

# Metropolitan Planning Commission



Staff Reports

**October 26, 2017**



## Metro Planning Commission Meeting 10/26/2017

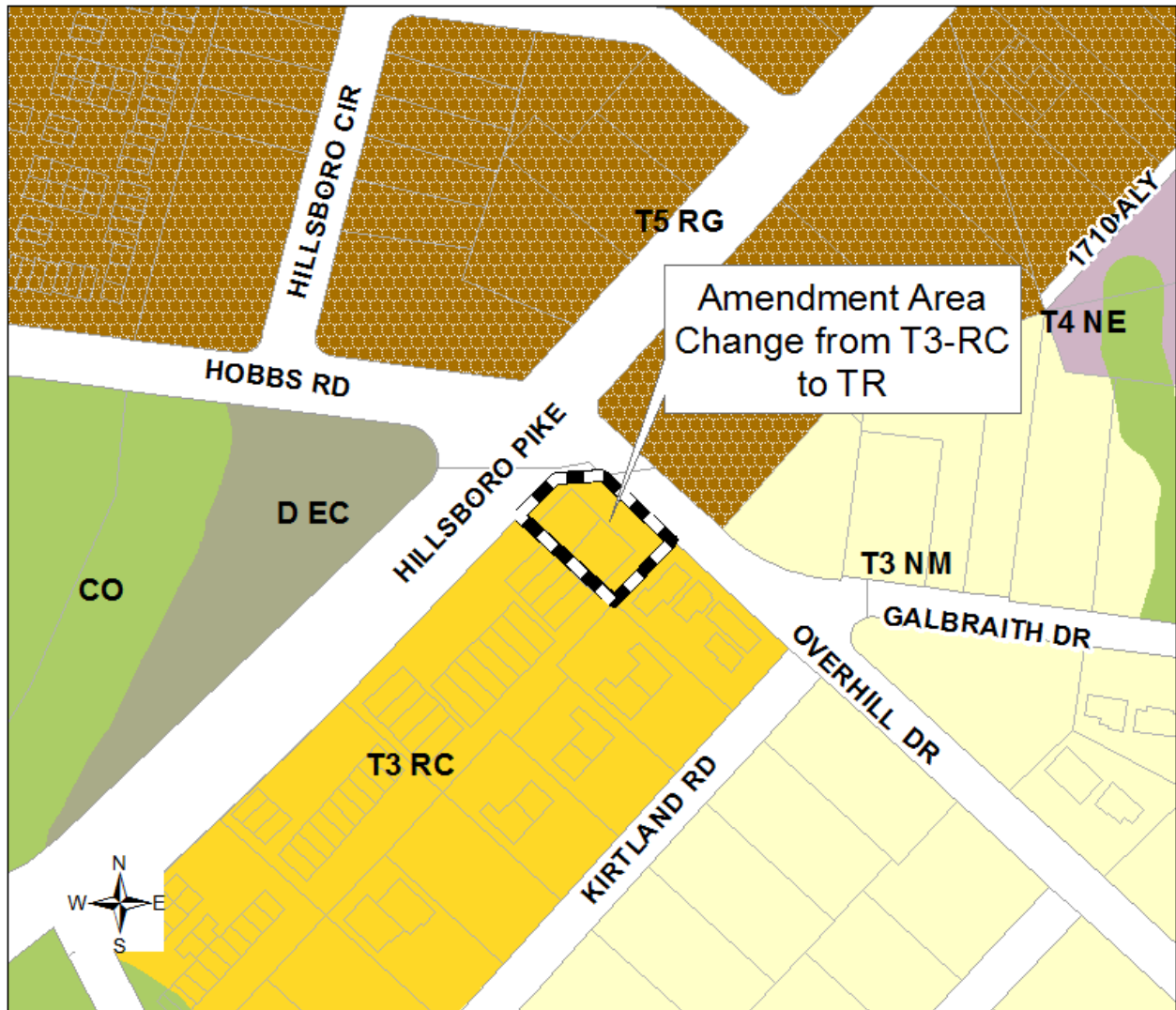
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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## Metro Planning Commission Meeting 10/26/2017



### 2017CP-010-002

#### GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

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

10, Green Hills-Midtown

25 (Russ Pulley)



<b>Project No.</b>	<b>Minor Plan Amendment 2017CP-010-002</b>
<b>Project Name</b>	<b>Green Hills-Midtown Community Plan Amendment</b>
<b>Associated Case</b>	2017SP-045-001
<b>Council District</b>	25 – Pulley
<b>School District</b>	8 – Pierce
<b>Requested by</b>	Baker Donelson, applicant; Dube & Whitefield Properties, LLC and O.I.C. Alexander, owners.
 <b>Deferrals</b>	 This item was deferred at the July 13, 2017, July 27, 2017, August 10, 2017, and October 12, 2017, Planning Commission meetings. No public hearing was held.
 <b>Staff Reviewer</b>	 Grider
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Minor Plan Amendment

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

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

**Current Policy**

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

**Proposed Policy**

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

**BACKGROUND**

The community plan amendment was requested in conjunction with zone change application 2017SP-045-001, a request to change the zoning from Multi-Family Residential (RM20) to Specific Plan (SP) for property located at 2041 Overhill Drive. The requested SP zoning would allow the use



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of the first floor of the existing building for a physical therapy/medical office. The second, third, and penthouse floors of the building would remain residential. The property owner, an orthopedic surgeon, lives in the penthouse. Approval of this request would allow the applicant to treat patients in a live/work environment. The existing T3 RC policy does not support the mix of residential, live/work, and medical office uses that the SP proposes. As a result, the applicant has requested a policy change to TR.

