standards. However, the site is not in its original state where the impact of development in Primary Conservation Land may be significant. During prior construction, the site was graded, stormwater pipes and detention ponds were constructed, and underground utilities were installed. Approximately 70% of the site work has been completed with the storm water infrastructure in place. Although no significant grading is anticipated, lots 19-23 are still identified as Critical Lots, meaning a Critical Lot Plan is required prior to application of a building permit to ensure for protection of the slopes within the lot areas as outlined in the Metro Zoning Ordinance.

It is also worth noting that the original version of this Concept Plan included eight additional lots, located east of lots 19-23, that were also located in Primary Conservation Land due to contiguous areas of steep slopes. At staff's request, the layout was modified by shifting these lots outside of steep slopes. Planning staff consulted with Metro Stormwater and Metro Water to evaluate the implication of removing the five remaining lots in Primary Conservation Land. It was determined, after consultation with Metro agencies and the applicant, that there would be significant work in removing the existing infrastructure already created for each lot, contributing to additional land disturbance than if the lots remained intact. Should these 5 lots be removed, there would also likely be changes to the main line infrastructure because of a reduced demand on the utilities. The original design was based on the use of the water by the number of lots originally proposed. Removing lots 19-23 at the back of the site, where the topography is lower than the rest of the site, could have a negative impact on water quality for the water main, potentially impacting the public health, safety, and welfare of property owners.

Per Section 4-2.2, there are two instances in which the Planning Commission may approve an exception to permit the development footprint within the Primary Conservation Land:

- a. The Planning Commission may approve an exception to permit land initially identified as a Primary Conservation area within the development footprint for public streets, joint access easements or other infrastructure, but not within lots, provided the development of such area minimizes impacts to environmental resources.
- b. The Planning Commission may approve an exception for lots within areas over 10,000 square feet of contiguous slopes between 15 and 20 percent, provided there is no grading shown on the concept plans and/or final site plan within slopes over 15 percent. For lots within continuous slopes between 15 and 20 percent, grading for the driveway and structure shall be shown on a critical lot plan and shall tie into the natural grade within



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ten feet of the structure or driveway. Driveway width shall be a maximum of 16 feet. Grading is not permitted in areas over 20% slopes.

Exceptions may be granted where the intent is to minimize the impact of the development footprint on the native (undisturbed) site conditions, particularly in environmentally sensitive areas. In this case, the site has already been disturbed with the grading substantially complete. No grading is shown on the Concept Plan because the existing topographical conditions reflect the already-graded site conditions. If lots 19 through 23 were removed rather than retained, the impact would be much greater on the site's physical surroundings and may also be detrimental to public health, safety, and welfare of property owners.

Variance Request #2

The second variance request is from Section 4-2.5, Screened Alternative. The depth of the screened area at the front of the site is approximately 300 feet from Whites Creek Pike. It would be difficult to meet the minimum approximate 630-foot depth of the screened area from the public right-of-way because of partially-constructed roads located with the required screened area. The approximate 630-foot depth for the screened area is required based on the farthest building setback of surrounding parcels plus 300 feet. In this instance, the farthest building setback of surrounding parcels is a mobile home set back approximately 330 feet from Whites Creek Pike. While the setbacks vary along Whites Creek Pike, buildings in the vicinity are generally located closer to White's Creek Pike to take advantage of areas without steep slopes. Additionally, most of the developed parcels in the vicinity lack existing vegetation between the buildings and the road, making the buildings more visible from the street.

In this case, the original version of this Concept Plan did not include permanent open space located at the front of the site, currently shown in a conservation easement. Approximately 4.2 acres north of Overlook Lane, partially zoned Commercial Limited, was slated for future commercial development and was not included in the proposed subdivision boundaries. In order to meet the Rural Character Subdivision Regulations, the applicant added the 4.2 acres to the subdivision boundaries, securing over 5 acres of permanent open space at the front of the site. The open space spans the majority of the 300-foot screened area, with the exception of an existing water quality/detention pond and two small areas at the front reserved for entry signage.

The proposed screened area includes existing vegetation along the road, which will be permanently preserved as open space, helping to minimize the visibility of any structures within the building envelopes from the road. The intent of the regulation requiring the screened area is met and the granting of a variance will not be detrimental to public health, safety or welfare or injurious to other properties.

Variance summary

The Preliminary Plat was approved under different Subdivision Regulations and land use policies no longer in effect under the adopted Community Character Manual and different Subdivision Regulations. Although the site is now located in T2 Rural Neighborhood policy, the property is adjacent to Interstate-24, with commercial and multi-family development proposed south of the site. The proposed residential subdivision is located approximately 500 feet from the I-24 ramp, where the impacts of additional density may be supported through the existing road network, particularly south of the Interstate where there is a mixture of residential and non-residential uses.



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The screened area at the front of the site provides a 300' setback along Whites Creek Pike, which is greater than most of the residential setbacks in the vicinity. The open space includes over 5 acres at the front of the site that will be permanently protected with existing and proposed vegetation. This area, primarily commercially-zoned, was not initially included in the initial subdivision boundaries and was intended to develop as an independent commercial space. Securing this area as open space, rather than a commercial outparcel, is consistent with the intent of the screened alternative development standards as it will utilize existing vegetative screening to minimize views from Whites Creek Pike.

As explained throughout this report, the site is not in its natural state. The site has been substantially constructed and has remained vacant for approximately 10 years. Allowing the existing infrastructure to remain in place will minimize additional major disturbance in environmentally sensitive areas, meeting the intent of the Rural Character Subdivision regulations. Strict application of the subdivision regulations may have significant ramifications on the sensitive environmental resources, which may be detrimental to public health, safety or welfare to property owners. For these reasons, staff recommends that variances from Sections 4-2.2 and 4-2.5 of the Subdivision Regulations be granted by the Metro Planning Commission.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- The infrastructure of this subdivision was previously in place and approved in 2007. Provide flow data for subdivision pre-approval. Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve with conditions

- Bearing Information needs to be shown on the Final Plat.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the findings of the TIS, developer of phase 1 shall install the following roadway improvements.

- In conjunction with the proposed single-family homes, the project access should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes. Each of the exiting turn lanes should include at a minimum 100 feet of storage with appropriate transition. Also, the project access should be constructed with adequate turning radii for school buses, moving trucks, and delivery vehicles.
- In conjunction with the proposed single-family homes, the existing five-lane cross-section on Whites Creek Pike should be extended north approximately 400 feet to the project access with appropriate northern transition to Whites Creek Pk. A northbound left turn lane on Whites creek Pk with appropriate left turn lane storage for phase 1 shall be constructed. Additional traffic analysis may be required to determine appropriate LTL storage with phase 2 development. Main access road shall be located to ensure adequate NB left turn lane storage can be provided with the addition of phase 2 development and future signalization of main



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access. Developer shall dedicate additional ROW on access road to allow construction of an EB thru travel lane when opposing property is developed.

- Developer shall provide adequate sight distance. For a speed of 50 mph, the minimum stopping sight distance is 425 feet. The minimum intersection sight distance is 555 feet. Developer shall provide a sight distance exhibit with Construction documents.
- The site's internal traffic should be controlled by stop signs as shown in Figure 10 of the TIS.
- Developer shall dedicate ROW along Whites Creek Pk frontage in order that a SB right turn lane can be install with future development in phase 2.

WATER SERVICES RECOMMENDATION

Approve with conditions

- As an updated availability study has been submitted, MWS approves this case as a Concept Plan only. This development has significant public utility line concerns, which need to be addressed before the Development Plan is approved. The applicant will need to submit new construction plans, due to the condition of the unfinished water and sewer mains within the site. These must be approved, prior to Development Plan approval. If the revised study reveals additional capacity fees, these required capacity fees must be paid prior to Development Plan approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions including a variance to the standards for development in primary conservation land, and a variance to the standard for depth of the screened area.

CONDITIONS

1. All conditions from Metro Traffic and Metro Water Services must completed or bonded prior to the recording of the final plat.
2. All stub roads must be extended to the site boundaries for future connectivity. This shall be reflected on the final site plan and final plat.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply must be met prior to the issuance of building permits.
4. A tree protection plan shall be provided with the final site plan application to indicate preservation of trees within common open space and buffer areas.
5. On the final site plan, replace the "Conservation Easement" note at the front of site to the following note: "Open Space to remain undisturbed".
6. A Landscape Plan shall be submitted with the final site plan. The Landscape Plan shall include a screened area of existing and proposed vegetation at the front of the site, approximately 300 feet in depth, to remain as permanent open space. The Landscape Plan shall substantially match the Landscape Plans provided with the Concept Plan.
7. Additional landscaping shall be added along the western side of Gayron Drive, opposite the existing water quality and detention pond on the eastern side of Gayron Drive, for additional screening at the front of the site.
8. Any lots designated as critical lots shall be developed in compliance with the critical lot requirements pursuant to Section 17.28.030 of the Metro Zoning Code.
9. The final site plan shall be accompanied by a geotechnical report for any lots identified as containing problem soils pursuant to Section 17.28.050 of the Metro Zoning Code.



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10. Add the following note to all open spaces except for designated recreational areas (this note should be provided in the designated recreational areas): All existing trees in designated open spaces shall be preserved as permanent open space. These areas shall remain undisturbed.
11. Two additional canopy trees shall be provided at the rear of lots 67, 68, 69, 70, and 71 and lots 1 through 18 along the northern property line. Tree specifications shall be provided in the plant schedule and shall be consistent in size, height, and species with the canopy trees provided throughout this development.
12. The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
13. 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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2016SP-098-001
Map 082-03, Parcel(s) 085-086
05, East Nashville
05 (Scott Davis)



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

Deferrals This item was deferred at the December 8, 2016, January 23, 2017, February 23, 2017, March 23, 2017, April 13, 2017, May 25, 2017, June 8, 2017, July 13., 2017, August 10, 2017, and September 14, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer indefinitely.*

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 indefinite deferral at the request of the applicant.



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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.

Deferrals This item was deferred at the September 14, 2017, and September 28, 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

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 detached multi-family residential units.

STAFF RECOMMENDATION

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



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2017SP-080-001
SOUTHPOINT SP
Map 181, Parcel(s) 082, 083, Part of Parcel(s) 084, 085
12, Southeast
31 (Fabian Bedne)



Project No. **Specific Plan 2017SP-080-001**
Project Name **Southpoint SP**
Council District 31 – Bedne
School District 2 – Brannon
Requested by Civil Site Design Group, PLLC, applicant; Alvin Beerman, David R. Hill, H.E. and David R. Hill, and Barbara Wardlaw, owners.

Deferrals This item was deferred at the September 28, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST
Zone change to permit a residential development.

Preliminary SP
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Mixed Residential (SP-MR) zoning on property located at 6424 and 6434 Pettus Road, and a portion of property located at 6444 Pettus Road and Nolensville Pike (unnumbered) approximately 600 feet northeast of Nolensville Pike (22.03 acres), to permit a maximum of 40 single-family residential units and 130 multi-family residential units.

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



Metro Planning Commission Meeting 10/12/2017



2017NHL-001-002
DALEBROOK 37206
Map 083-08, Part of Parcel(s) 062
05, East Nashville
06 (Brett Withers)



Project No.	Development Plan 2017NHL-001-002
Project Name	Dalebrook 37206
Council District	06- Withers
School District	5 – Buggs
Requested by	Design Build Partners, applicant; Greater Grace Temple Community Church, owner.
Deferrals	This item was deferred at the August 24, 2017, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer to the November 9, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Development Plan approval to permit office and medical office uses.