### COMMUNITY PARTICIPATION

Although no community meetings are required by Metro Planning for this minor plan amendment, Councilmember Pulley hosted a meeting on September 21, 2017, at Granny White Pike Church of Christ, 3805 Granny White Pike. Community meeting notices were mailed out by the Council Office on September 1, 2017 to property owners within 1,300 feet of the amendment area, and the notice was also placed on the Planning Department website. Facilitated by Councilmember Pulley, approximately 30 people attended, including the applicant and Planning staff. A number of the attendees had attended a previous meeting held by the applicant and Councilmember Pulley on July 17, 2017.

Planning staff discussed the applicant's proposal, the process of a community plan amendment, and changing the zoning. The reaction to the application was mixed, with some attendees in support of the proposal and others opposed. The main issues discussed were:

- Concern about the introduction of commercial creep by allowing an office use south of Overhill Drive.
- Concern of setting a dangerous precedent for the area by allowing a non-residential use in a residential neighborhood.
- Support for this use on Hillsboro Pike given that it is a heavily trafficked five-lane arterial.
- Concern that this use will reduce the impact of the buffer nature of the building. Some view the Alexander as a buffer between the high density commercial uses to the north and the residential neighborhood to the east.
- Support for the convenience of having a physical therapy office in the neighborhood.
- Debate regarding the amount of traffic and the level of impact the use would generate.
- Concern about access to the proposed office from Overhill Drive so close to the intersection with Hillsboro Pike and the potential to worsen traffic conditions.
- Questions related to the SP regarding signage, handicapped parking and the enforcement of the SP requirements.

### ANALYSIS

The community plan amendment request proposes to change current policy from T3 Suburban Residential Corridor (T3 RC) policy to Transition (TR) policy. The subject property is located on the southeast corner of the intersection of Hillsboro Pike and Overhill Drive.

#### Policy

- Existing Policy. Prior to 2015 the policy was T4-Neighborhood, which was intended for medium density residential uses with a mix of single-family, townhouses, condominiums and apartments. In 2015, with the NashvilleNext update, the policy was changed to T3 RC, a category that did not previously exist.



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- **Adjacent Policies.** While this particular property is located within T3 RC policy, the other three corners of this intersection are located within the T5 Regional Center (T5 RG) policy and District Employment Center (D EC) policy. T5 Regional Center policy areas are intended for intense regional centers where the primary land uses are commercial and mixed use. District Employment Center policy areas are intended for districts that contain a mixture of commercial, office, and light industrial uses.
- **Proposed Policy.** The intent of Transition policy is to minimize conflicts between existing and future incompatible land uses and intensities. Small scale office uses supported by Transition policy would provide a more subtle shift from the existing gas station across Overhill Dr., as well as from the future uses and intensities envisioned by adjacent policy areas, into the lower-intensity neighborhoods beyond Hillsboro Pike.

### Access

Hillsboro Pike is categorized as a five-lane arterial-boulevard and Overhill Drive is a two-lane local street in the Major and Collector Street Plan. Arterial-boulevards are medium- to high-speed, high-volume streets that serve longer trips within and between different communities within the city. Transition policy is also appropriate in this location to provide a transition from this major thoroughfare to the adjacent established single family neighborhoods.

### Transit

Hillsboro Pike is also classified as a high capacity transit corridor slated for near-term improvements to transit services for arterial bus rapid transit. Small scale office uses supported by Transition policy in this location would benefit from access to transit along Hillsboro Pike.

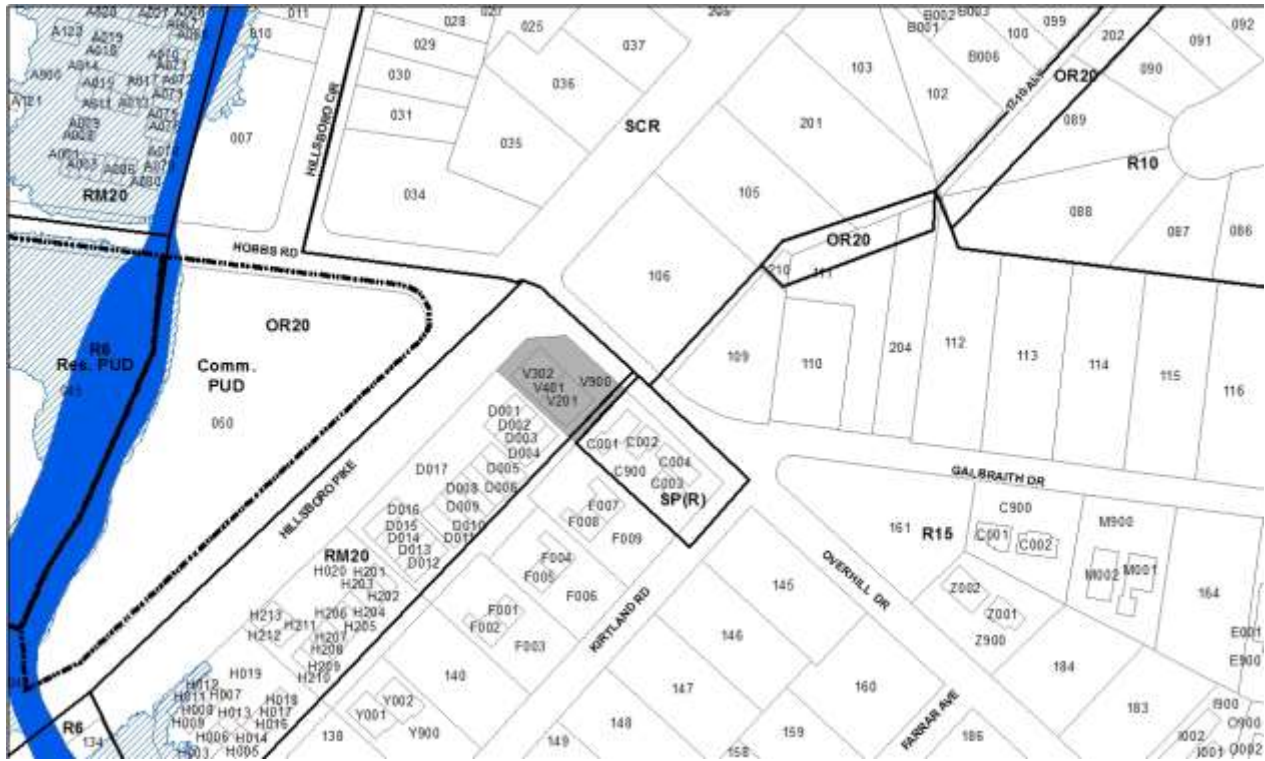
The site is suitable for the proposed use due to its location in a Tier One Center designated in NashvilleNext, along Hillsboro Pike. This site is located on a major thoroughfare and high capacity transit corridor at an intersection with existing commercial uses on the three other corners. Application of TR policy at this location can form an appropriate transition between the development at its highest point close to the mall and its associated commercial uses and the well-established residential neighborhood to the south and east in the T3 NM policy area.

### **STAFF RECOMMENDATION**

Staff recommends approval of the amendment request.



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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** 10- Pulley  
**School District** 8- Pierce  
**Requested by** Baker Donelson, applicant; Dube and Whitefield Properties, LLC and O.I.C. Alexander, owners.

**Deferrals** This item was deferred at the July 13, 2017, July 27, 2017, August 10, 2017, and October 12, 2017, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

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

Preliminary SP

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

**Existing Zoning**

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

**Proposed Zoning**

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

**GREEN HILLS- MIDTOWN COMMUNITY PLAN**

Existing Policy

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

Proposed Policy

Transition (TR) policy is intended to preserve, enhance, and create areas whose primary purposes are to serve as transitions between higher intensity uses on major thoroughfares and lower density



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### *Proposed Regulatory SP Start*

#### **Alexander Specific Plan (SP)**

<b>Development Summary</b>	
SP Name	Alexander
SP Number	2017SP-045-001
Council District	25, Pulley

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

#### Specific Plan (SP) Standards

1. This SP shall be limited to medical office use limited to the first floor and multi-family residential use for a total of 5 units.
2. Hours of operation shall be limited to 8:30 a.m. until 4:00 p.m. Monday through Friday.
3. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

### *Proposed Regulatory SP end*



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residential neighborhoods while providing opportunities for small scale offices and a mixture of mainly moderate to high-density housing types.

### Consistent with Policy?

The proposed regulatory SP is not consistent with the existing T3 Residential Corridor policy. The proposed SP is consistent with the proposed policy, Transition (TR) policy, at this location. Transition policy encourages development that consists of small scale offices and a mixture of moderate to high-density housing types. The proposal is appropriate given the location of this site on Hillsboro Pike.