Neighborhood Land Overlay Development Plan

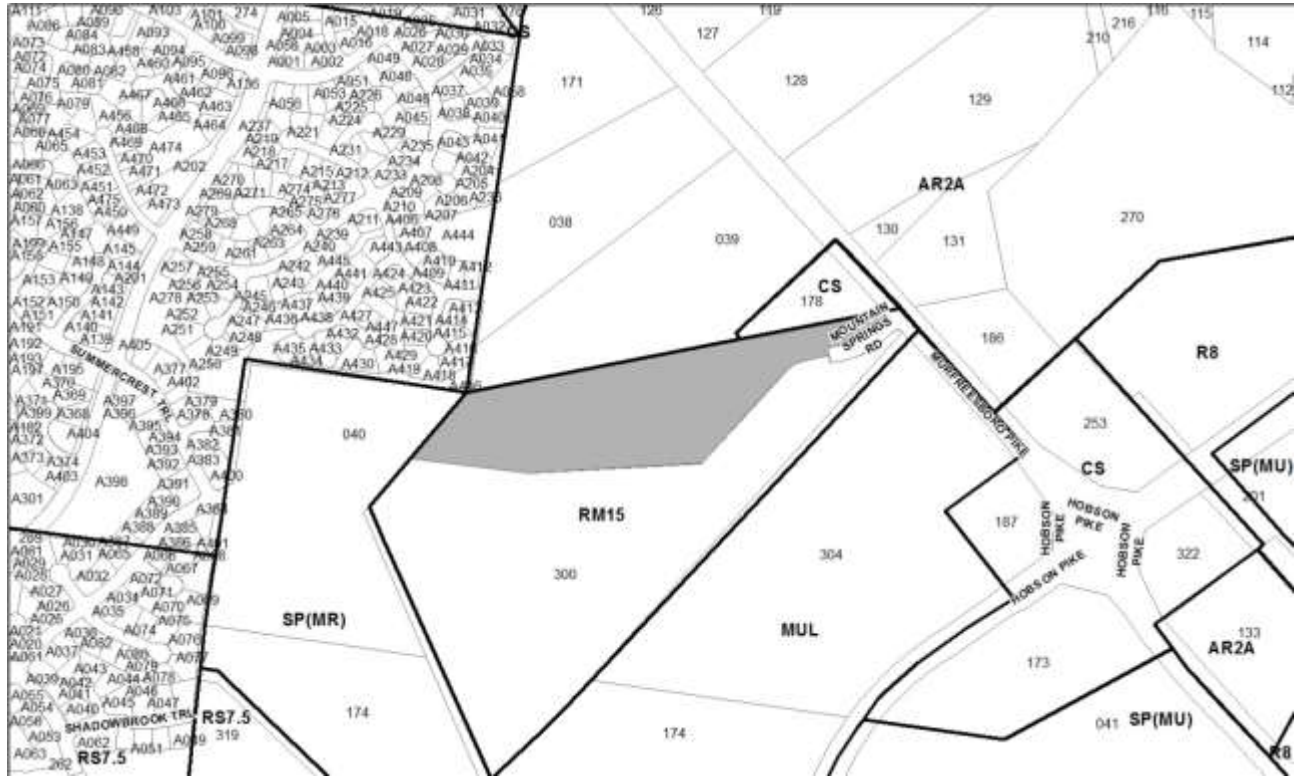
A request for development plan approval on a portion of property located at 901 Dalebrook Lane, at the northeast corner of Dalebrook Lane and Eastland Avenue, zoned One and Two-Family Residential (R10) and within a Neighborhood Landmark Overlay District (0.79 acres), to permit general office and medical office uses.

STAFF RECOMMENDATION

Staff recommends deferral to the November 9, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting 10/12/2017



2017S-199-001
MOUNTAIN SPRINGS
Map 164, Part of Parcel(s) 040
13, Antioch - Priest Lake
32 (Jacobia Dowell)



Project No. **Concept Plan 2017S-199-001**
Project Name **Mountain Springs**
Council District 32 - Dowell
School District 6 – Hunter
Requested by Kimley-Horn, applicant; Belz-McDowell Properties, owner.

Deferrals This item was deferred at the August 24, 2017, and September 28, 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

Concept plan approval to create 43 lots.

Concept Plan

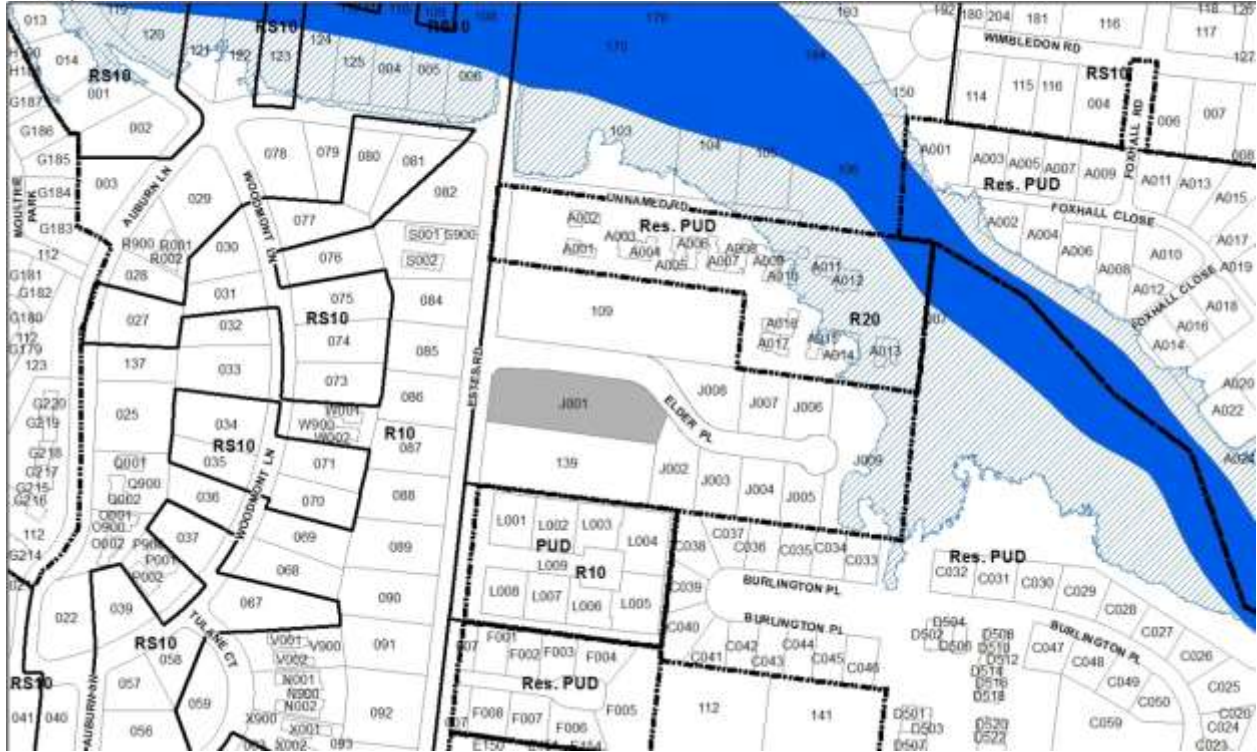
A request for concept plan approval to create 43 lots on a portion of property located at 5000 Mountain Springs Road, approximately 1,100 feet northwest of Hobson Pike, zoned Multi-Family Residential (RM15) and within the Murfreesboro Pike Urban Design Overlay District (12.22 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting 10/12/2017



2017S-225-001
ELDER PLACE SUBDIVISION RESUB OF LOT 1
Map 116-12-0-J, Parcel(s) 001
10, Green-Hills Midtown
25 (Russ Pulley)



Project No. **Final Plat 2017S-225-001**
Project Name **Elder Place Subdivision Resub of Lot 1**
Council District 25- Pulley
School District 8 – Pierce
Requested by Dale and Associates, applicant; Baskin, Roger and Stefan, owners.

Deferrals This item was deferred at the September 28, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Final plat to revise a note to permit a two-family residential use on Lot 1.

Final Plat

A request for final plat approval to revise a note to permit a two-family residential use on property located at 3800 Estes Road, at the southeast corner of Elder Place and Estes Road, zoned One and Two-Family Residential (R20) (0.92 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting 10/12/2017



2016Z-077PR-001

Map 071-12, Parcel(s) 238, 241-247, 252, 297, 300-302
5, East Nashville
05 (Scott Davis)



Project No. **Zone Change 2016Z-077PR-001**
Council District 05 – Davis
School District 5 - Buggs
Requested by Councilmember Scott Davis, applicant; various property owners.

Deferrals This item was deferred indefinitely at the August 11, 2016, Planning Commission meeting. No public hearing was held.

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

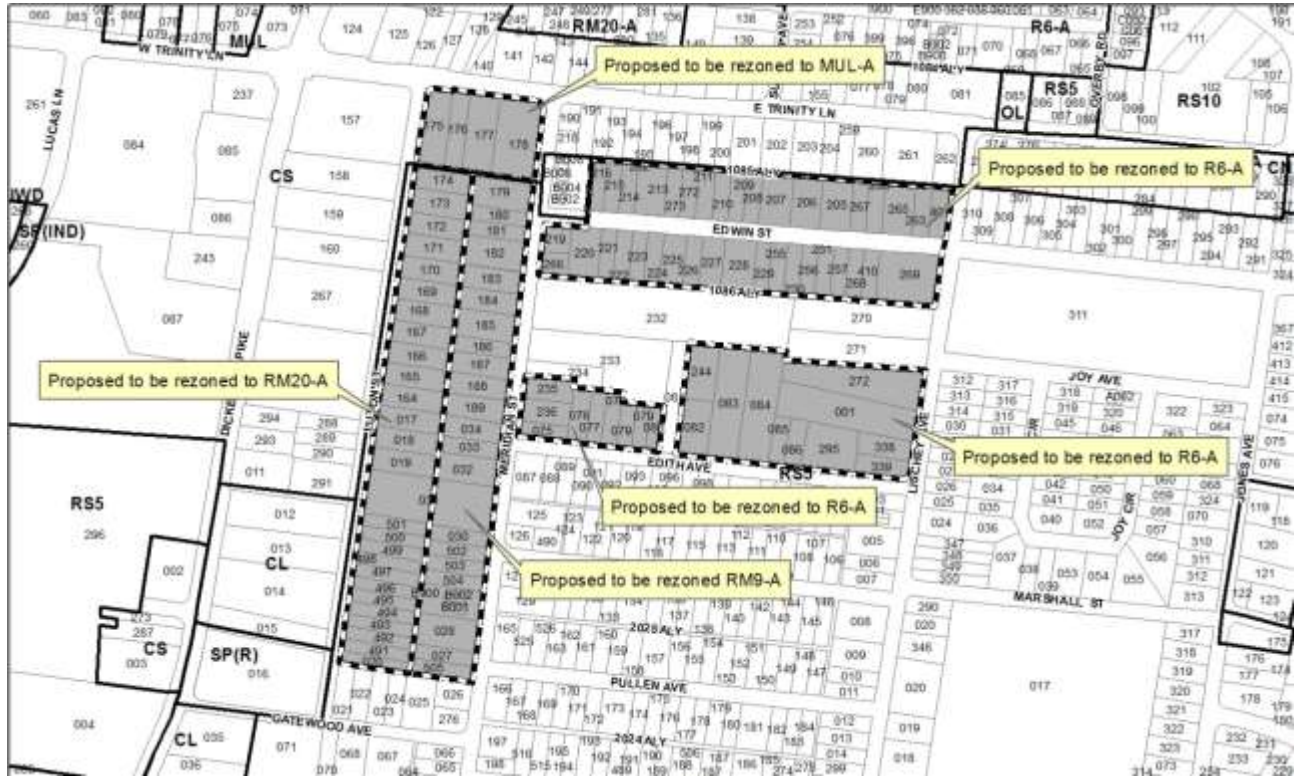
APPLICANT REQUEST
Zone change from RS5 to R6-A

Zone Change
A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for various properties west of Rosedale Avenue, (4.5 acres).

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



Metro Planning Commission Meeting 10/12/2017



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



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

Deferrals This item was deferred at the May 11, 2017, June 8, 2017, July 13, 2017, August 10, 2017, and the September 14, 2017, Planning Commission meetings. No public hearing was held.