### **PLAN DETAILS**

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

### **ANALYSIS**

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

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

N/A

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions.**

- Approved as a Preliminary SP only.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

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



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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.43	-	8 U	54	5	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.3		5 U	34	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Medical Office Building (720)	0.13		5,197 SF	188	12	18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+168	+10	+17



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### **STAFF RECOMMENDATION**

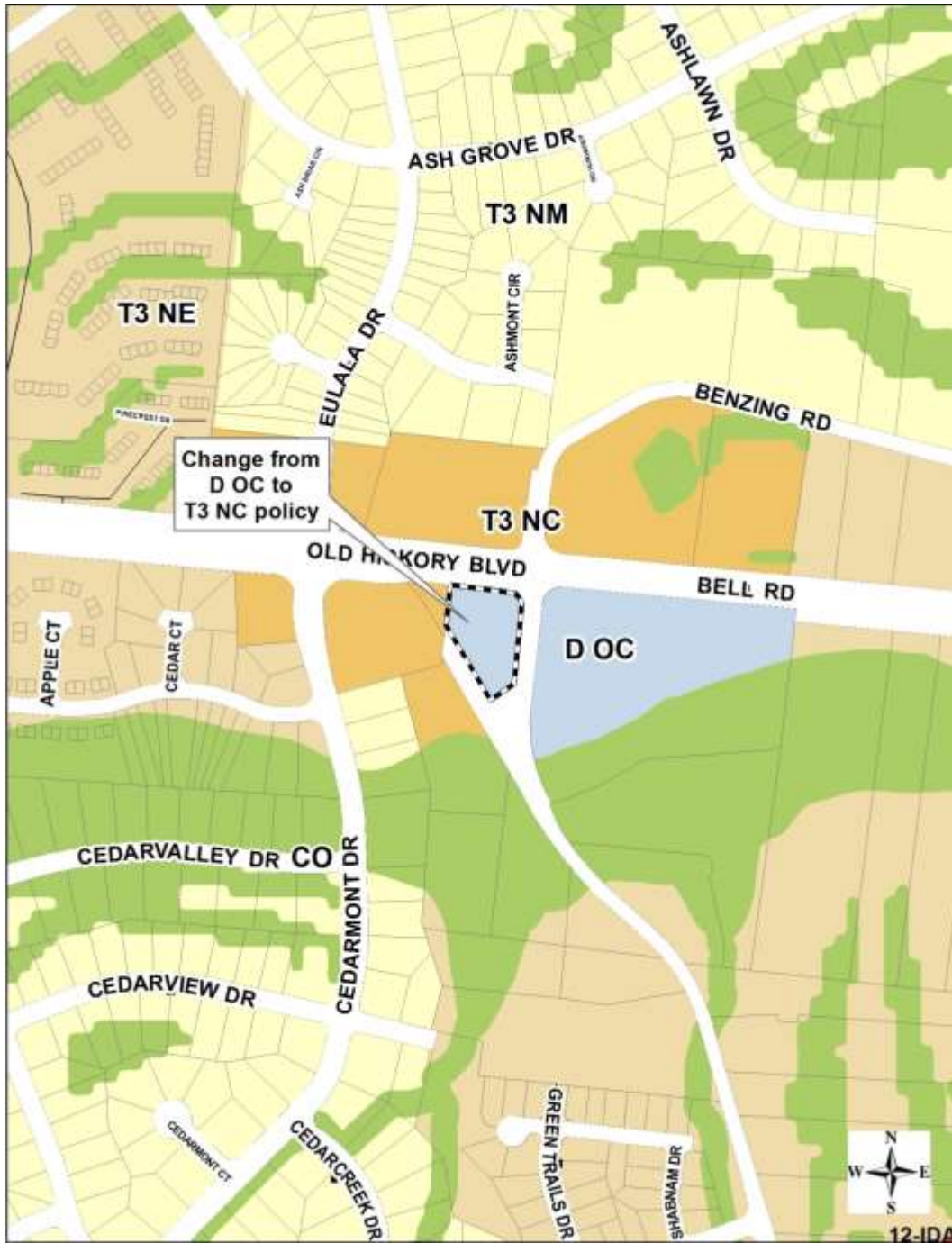
Staff recommends approval with conditions and disapproval without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval.

### **CONDITIONS**

1. The uses in this SP shall be limited to medical office use and a maximum of 5 multi-family residential units. Medical office shall be limited to the 1st floor. Short term rental properties are prohibited.
2. Comply with all conditions of Public Works and Traffic and Parking.
3. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application.



# Metro Planning Commission Meeting 10/26/2017



**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.

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

**Staff Reviewer** Wallace  
**Staff Recommendation** *Approve.*

**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.



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### 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.

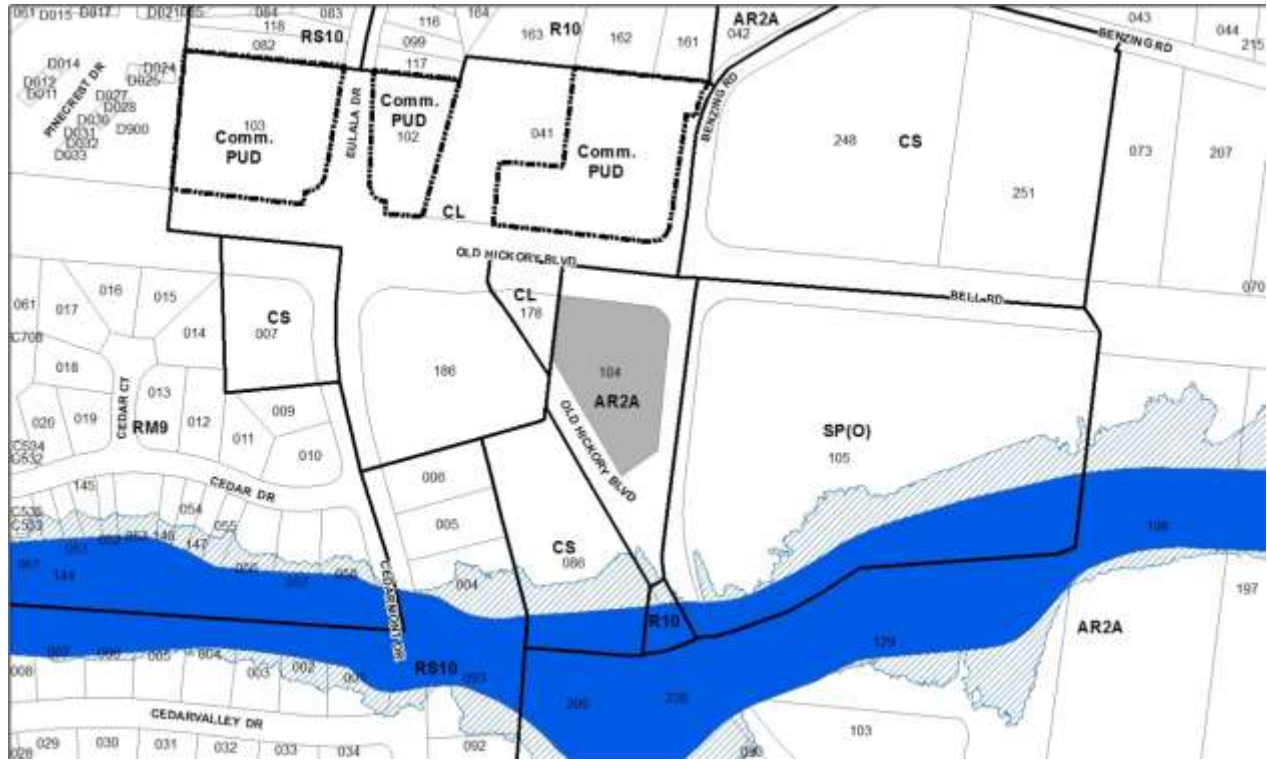
A change in policy from D OC to T3 NC is appropriate for this location because of the points outlined above. T3 NC is applicable to this property given its geographic location, relationship to surrounding neighborhoods, and compatibility with adjacent policies. Existing and planned infrastructure, including 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 10/26/2017



### **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.

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

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

**APPLICANT REQUEST**  
**Zone change to permit 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 Benzing Road, (0.967 acres), to permit a grocery store.

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 1 lot for a total of 1 unit.*