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

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).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting 10/12/2017



2017Z-096PR-001

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

08, North Nashville

21 (Ed Kindall)



Project No.
Council District
School District
Requested by

Zone Change 2017Z-096PR-001
21- Kindall
5- Buggs
S&ME, Inc., applicant; Max Khazanov and Radius Rentals, owners.

Deferrals

This item was deferred at the September 14, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Burse
Approve with conditions.

APPLICANT REQUEST

Zone change from RS5 to RM15-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM15-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 2 lots for a maximum of 2 units.*

Proposed Zoning

Multi-Family Residential-Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 6 units.*

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?

Yes. The proposed RM15-A zoning district is consistent with the T4 Urban Neighborhood Evolving policy at this location. The RM15-A zoning district allows for multi-family residential uses which are compatible with this policy area and provide for an additional housing type in an existing urban



Metro Planning Commission Meeting 10/12/2017

area. Alternative zoning district provide design criteria such as alley access only when alleys are present and raised foundations.

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 adjacent to the properties in this application. Multi-family and commercial uses are located along the major corridors of Clifton Avenue and 28th Avenue North.

The properties are currently zoned RS5, which permit single-family residential units. Both properties are located two blocks south of a major corridor and each has access to an existing alley that intersects with 27th Avenue North. The proposed RM15-A zoning district will serve as an appropriate transition from the more intense zoning districts located along Clifton Avenue and 28th Avenue within an adjacent policy area. The proposed RM15-A zoning district will provide housing choice, which T4 Urban Neighborhood policy promotes, within the immediate area. The proposed RM15-A zoning district provide design criteria for the site which include alley only access and raised foundations among other criteria. The requested rezoning is consistent with the residential nature of the T4 Urban Neighborhood Evolving policy area at this location.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve 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: **RM15-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)	0.42		6 U	46	5	5



Metro Planning Commission Meeting 10/12/2017

Traffic changes between maximum: RS5 and RM15-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+17	+2	+1

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15-A district: 1 Elementary 1 Middle 1 High

The proposed RM15-A zoning district will generate three 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 recommendation is to approve with conditions as the proposed rezoning is consistent with the T4 Urban Neighborhood Evolving policy area.

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.



Metro Planning Commission Meeting 10/12/2017



2017CP-012-003
SOUTHEAST COMMUNITY PLAN AMENDMENT
Map 162, Part of Parcel(s) 104
12, Southeast
31 (Fabian Bedne)



Project No.	Minor Plan Amendment 2017CP-012-003
Project Name	Southeast Community Plan Amendment
Associated Case	2017SP-090-001
Council District	31 – Bedne
School District	2 – Brannon
Requested by	Southeast Venture, applicant; Hafiz Yafai and Rashid Muhsin, owners.
Staff Reviewer	Wallace
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Southeast Community Plan to change the policy.

Minor Plan Amendment

A request to amend the Southeast Community Plan by changing the Community Character Policy from District Office Concentration (D OC) to T3 Suburban Neighborhood Center (T3 NC) Policy on property located at 14899 Old Hickory Boulevard, at the southwest corner of Old Hickory Boulevard and Bell Road, (1.56 acres).

SOUTHEAST COMMUNITY PLAN

Current Policy

D Office Concentration (D OC) is intended to maintain, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.

Proposed Policy

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.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2017SP-090-001 to change the zoning from Agricultural/Residential (AR2a) to Specific Plan (SP-MU) zoning to permit a mixed use development.

COMMUNITY PARTICIPATION

A community meeting is not required for minor community plan amendments.



Metro Planning Commission Meeting 10/12/2017

ANALYSIS

The community plan amendment request proposes to change current policy from District Office Concentration (D OC) to Suburban Neighborhood Center (T3 NC), and proposes to expand an existing neighborhood center.

Policy

- **Existing Policy.** District Office Concentration. The current D OC policy was adopted by the Planning Commission in 2007. It included three properties fronting onto Old Hickory Boulevard and the intent of the policy was to serve as a transition in intensity from Old Hickory Boulevard to the adjacent neighborhoods to the south. The three properties included in the 2007 policy change anticipated the construction of a college on the site and the National College has since been built on two of the three parcels. The third parcel – the property under consideration for a plan amendment - is under separate ownership and not contiguous with those currently occupied by National College.
- **Adjacent Policies.** Suburban Neighborhood Center Policy. The adjacent T3 NC policy area consists of properties fronting Old Hickory Boulevard and extends from the intersection of Old Hickory Boulevard and Cedarton Drive to the intersection of Old Hickory Boulevard/Bell Road and Benzing Road. This existing neighborhood center is located within a five minute drive of multiple neighborhoods in the community to the north and south of Old Hickory Boulevard. It is situated just over a half mile from a Suburban Community Center along Nolensville Pike to the west and approximately a mile from an adjacent neighborhood center along Old Hickory Boulevard to the east.

The property is surrounded by parcels with Suburban Neighborhood Center policy to the west and southwest. The amendment proposes to extend T3 NC policy east along Old Hickory Boulevard along contiguous parcels to complete the block face between Cedarton Drive and Benzing Road. Infill is generally appropriate along corridors and along the edges of suburban neighborhoods to allow for a somewhat higher degree of intensity of development to occur.

Suburban Neighborhood Centers are generally established at the intersection of prominent suburban streets. Because T3 NC is currently established on two out of the four corners of the intersection of Bell and Benzing Roads, the proposed amendment would offer to further complete the established center and frame the intersection.

Conservation Policy. The adjacent Conservation policy, located just south of the amendment area, covers Whittemore Branch and multiple parcels within the floodway and is identified as a future greenway trail in the long term. This area forms a physical separation between the proposed neighborhood center and surrounding residential areas and therefore residences would not be directly impacted by the geographical expansion of the policy area. Environmental features are commonly used to define the boundaries of Neighborhood Center policy areas. Intensification of the center is appropriate within the area delineated by Whittemore Branch, and expansion of the NC policy beyond this environmental feature would not be appropriate.



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Access

The amendment area is situated on a corner lot and connected to two major roads identified on the Major and Collector Street Plan. Provisions for vehicular access are located along the side street and rear service drive. More specifically, the property is situated at the southwest corner of the intersection of Old Hickory Boulevard/Bell Road, which runs east-west, and Old Hickory Boulevard/Benzing Road, which runs north-south. The Major and Collector Street Plan classifies Old Hickory Boulevard/Bell Road as a five lane suburban, mixed use, scenic arterial-boulevard (T3-M-AB5-S-LM), and Old Hickory Boulevard/Benzing Road as a two lane suburban, mixed use, collector-avenue (T3-M-CA2).

Transit

The amendment area is currently serviced by a bus route that runs along Old Hickory Boulevard with a bus stop located within a short walking distance from the site. Old Hickory Boulevard/Bell Road currently accommodates limited or express bus service and is planned to accommodate high capacity transit in the long term.

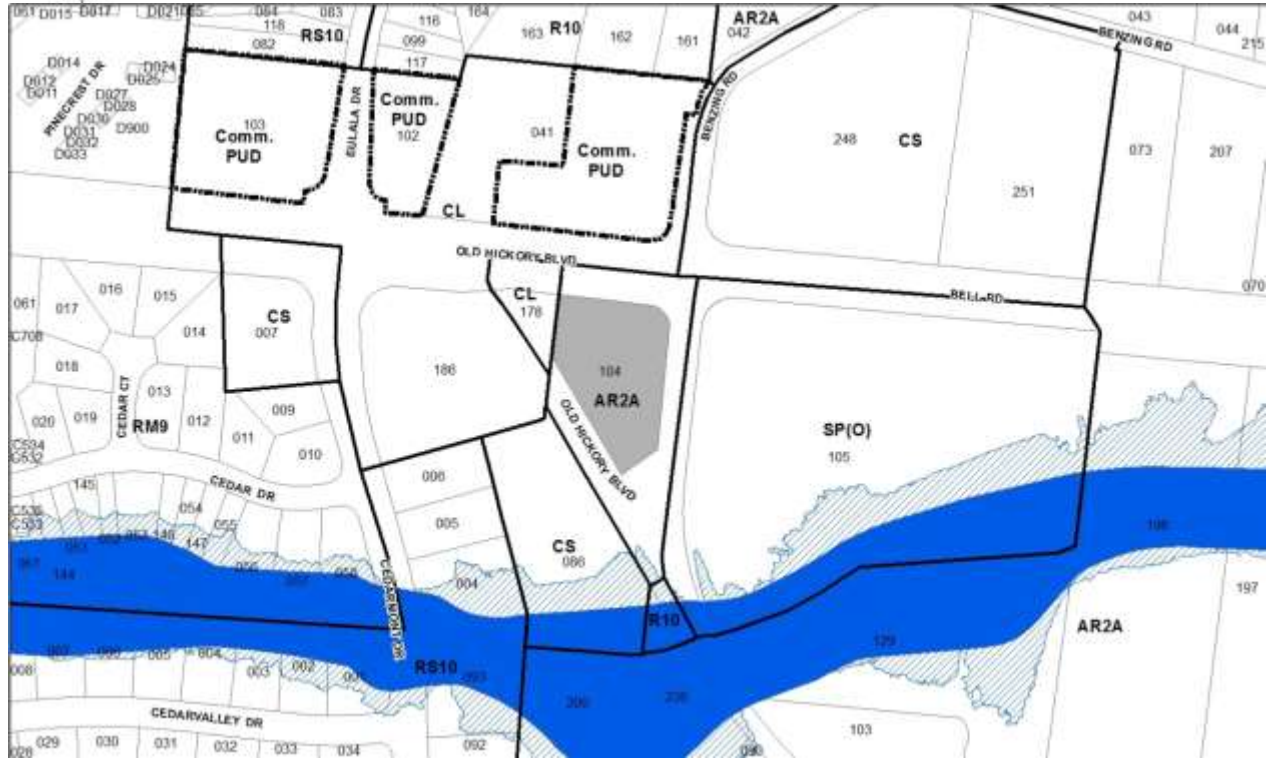
A change in policy from D OC to T3 NC is appropriate for this location because of the points outlined above. T3 NC is applicable to this property given its geographic location, relationship to surrounding neighborhoods, and compatibility with adjacent policies. Existing and planned infrastructure, including adequate sidewalks for pedestrians, bike facilities, and access to transit make this site suitable T3 NC policy.

STAFF RECOMMENDATION

Staff recommends approval of the amendment request.



Metro Planning Commission Meeting 10/12/2017



2017SP-090-001

14899 OLD HICKORY BLVD

Map 162, Parcel(s) 104

12, Southeast

31 (Fabian Bedne)



Project No.	Specific Plan 2017SP-090-001
Project Name	14899 Old Hickory Blvd SP
Associated Case	2017CP-012-003
Council District	31- Bedne
School District	2- Brannon
Requested by	Southeast Venture, applicant; Hafiz Yafai and Rashid Muhsin, owners.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer to the October 26, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit a grocery store.

Preliminary SP

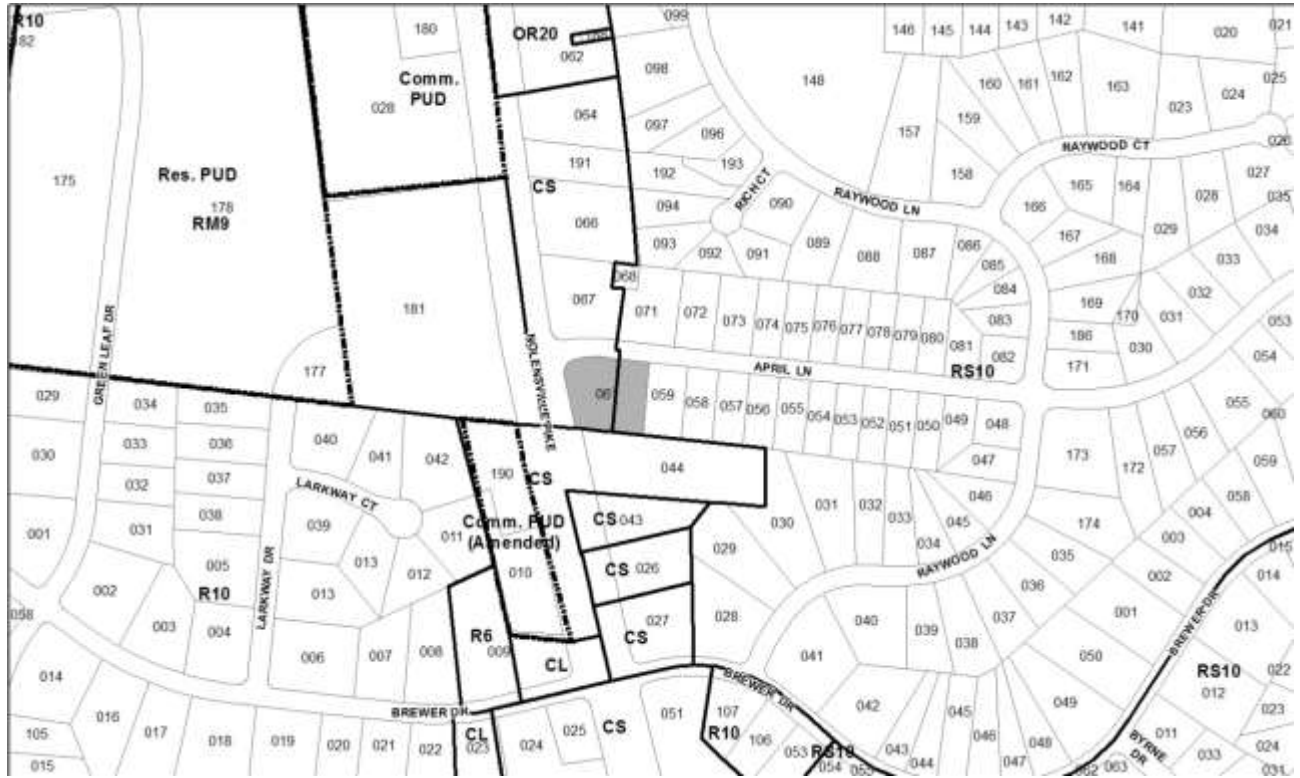
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Commercial (SP-C) zoning on property located at 14899 Old Hickory Blvd, at the southwest corner of Old Hickory Blvd and Bell Road, (0.967 acres), to permit a grocery store.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting 10/12/2017



2017SP-085-001
5200 NOLENSVILLE PIKE
Map 161-04, Parcel(s) 061
12, Southeast
27 (Davette Blalock)



Project No.	Specific Plan 2017SP-085-001
Project Name	5200 Nolensville Pike SP
Council District	27 - Blalock
School District	2 - Brannon
Requested by	Jegir Salman, applicant and owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

A request to rezone to SP to permit used automobile sales.

Preliminary SP

A request to rezone from Commercial Service (CS) and Single-Family Residential (RS10) to Specific Plan-Commercial (SP-C) zoning on property located at 5200 Nolensville Pike, at the southeast corner of April Lane and Nolensville Pike (0.82 acres), to permit Automobile sales, used.

Existing Zoning

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

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 1 unit.*

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 COMMUNITY PLAN

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

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



Metro Planning Commission Meeting 10/12/2017

Consistent with Policy?

No. This SP would introduce a commercial use into a T3 Neighborhood Maintenance policy area which is inconsistent with the goals and objectives of the policy. The T3 NM policy is a residential only policy that does not support commercial uses. While the front portion of the property is currently zoned CS and within a Mixed Use Corridor policy, the expansion of the commercial zoning and use further into the residential area is inappropriate.

ANALYSIS

The requested rezoning expands an existing used automobile sales business which fronts Nolensville Pike. The site contains an existing structure surrounded by pavement which is used for parking automobile inventory. This request seeks to expand the parking area so that additional automobiles can be placed on the site. The area proposed for the expansion is located within a T3 NM policy area. The area proposed for the parking expansion contains approximately 18,525 square feet.

The parcel contains two land use policies: T3 Suburban Mixed Use Corridor and T3 Suburban Neighborhood Maintenance. Each policy contains different goals and objectives for intensity, use, and form. While the use of the property is consistent with the portion of the property currently zoned CS located within the T3 CM policy area, the expansion of the current use into the T3 NM policy area would be inconsistent with the goals of the T3 NM policy which does not support commercial uses.

If the rezoning request were approved Planning would recommend a C-1 landscape buffer along the eastern property line to adequately buffer the expansion of the current property use. A C-1 landscape buffer requires a 30 foot width which includes 4.8 canopy trees, 2.4 understory trees, and 19 shrubs every 100 linear feet. The area required for a C-1 landscape buffer would contain 5,670 square feet which represents 30% of the total area proposed for the expansion of the current use. The applicant has offered to include a landscape buffer within the SP.

The requested rezoning is inconsistent with the T3 NM policy as it will create a commercial intrusion into an existing developed residential single family neighborhood; therefore, staff recommends disapproval.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only. Further requirements may need to be met before Final SP stage, depending on what is revealed on the utility/grading plans.

PUBLIC WORKS RECOMMENDATION

N/A



Metro Planning Commission Meeting 10/12/2017

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.47	0.6	12,283 SF	564	17	51

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.35	4.35 D	1 U	10	1	2

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
Automobile Sales (841)	0.82		319 SF	11	1	1

Traffic changes between maximum: **CS, RS10 and SP-C**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-553	-17	-52

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed use is inconsistent with the goals of the T3 Suburban Neighborhood Maintenance Policy



Metro Planning Commission Meeting 10/12/2017



2017S-228-001
AMQUI PLACE SECTION 3
Map 043-02, Parcel(s) 034
4, Madison
9 (Bill Pridemore)



Project No.	Concept Plan 2017S-228-001
Project Name	Amqui Place Section 3
Council District	09 - Pridemore
School District	3 - Speering
Requested by	Dale & Associates, applicant; Paradise Properties, owner
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the October 26, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Concept plan approval to create 9 lots.

Concept Plan

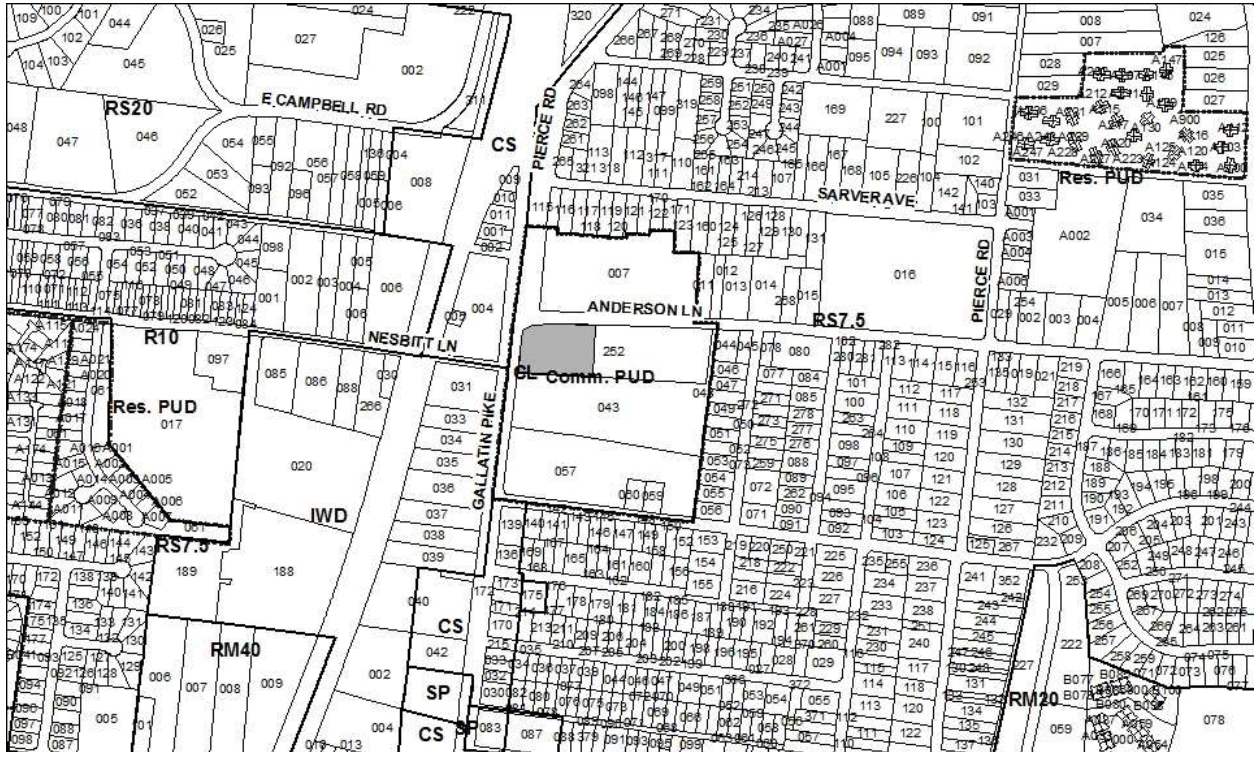
A request for concept plan approval to create nine lots on property located at Park Avenue (unnumbered), approximately 300 feet west of Snow Avenue, zoned Single-Family Residential (RS7.5) (2.35 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting 10/12/2017



142-66P-004
800 NORTH GALLATIN PIKE
Map 043-05, Part of Parcel(s) 252
04, Madison
09 (Bill Pridemore)



Project No.	Planned Unit Development 142-66P-004
Project Name	800 Gallatin Pike (Revision)
Council District	09 - Pridemore
School District	3 - Speering
Requested by	Gresham Smith & Partners, applicant; Macs Retail,
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the October 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions.</i>

APPLICANT REQUEST

Revision to the preliminary plan to permit 9,063 square feet for automobile sales use.

Revise Preliminary PUD

A request to revise the preliminary plan for the Commercial Planned Unit Development Overlay on part of property located at 800 Gallatin Pike, at the corner of Anderson Lane and Gallatin Pike (1.87 acres), zoned Commercial Limited (CL), to remodel and occupy an existing structure to permit new and used auto sales uses.