**Proposed Zoning**

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

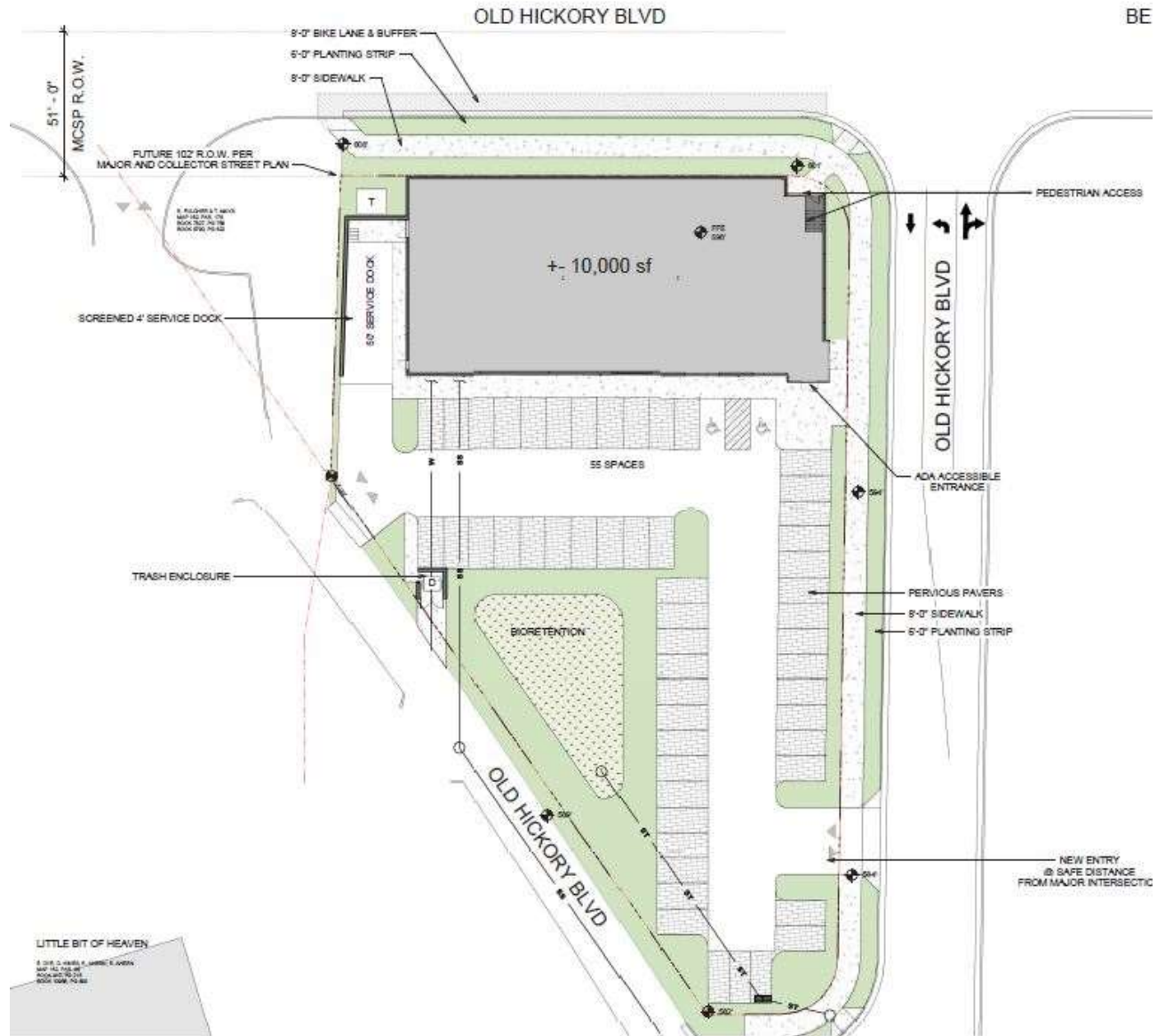
**SOUTHEAST NASHVILLE COMMUNITY PLAN**

Existing Policy

District 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.



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Proposed Site Plan



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### 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.

### Consistent with Policy?

The proposed SP is not consistent with the existing District Office Concentration policy. The proposed SP is consistent with the proposed policy, T3 Suburban Neighborhood Center policy, at this location. T3 Suburban Neighborhood Center policy encourages commercial uses to be located at intersections of suburban streets that are served with well-connected street networks, sidewalks, and mass transit. This proposal is the remaining portion of the intersection of Old Hickory Blvd and Benzing Road with commercial uses. The other corners at this intersection are occupied by existing office, commercial, and institutional uses. Development at the site completes this intersection with commercial activity and makes it a neighborhood center.

### **PLAN DETAILS**

Existing site conditions include a 0.967 acres of vacant land located at the intersection of Old Hickory Boulevard and Benzing Road. This proposal includes a 10,000 square foot grocery store, associated surface parking, onsite stormwater mitigation, and sidewalk improvements along both Old Hickory Boulevard and Benzing Road. The plan provides 55 parking spaces which is consistent with the requirements of Metro Zoning Code. Onsite stormwater mitigation includes pervious pavers in the parking stalls and a bio-retention area with associated landscaping.

This plan provides sidewalk improvements along site frontage on Old Hickory Boulevard and Benzing Road that are consistent with the Major and Collector Street Plan (sidewalks 8 feet in width and a planting strip 6 feet in width). The site will be accessed from Benzing Road at the eastern portion of the site and from Old Hickory Boulevard located at the southwestern portion of the site near the service dock. The site is served by existing transit service and is located next to an existing transit stop at the corner of Old Hickory Boulevard and Benzing Road. Landscaping is located along the northern portion of the site in the form of street trees. Surface parking is screened by landscaping along Benzing Road. Parking is also screened by the structure on Old Hickory Boulevard by being located in the rear of the site.

### **ANALYSIS**

This plan provides development at the remaining vacant parcel located at the intersection of Old Hickory Boulevard and Benzing Road. Commercial and institutional uses occupy the other three corners of the intersection. Having commercial activity at each corner of this intersection completes the neighborhood center. This intersection currently provides a variety of services such as those involving institutional and commercial uses. The addition of a grocery store will contribute to the strength of the intersection as a node of activity. The proposed structure appropriately addresses Old Hickory Boulevard through articulation of the façade along Old Hickory Boulevard, placing parking behind the structure, and providing a principal entrance at the corner of Old Hickory Boulevard and Benzing Road. The proposed sidewalk improvements will enhance the pedestrian realm by



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contributing to the existing sidewalk network within the area. This development will provide a needed service to nearby multi-family and single-family residential uses located north and west of the site which contributes to the intersection of Old Hickory Boulevard and Benzing Road functioning as a neighborhood center.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions.**

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

### **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.
- Note on plan indicates MR for ROW abandonment is to be filed to obtain parking within existing ROW. MR for abandonment must be approved prior to grading permit issuance. If not approved, Prelim SP is to be amended.
- Indicate installation of MPW standard ST-324 driveway ramps at ALL driveway connections to the public ROW. The driveway connection to the south west does not have this indicated.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

Public Works has reviewed the Traffic Impact Study waiver request for this project and is in agreement with the findings that traffic generated by this proposed development will have a negligible impact to the existing road network including the intersection of Old Hickory Boulevard/Bell Road/Benzing Road. No traffic impact study should be required for the approval of this project.