Existing Zoning

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

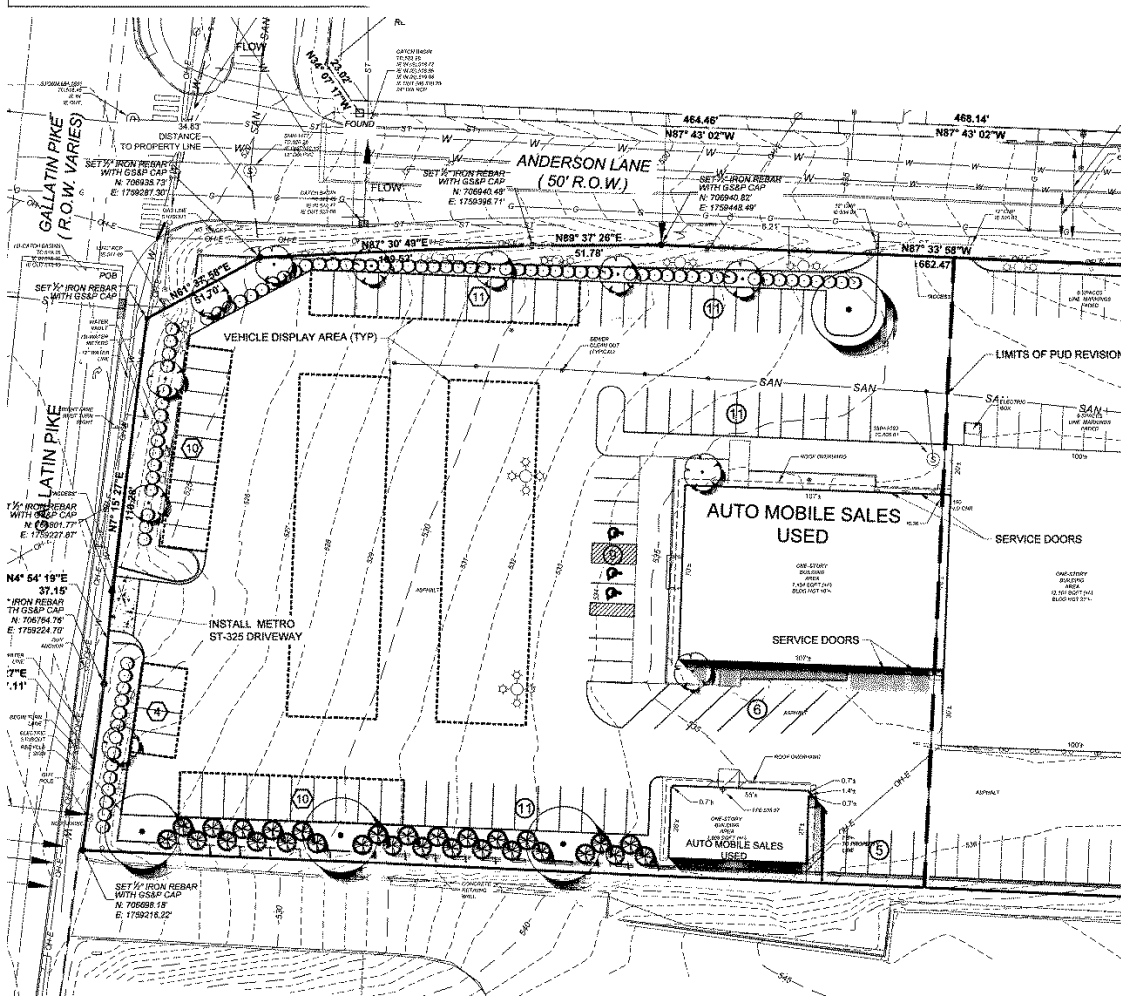
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

PLAN DETAILS

The site is located at the southeast corner of Gallatin Pike and Anderson Lane. In 1979, the PUD was approved for a 27,700 square foot automobile dealership. Today, the footprints of the existing buildings total 33,646 square feet. The PUD was revised in 2015 to permit a 5,100 square foot building for automobile convenience and restaurant uses. However, the 5,100 square foot building was never constructed. This revision proposes to remodel two existing structures, totaling 9,063 square feet, to be used for automobile sales use.



Metro Planning Commission Meeting 10/12/2017



Proposed Revision



Metro Planning Commission Meeting 10/12/2017

Site Plan

The plan proposes to remodel two existing structures for new and used automobile sales. The site has existing access to Gallatin Pike and Anderson Lane. The proposal includes parking spaces 53 parking spaces for employees and customers. Additional parking spaces are provided for display vehicles.

ANALYSIS

The request is to remodel existing buildings for new and used automobile sales. The building footprint is not being expanded. The buildings and proposed use is consistent with the approved PUD; therefore, staff finds that the proposed change is a minor modification (revision).

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

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

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



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activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

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

FIRE MARSHAL RECOMMENDATION

N/A

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.
- If sidewalks are required then they should be shown on the plans per the MCSP and MPW standards and specifications.
- Indicate installation of MPW standard ST-325 driveway ramps at ALL driveway connections to the public ROW. This has not been indicated on the second drive located on Anderson Lane.
- Indicate the location of the solid waste and recycling container(s). The revised plans dated 9.21.17 do not show the location.

TRAFFIC AND PARKING RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve



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WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

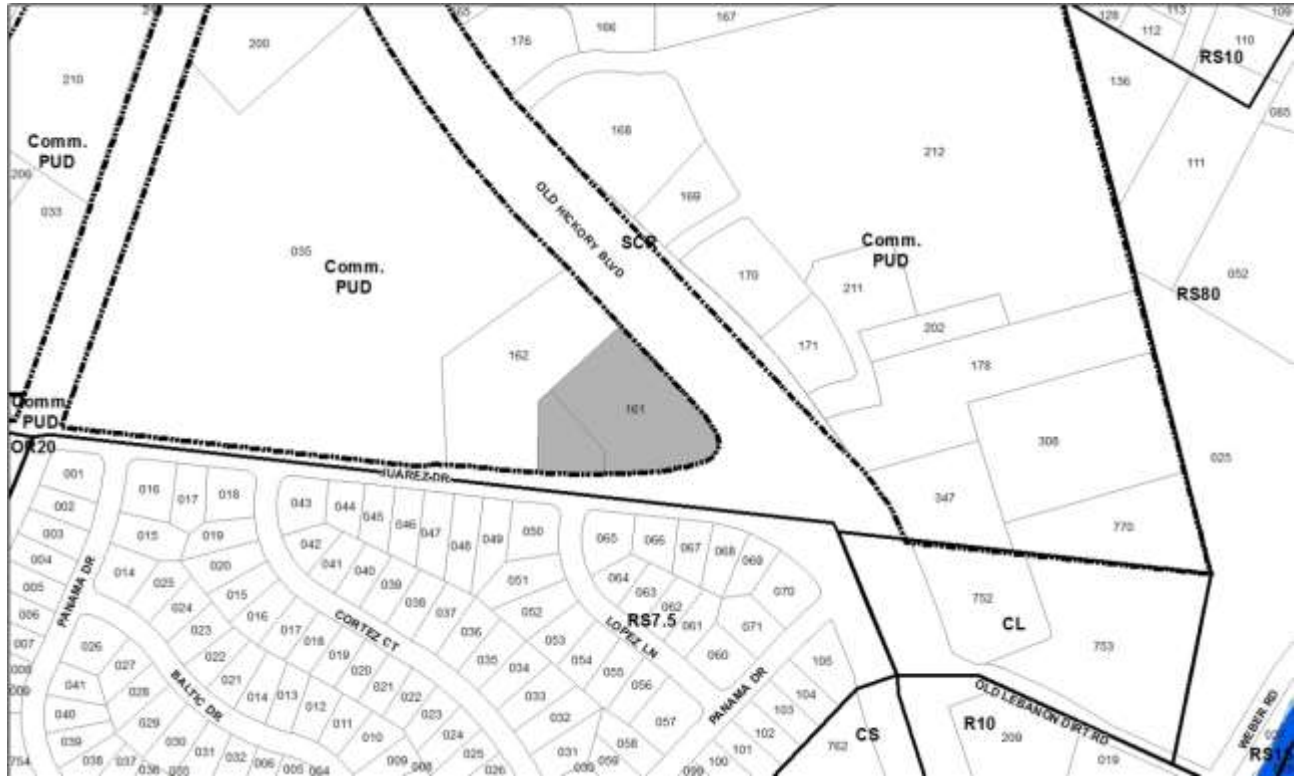
Staff recommends deferral to the October 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Sidewalks will be required if the building permit value meets Section 17.20.120.A.1.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
5. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



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69-83P-001
HICKORY VILLAGE PUD (AMENDMENT)
Map 075, Parcel(s) 161, Part of Parcel 162
14, Donelson – Hermitage – Old Hickory
14 (Kevin Rhoten)



Project No. **Planned Unit Development 69-83P-001**
Project Name **Hickory Village PUD (Amendment)**
Council District 14 – Rhoten
School District 4 – Shepherd
Requested by Ragan Smith Associates, applicant; Appalachian Land and Leasing Company, LLC, and Touchstone Real Estate, LP, owners.

Staff Reviewer Shepard
Staff Recommendation *Defer to the October 26, 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 of the PUD amendment request and a recommendation of approval with conditions of the variance request.*

APPLICANT REQUEST

Amend a PUD.

Amend PUD

A request to amend a portion of a Planned Unit Development and variance from the sidewalk requirements on property located at 5055 Old Hickory Blvd and a portion of property at 5045 Old Hickory Blvd, at the corner of Old Hickory Blvd and Juarez Drive, zoned Shopping Center Regional (SCR) (1.91 acres), to permit a restaurant and add an access point.

Existing Zoning

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

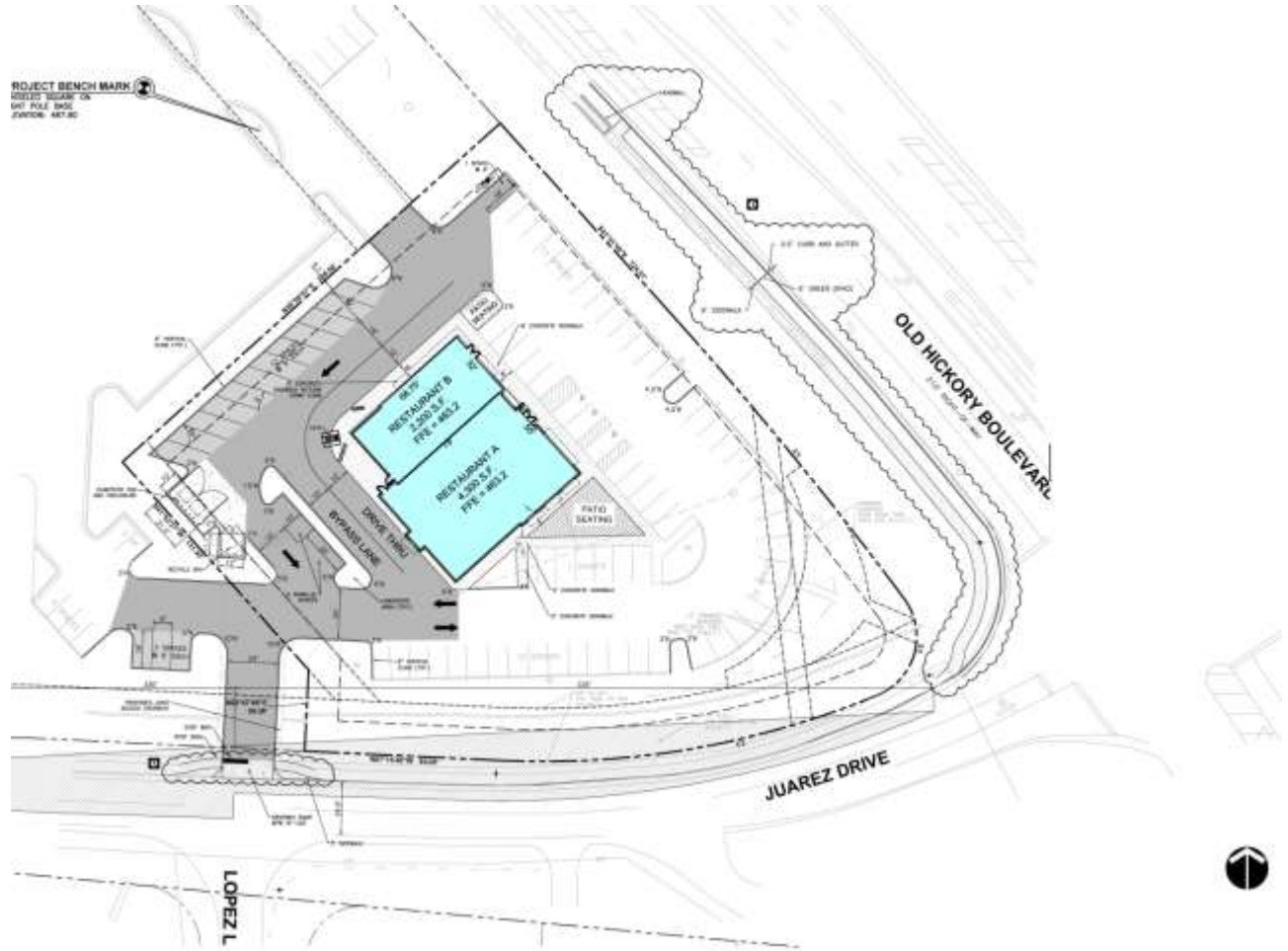
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of 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.

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings



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Proposed Site Plan



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or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Consistent with Policy?

The T3 CC policy supports mixed use, commercial, office, residential and institutional uses that are intended to serve suburban communities within a 10-20 minute drive. The application proposes amendment of an existing commercial PUD to permit the addition of two restaurants within an existing commercial shopping center. The T3 CC policy provides guidance regarding access and connectivity, including that access should be provided from arterial boulevards or collector avenues, with cross-access for multiple developments within a center and alignment of access points with those for development across the street. The PUD amendment proposes a new access point to Juarez Drive. Juarez Drive is identified as a collector avenue on the Major and Collector Street Plan. The proposed access point is aligned with Lopez Lane on the south side of Juarez and will be shared by the medical center and other uses within the PUD, consistent with the guidance in the policy. The proposed new sidewalk along Old Hickory Boulevard and maintenance of the existing sidewalk along Juarez will enhance pedestrian connectivity within the development and in the larger area.

HISTORY

Metro Council approved the Hickory Village commercial PUD in 1983. The originally approved Preliminary PUD plan included a mix of food service, grocery store, and retail uses totaling 152,150 square feet. The current PUD amendment proposal includes the entirety of parcel 161, which received approval of a revision to preliminary and final in 1992 to permit a 5,030-square-foot Applebee's restaurant. The PUD amendment proposal also includes a portion of parcel 162, which contains an existing 30,686-square-foot medical center. The Planning Commission approved the medical center by a revision to the preliminary and a final in 1995. The revised preliminary plan for the medical center increased the total square footage permitted within the PUD by 10 percent, from 152,150 square feet to 167,365 square feet.

The Planning Commission has subsequently approved other revisions to the preliminary plan and final PUD plans for development on other outparcels within the PUD, as well as expansion of the primary retail center use, a Lowes Home Improvement store. The PUD plan has not been amended by Metro Council since the time of the original approval.

The applicant under review is considered an amendment because it is proposing a vehicular access to a road not previously accessed by the PUD.

PLAN DETAILS

The site is located at the northwest corner of the intersection of Old Hickory Boulevard and Juarez Drive in Hermitage. The PUD amendment area totals 1.91 acres, and includes all of parcel 161, currently developed as an Applebee's restaurant, and a portion of parcel 162, which contains an existing medical center and associated parking. Vehicular access to both the Applebee's and medical center is provided via a shared drive on Old Hickory Boulevard, located approximately 580 feet north of the intersection of Old Hickory Boulevard and Juarez Drive. The parking area for the Applebee's restaurant is accessed by a shared drive that runs through the parking lot for the medical center.



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Site Plan

The site plan includes demolition of the existing Applebee's restaurant and replacement of the building with 6,500 square feet of new restaurant space. Proposed Restaurant A includes 4,300 square feet and Proposed Restaurant B includes 2,220 square feet. The existing parking area for the restaurant will be reconfigured to include a drive-through lane, bypass lane, and parking for the new restaurants. The plan also includes construction of a new access point for the PUD on Juarez Drive. The access point will extend from the southern edge of the parking area for the medical center and will provide access to both the new restaurants and the parking for the existing medical center. The proposed plan will not alter the existing medical building. Only a 0.39-acre portion of parcel 162, which contains 15 parking spaces, is included in the PUD amendment area.

Parcel 161 currently contains 102 parking spaces, 27 of which will be removed with the restaurant expansion and addition of the drive-thru and bypass lanes. A total of 75 parking spaces are provided on parcel 161 to serve the proposed restaurants, where 65 spaces are required by the Metro Zoning Ordinance. The construction of the new access drive will result in the loss of nine existing parking spaces for the medical center on parcel 162. The Metro Zoning Ordinance requires a total of 123 parking spaces for the existing 30,686-square-foot medical building. There are 132 parking spaces provided on Parcel 162 currently. Removal of nine spaces will result in a net total of 126 parking spaces which exceeds the minimum requirement established in the Zoning Ordinance by three spaces.

The plan proposes an alternative sidewalk design for the site frontage along Old Hickory Boulevard consisting of a six-foot sidewalk and a six-foot planting strip. The plan also proposes to maintain the existing five-foot sidewalk with no planting strip along Juarez Drive.

SIDEWALK VARIANCE

Neither the proposed sidewalk along Old Hickory Boulevard nor the existing sidewalk along Juarez Drive is consistent with the Major and Collector Street Plan requirements, which call for an 8-foot sidewalk and 6-foot planting strip along both streets. Sidewalks consistent with the Major and Collector Street Plan requirements are required along both property frontages pursuant to the Zoning Code. Prior to final site plan, the applicant shall be required to submit a variance application to the Board of Zoning Appeals for the sidewalks. 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 for sidewalk requirements without first considering a recommendation from the Planning Commission. Although the variance request has not yet been filed with the BZA, the final site plan may be reviewed administratively provided they are consistent with the approved Preliminary, which makes this amendment request the appropriate point in the process for the Planning Commission to make a recommendation regarding the variance.

The purpose of the request is to be permitted to install sidewalks with an alternative design along Old Hickory Boulevard due to the presence of an existing open drainage ditch, utility poles, and steep slopes along the property frontage and to be permitted to maintain the existing sidewalk along Juarez Drive due to the presence of steep slopes and existing vegetation. The site includes approximately 330 feet of frontage along Old Hickory Boulevard. There are no sidewalks along Old Hickory Boulevard within this PUD. The closest segment of sidewalk is located approximately 500 feet to the south. The site includes approximately 400 feet of frontage along Juarez Drive, which has an existing five-foot sidewalk that extends west to the railroad track located approximately 550



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feet east of the intersection of Juarez Drive and Lebanon Pike. There is an existing screen wall and a row of mature trees located along this side of the site.

Planning evaluated the following factors for the variance:

1. This section of Old Hickory Boulevard is an arterial boulevard. Juarez Drive is a collector avenue. Neither street is identified as an immediate priority transit corridor, but the site is located approximately 0.35 miles from Lebanon Pike which is identified as an immediate need transit corridor.
2. Both streets serve a mix of existing residential and commercial uses, so developing a connected sidewalk network to connect pedestrians to transit services and adjacent businesses is crucial.
3. The existing slopes, drainage ditch, and utility poles along Old Hickory Boulevard would make construction of a sidewalk that meets ADA requirements for slope challenging.
4. Construction of an ADA-compliant sidewalk and planting strip along Juarez Drive would require construction of a retaining wall due to the slopes. Excavation necessary for the retaining wall would result in the loss of a row of mature trees that are providing screening for the residential development on the south side of Juarez Drive.
5. Building a 6-foot sidewalk and 6-foot planting strip with curb and gutter along Old Hickory Boulevard will provide a safe environment for pedestrians along the arterial while minimizing conflicts with slopes and existing utilities.
6. Maintaining the existing 5-foot sidewalk along Juarez Drive will provide connectivity for pedestrians while minimizing the disturbance of the slope and loss of mature trees which are providing screening.

Given the factors above, staff recommends approval of a variance request along Old Hickory Boulevard with a condition that the applicant construct the alternative sidewalk design as shown on the plan and for maintaining the existing sidewalk along Juarez Drive as shown on the plan, with a condition that the applicant pay the fee-in-lieu for the length of property frontage along Juarez Drive.

ANALYSIS

Section 17.40.120.G.2 permits the Planning Commission to approve “minor modifications” for previously approved PUDs under certain conditions. However, this request cannot be considered a “minor modification” because it introduces a new vehicular access point to an existing street not previously designated for access. The original PUD plan approved by Council did not include vehicular access to Juarez Drive. Therefore, this request must be considered by the Planning Commission as an amendment to the previously approved PUD and referred to Metro Council for approval.

The proposed PUD amendment is consistent with the T3 CC land use policy as it allows for restaurant uses within an existing commercial PUD in an established suburban community center. Although additional square footage is proposed, the total square footage does not exceed the ten percent expansion over the last Council approval that was granted at the time of approval for the medical center. The proposed access point to Juarez Drive is consistent with the guidance in the T3 CC policy for access and will enhance connectivity for the proposed restaurants and other uses within the PUD. Other than the addition of the access point, the proposed amendment is consistent



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with the existing development pattern within the PUD and does not significantly deviate from the previously approved site plan in terms of layout and design.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Returned for corrections

- Cite C/D Note: Size driveway culverts per the design criteria set forth by the Metro Storm Water Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP).

WATER SERVICES

Approve with conditions

- Approved as a Preliminary PUD Amendment only. The required capacity fees must also be paid prior to Final Site Plan/PUD 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.
- If sidewalks are required then they should be shown on the plans per the MCSP and MPW standards and specifications.
- Prior to grading permit sign off on the project, submit recorded copy of the cross access easement as required by this plan.
- Abide by Traffic and Parking conditions.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- Developer shall extend the right turn lane on Juarez Dr. in order to provide 200 ft of storage.
- Developer shall identify drive thru queue spaces per metro code and submit pavement marking and signage plan with construction documents.

STAFF RECOMMENDATION

Staff recommends deferral to the October 26, 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 of the PUD amendment and a recommendation of approval with conditions of the variance request to the Board of Zoning Appeals.



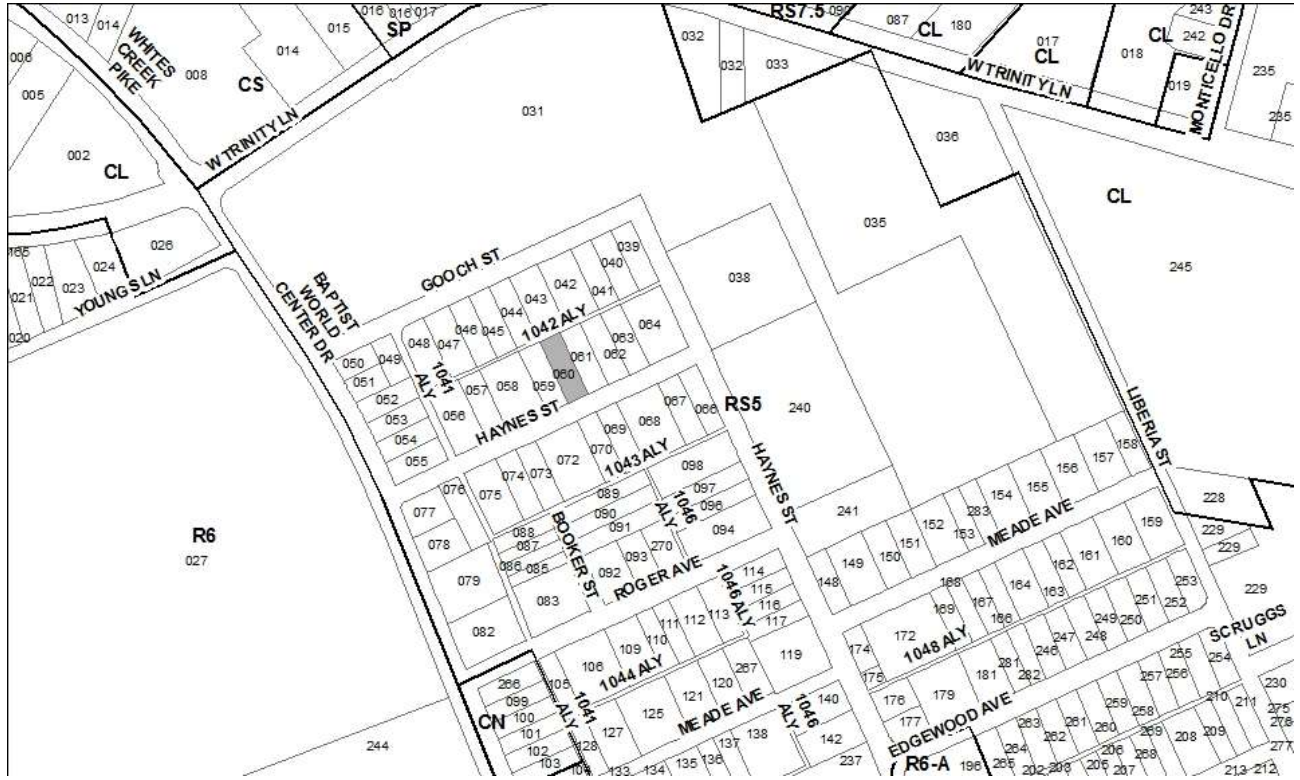
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CONDITIONS (if approved)

1. Construct an alternate design of a 6 foot sidewalk and 6 foot grass strip along the Old Hickory Boulevard frontage, as shown on the plan.
2. Maintain the existing sidewalk along Juarez Drive, as shown on the plan. As a condition of a variance approval, applicant shall make a payment in lieu for the Juarez Drive frontage.
3. Provide a sidewalk connection 5 feet in width from the restaurants to the public sidewalk.
4. Staff also recommends a condition requiring the applicant to create a pedestrian connection from the existing sidewalk along Juarez Drive or the proposed sidewalk along Old Hickory Boulevard to the front entrance of the proposed restaurants.
5. 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.
6. 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.
7. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
8. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



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2017Z-100PR-001

Map 071-05, Parcel(s) 060
3, Bordeaux – Whites Creek
02 (DeCosta Hastings)



Project No.	Zone Change 2017Z-100PR-001
Council District	02 – Hastings
School District	1 - Gentry
Requested by	Filiz Bozkurt, applicant and owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 511 Haynes Street, approximately 440 feet east of Baptist World Center Drive (0.18 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 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 Codes Department has confirmed that R6-A would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

BORDEAUX – WHITES CREEK COMMUNITY PLAN

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

Consistent with Policy?