The following conditions shall be required of this development and addressed with the submittal of the Final SP plan:

- At the intersection Old Hickory Boulevard/Bell Road/Benzing Road, improve the existing pedestrian infrastructure to include pedestrian continental crosswalks and audible pedestrian push buttons with count down pedestrian signals. Additionally, other signal modifications may be required including relocation of an exiting traffic signal pole and cabinet infrastructure in order to comply with Metro's Complete Street Policy.



## Metro Planning Commission Meeting 10/26/2017

- As part of the construction of the project, the site accesses should be designed such that adequate sight distance, as specified by AASHTO, will be provided.
- No access drives will be permitted along the northern or eastern property lines onto Old Hickory Boulevard. Consequently, the proposed driveway onto Old Hickory Boulevard opposite the National College site should be removed with the submittal of the Final SP plan.
- Existing lane widths should be maintained on Old Hickory Boulevard along the eastern property line.
- Provide a dedicated storage lane for NBLT traffic from Old Hickory Boulevard turning onto the existing site access road.
- Improvements to the existing site access road, including pavement markings, may be required to accommodate two-way traffic and delivery truck movements.

### Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.967	0.5 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
Supermarket (850)	0.967		10,000 SF	2062	13	152

### Traffic changes between maximum: AR2a and SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	2052	12	150

### STAFF RECOMMENDATION

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

### CONDITIONS

1. Permitted uses shall be limited to a grocery store.
2. Sidewalks shall be installed along Old Hickory Blvd and Benzing Road consistent with standards of the Major and Collector Street Plan (sidewalks 8 feet in width and planting strip 6 feet in width).
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CN-A zoning district as of the date of the applicable request or application.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## **Metro Planning Commission Meeting 10/26/2017**

6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The 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.

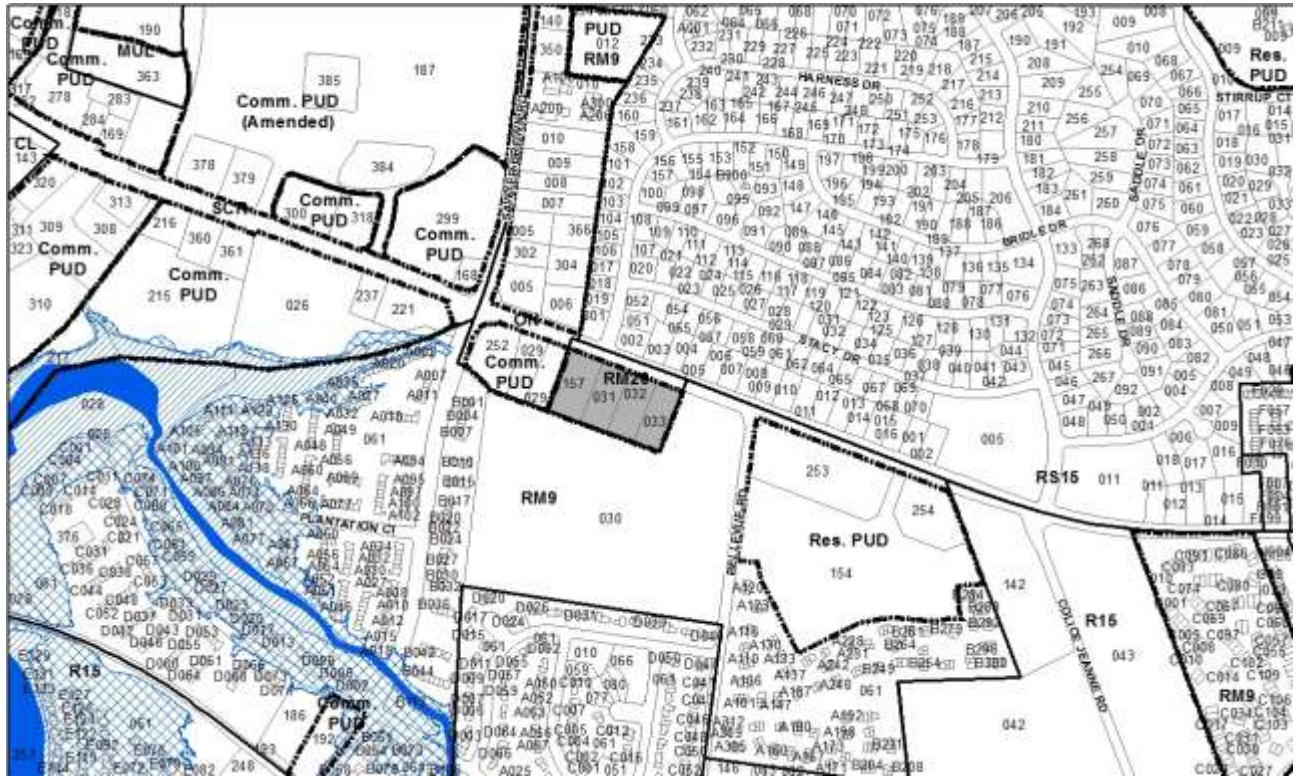




**SEE NEXT PAGE**



# Metro Planning Commission Meeting 10/26/2017



**2017SP-043-001**

**PARKVUE SP**

Map 142, Parcel(s) 031-033, 157

6, Bellevue

22 (Sheri Weiner)