R6-A zoning is supported by the T4 Urban Neighborhood Evolving policy at this location. The proposed zone change would allow up to two units on this lot. The neighborhood is a mixture of one and two family residential uses. The site is approximately 500 feet from Baptist World Center Drive which is identified as a major arterial by the Major and Collector Street Plan. Bus service runs along Baptist World Center Drive and an MTA bus stop is located northwest of Haynes Street, approximately 800 feet from the site. The requested change would add diversity in housing stock



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for the immediate neighborhood while the alternative zoning district will require enhanced design standards consistent with the goals of the T4 NE policy.

ANALYSIS

The property is located on the north side of Haynes Street, east of Baptist World Center Drive. The existing zoning allows for single-family residential uses only. The neighborhood consists of a mixture of one and two family residential uses. Haynes Street consists of primarily single-family residential uses while the majority of the properties to the north along Gooch Street are developed with two-family residential uses. The site is located close to a transit route and a bus stop. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment. The site is located near an existing transit route and the requested rezoning would increase the diversity in housing stock for the area. Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving Policy.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

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

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

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

*Based on two-family lots

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

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



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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 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

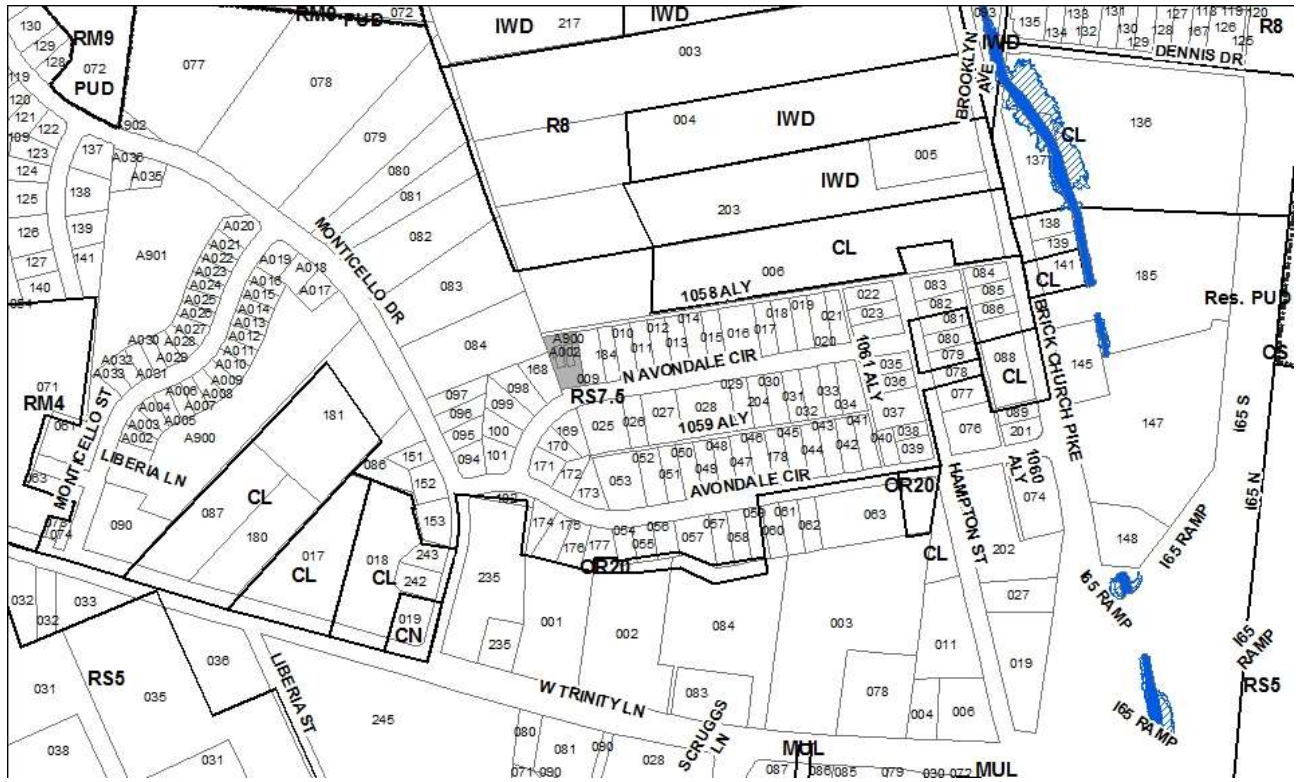
Staff recommends approval with conditions as this request is consistent with policy at this location.

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-101PR-001

Map 071-02-0-A, Parcel(s) 001, 002, 900
3, Bordeaux – Whites Creek
02 (DeCosta Hastings)



Project No.	Zone Change 2017Z-101PR-001
Council District	02 – Hastings
School District	1 - Gentry
Requested by	Skip Nashville, LLC, applicant and owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Zone change from RS7.5 to R8-A

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R8-A) zoning on property located at 1227, 1227 B, and 1229 Avondale Circle, approximately 900 feet west of Hampton Street (0.29 acres).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 1 unit.*

Proposed Zoning

One and Two-Family Residential – Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The Codes Department has confirmed that R8-A would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

BORDEAUX – WHITES CREEK COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T4 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Consistent with Policy?

R8-A zoning is supported by the T3 Urban Neighborhood Evolving policy at this location. The proposed zone change would allow up to two units on this lot. The property is located in a neighborhood made up of primarily single-family residential uses. The site is located in a tier two Center by the NashvilleNext Growth and Preservation Concept Map and is approximately 500 feet from a T3 Suburban Community Center policy area. The requested change would allow for



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increased diversity in housing type for the area while the alternative zoning district will require enhanced design standards pertaining to building placement and parking, consistent with the goals of the T3 NE policy.

ANALYSIS

The approximately 0.29 acre property is located on the north side of Avondale Circle, east of Monticello Drive. The existing zoning allows for single-family residential uses only. The site is located approximately 500 feet from Monticello Drive which is identified as a collector by the MCSP and features an existing MTA transit route. The R8-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment. The requested rezoning would increase the diversity in housing stock for the area while encouraging moderate density development in proximity to a T3 CC policy area and within a designated Nashville Next tier two center. Staff recommends approval as the request is consistent with the T3 Urban Neighborhood Evolving Policy.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

Maximum Uses in Existing Zoning District: **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)	0.29	5.8 D	1 U	10	1	2

Maximum Uses in Proposed Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.29	5.44 D	2 U	20	2	3

*Based on two-family lots

Traffic changes between maximum: **RS7.5 and R8**

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



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METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed R8-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 RS7.5 zoning district. Students would attend Alex Green Elementary School, Brick Church 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

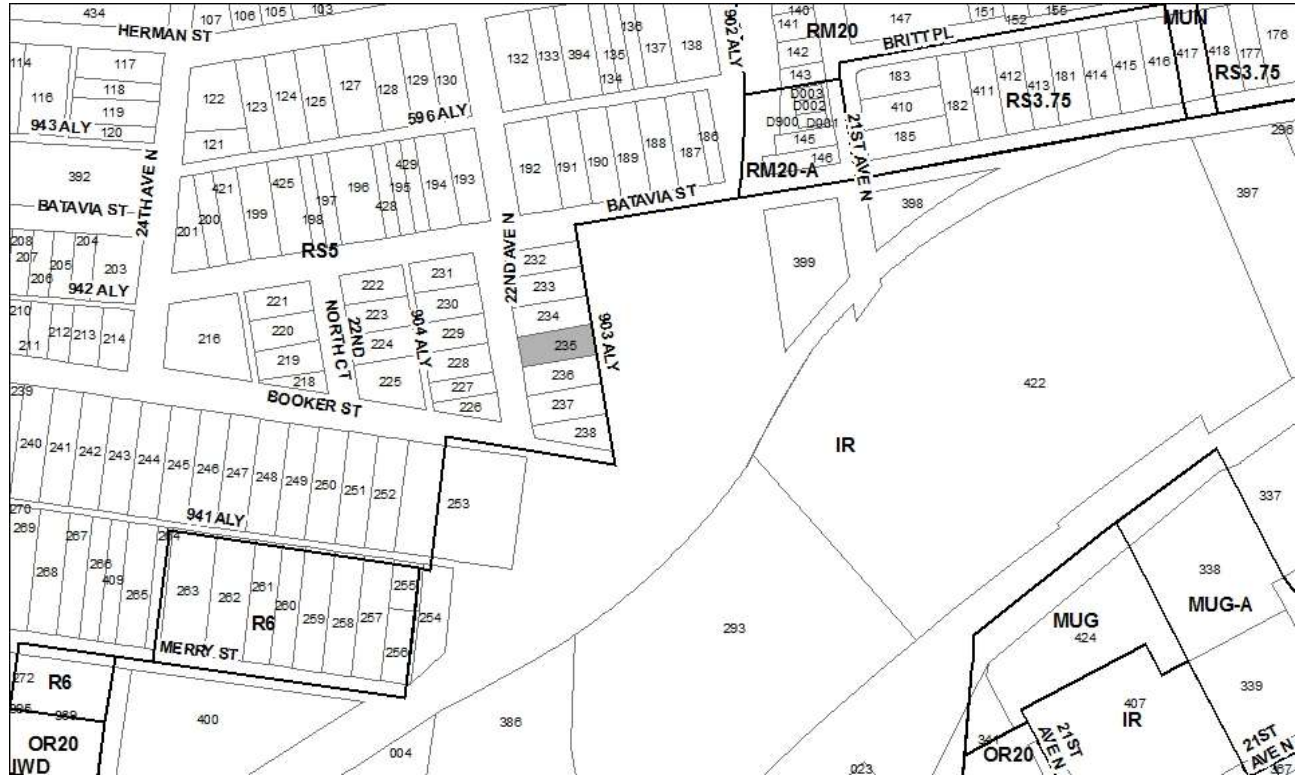
Staff recommends approval with conditions as this request is consistent with policy at this location.

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-102PR-001
Map 092-07, Parcel(s) 235
08, North Nashville
21 (Ed Kindall)



Project No.	Zone Change 2017Z-102PR-001
Council District	21 - Ed Kindall
School District	5 - Buggs
Requested by	Joseph Claybon, applicant and owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 746 22nd Ave N, approximately 150 feet south of Batavia Street (0.14 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at an overall density of 8.71 dwelling units per acre. *RS5 would permit 1 lot with 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 7.26 dwelling units per acre including 25 percent duplex lots. *The Codes Department has confirmed that R6-A would permit a maximum of 1 duplex lot.*

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?

Yes. The proposed R6-A zoning district is consistent with T4 Urban Neighborhood Evolving policy at this location as it provides the potential for increased housing choice within the area. T4 NE areas are intended to contain moderate to high intensity which contain a diverse mix of housing and smaller lot sizes.



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ANALYSIS

The site is located at 746 22nd Ave N, approximately 150 feet south of Batavia Street and is currently vacant. The site does not have access to a built alley; however, design standards for driveway width and parking would apply. The surrounding neighborhood contains a mixture of land uses such as single and two-family residential uses as well as community and institutional uses. Herman Street, a collector as designated by the Major and Collector Street Plan, is located 540 feet to the north. The R6-A zoning district contains design standards to address the pedestrian environment related to parking location and driveway widths.

The proposed rezoning provides the potential for increased housing supply and increased housing choice. The parcel contained in this rezoning is located within 540 feet of a Residential Collector Street, which contains MTA bus service. This will provide a choice of transportation for future residents of this site.

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)	0.14	8.71 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.14	7.26 D	2 U	20	2	3

*Based on two-family lots

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

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



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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 R6-A zoning district will not generate 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

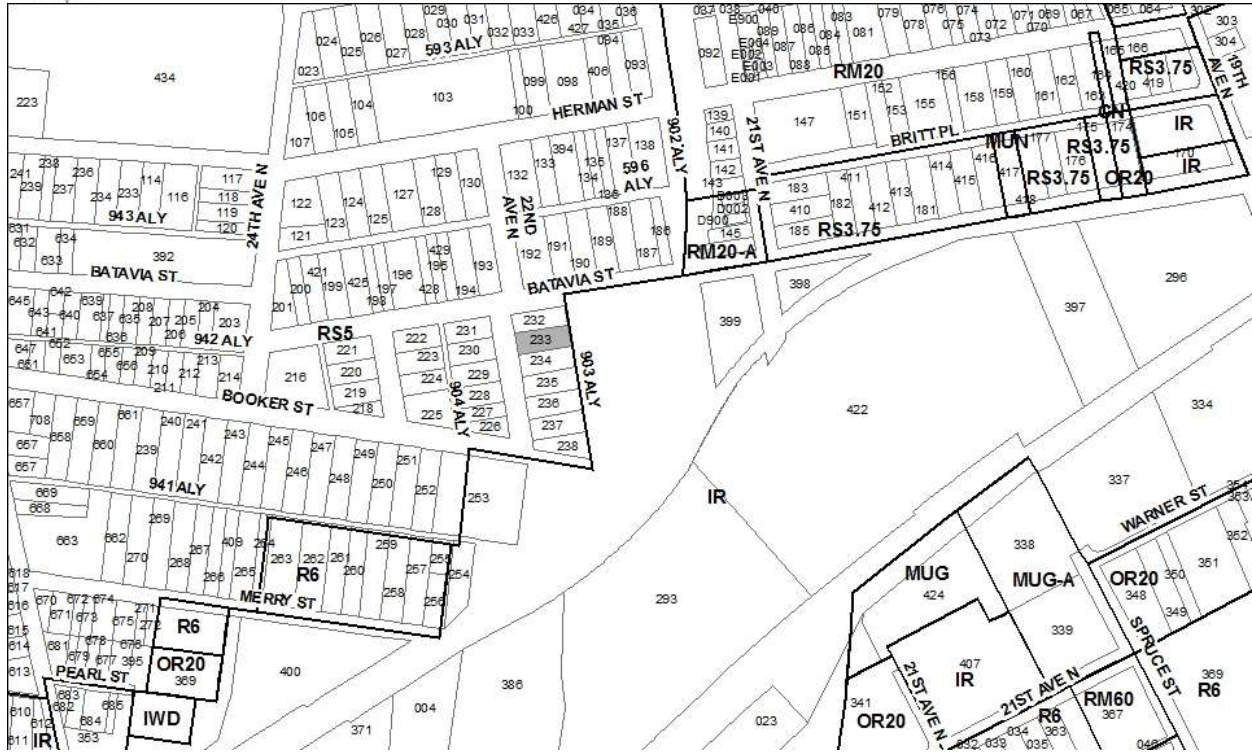
Staff recommends approval with conditions as this proposal is consistent with T4 Neighborhood Evolving policy.

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-103PR-001
Map 092-07, Parcel(s) 233
08, North Nashville
21 (Ed Kindall)



Project No.	Zone Change 2017Z-103PR-001
Council District	21 – Ed Kindall
School District	5 - Buggs
Requested by	Joseph Claybon, applicant and owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) zoning to One and Two-Family Residential- Alternative (R6-A) zoning on property located at 750 22nd Avenue North, approximately 60 feet south of Batavia Street (0.14 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at an overall density of 8.71 dwelling units per acre. *RS5 would permit 1 lot with 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 7.26 dwelling units per acre including 25 percent duplex lots. *The Codes Department has confirmed that R6-A would permit a maximum of 1 duplex lot.*

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?

Yes. The proposed R6-A zoning district is consistent with T4 Urban Neighborhood Evolving policy at this location as it can provide for a more diverse mix of housing options within the immediate area.

ANALYSIS

The site is located at 750 22nd Avenue North and consists of an existing single-family residential structure. Nearby land uses include single-family and two-family residential uses as well as vacant



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land. The site is located approximately 436 feet south of Herman Street, a major street according to the Major and Collector Street Plan. Herman Street also has existing transit service. The nearest bus stop is approximately 516 feet north of the site. The site does not have access to a built alley, however, design standards for driveway width and parking would apply.

The proposed rezoning and potential redevelopment will provide additional housing options within the immediate neighborhood while being located near existing transit service.

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)	0.14	8.71 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.14	7.26 D	2 U	20	2	3

*Based on two-family lots

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

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



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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 R6-A zoning district will not generate 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

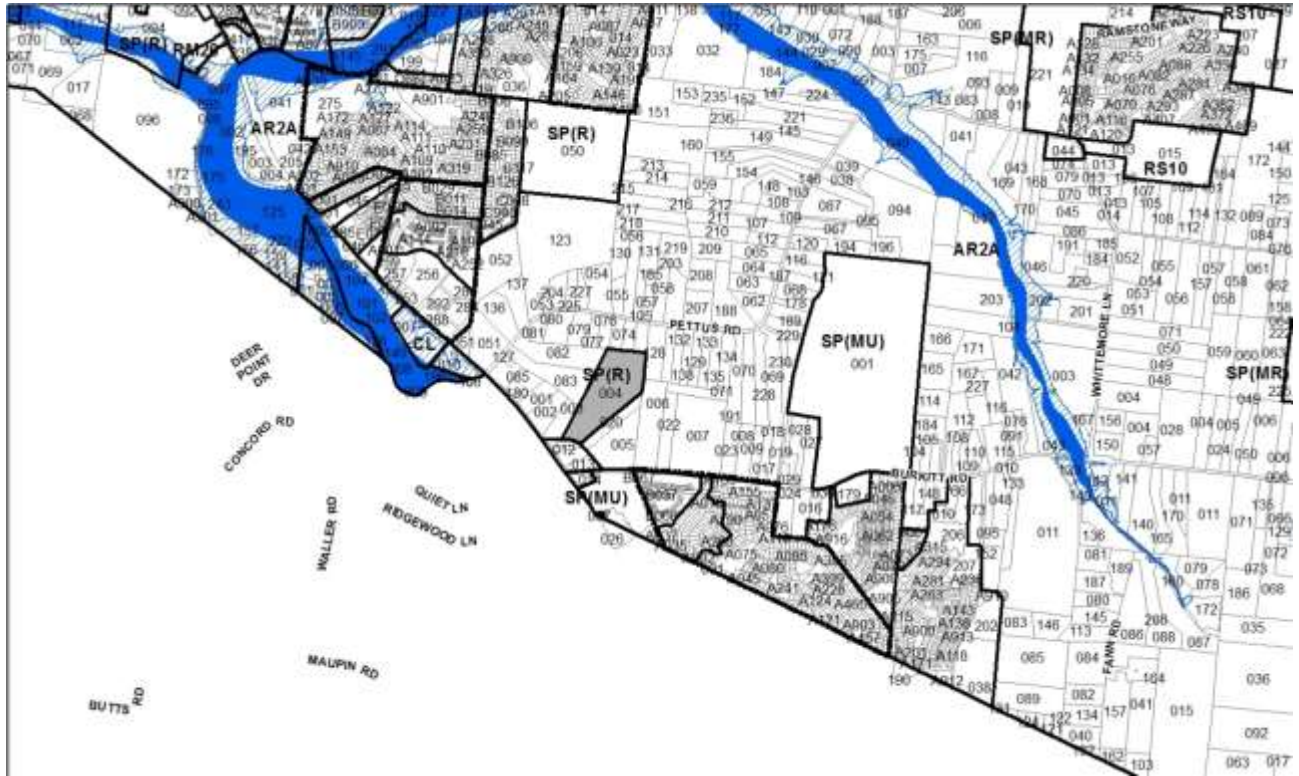
Staff recommends approval with conditions as this proposal is consistent with T4 Neighborhood Evolving policy.

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-104PR-001
Map 186, Parcel 004
12, Southeast
31 (Fabian Bedne)



Project No.	Zone Change 2017Z-104PR-001
Council District	31 - Bedne
School District	2 - Brannon
Requested by	Civil Site Design Group, PLLC, applicant; McGowan Investments, Inc., owner.
Staff Reviewer	Shepard
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from SP to AR2a.

Zone Change

A request to rezone from Specific Plan – Residential (SP-R) to Agricultural/Residential (AR2a) zoning on property located at 7724 Old Burkitt Road, approximately 290 feet east of Nolensville Pike (23.08 acres).

Existing Zoning

Specific Plan – Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type. *This Specific Plan permits a maximum of 99 single-family residential lots.*

Proposed Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 11 lots with two duplex lots for a total of 13 units.*

SOUTHEAST 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.

HISTORY

On May 18, 2016, the Metro Council approved a zone change from AR2a to Specific Plan zoning for this parcel to permit a maximum of 99 single-family lots. The current request is to revert back to the AR2a zoning that was in place prior to approval of the SP. The requested zoning is consistent



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with the zoning of the surrounding area as well as with the existing development pattern of larger single-family lots and vacant properties.

Consistent with Policy?

T3 NE policy potentially supports a range of residential zoning districts depending on the locational characteristics and surrounding context of the subject property. The subject property is currently vacant and is surrounded by a large area of AR2a zoning to the east, north and west. The area is designated a Neighborhood on the NashvilleNext Growth and Preservation Concept Map. The property is also located at the edge of the T3 NE policy area, allowing it to serve as a transition between more intense development along Nolensville Pike and the surrounding area. Although T3 NE policy supports moderate density residential development and enhanced connectivity, the development pattern of the larger T3 NE area currently consists of larger, single-family lots and vacant properties. The T3 NE policy designation indicates that this larger area may evolve with new development and redevelopment over time, but a coherent future context has not yet been established, making it difficult to determine what sort of transition this property should provide to the surrounding area.

ANALYSIS

The proposal to return the zoning back to AR2a will ensure that the property is zoned consistently with the surrounding area until the future character of the evolving area begins to take shape. Given the existing development pattern in this T3 NE policy area and the location of the property adjacent to a large area of AR2a zoning, the requested AR2a zoning is appropriate in T3 NE policy in this context.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	23.08		99 U	1031	80	107

Maximum Uses in Proposed 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)	23.08	0.5	11 U	106	9	12

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-88 U	-925	-71	-95



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STAFF RECOMMENDATION

Staff recommends approval as the requested zoning is consistent with the T3 NE policy in this location and context.