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

**Deferrals** This item was deferred at the May 25, 2017, June 22, 2017, July 27, 2017, and September 14, 2017, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**  
**Zone change to permit up to 72 multi-family units.**

Preliminary SP  
 A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Residential (SP-R) zoning for properties located at 7447, 7483, 7487, and 7501 Highway 70 S, approximately 465 feet east of Sawyer Brown Road (4.72 acres) to permit up to 72 multi-family residential units.

**Existing Zoning**  
Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 94 units.*

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. The PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The PUD currently allows 104 multi-family dwelling units.*

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



# Metro Planning Commission Meeting 10/26/2017



**Proposed Site Plan**



## Metro Planning Commission Meeting 10/26/2017

### History

This site contains a PUD overlay which was originally approved by Metro Council in 1994 for a 5,000 square foot bank, 15,000 square feet of office/medical uses and 104 multi-family units on 8.3 acres. The bank, located at the corner of Highway 70 S and Sawyer Brown Road has been constructed. The remainder of the PUD has not been developed.

### BELLEVUE COMMUNITY PLAN

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.

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

### Consistent with Policy?

Yes. The proposed SP is consistent with the T3 NM policy and is appropriate given the site's location in a suburban area. The intent of the T3 NM policy is to maintain the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. The structures proposed in SP are consistent in character and mass with the single family structures to the north and the multi-family structures to the south and southwest in regards to height and bulk. The open space provided within the interior of the site is consistent with the surrounding suburban development pattern and with the open space guidelines stated in the T3 NM policy. There is a stream running along the rear of the site, as indicated by the presence of Conservation policy along the south property line. The proposed SP has been designed in manner which will leave the stream and the required buffers intact.

### PLAN DETAILS

The site is located at 7447, 7483, 7487, and 7501 Highway 70 S, approximately 465 feet east of Sawyer Brown Road. The site contains a total of 4.72 acres and consists of four individual parcels with each parcel containing a single-family structure.

### Site Plan

The site plan proposes a total of 72 multi-family residential units. Four 3 story multi-family structures are proposed to front onto Highway 70 south with each structure containing 12 units. Surface parking is provided for these units. The rear of the site will contain 24 detached multi-family units. Each detached unit will contain a rear loaded two car garage. All detached units will front onto open space or existing vegetation. The open space to the east of the site will remain undeveloped as the site has been constructed to contain the maximum number of multi-family units allowed by the RM9 zone district.



## **Metro Planning Commission Meeting 10/26/2017**

Two points of access are shown on the plan with the eastern access aligning with the existing entry to the Cross Timbers neighborhood located to the north of the site across Highway 70 South. The preliminary elevations have been included with the site plan.

### **ANALYSIS**

The SP is consistent with the T3 NM policy, which calls for preservation of the general character of existing neighborhoods with low to moderate density residential development. The total units proposed by this SP represents a reduction from the number of units originally approved by the PUD as well as fewer units than allowed under the base zoning of RM20.

The SP includes two points of access to Highway 70 South and cross access to the west for three parcels currently zoned Office Neighborhood (ON), which are proposed to be rezoned to SP (See Case 2017SP-044-001). The cross access will eliminate the need for additional points of access from Highway 70 for the adjacent parcels, reducing vehicular conflicts for the ingress and egress of the site.

The SP includes a sidewalk network within the site as well as a sidewalk along the entire frontage of the site. The proposed sidewalk fronting Highway 70 south will improve the existing sidewalk network and serve as a pedestrian connection to the newly redeveloped One Bellevue Place to the west. Highway 70 South contains MTA service with a bus stop located 350 to the east of the site. A condition of approval is an A-2 level landscape buffer along the western property line and landscape screening of the parking to the west of the multi-family structure.

The plan is consistent with the goals of the policy to provide increased housing choice with improved access and connectivity. The plan also achieves the goals of the T3 NM by preserving the general character of the neighborhood by integrating the proposed development into the existing land use pattern by accommodating open space within the site and providing internal connectivity with adjacent parcels.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Additional areas of water quality may be required (to be determined during Construction Drawing review). Site will be required to meet the Rv requirement of 0.2 (or lower).

### **Harpeth Valley Utility District**

#### **Approve with conditions**

- Water and sewer utilities plans must be designed to HVUD specifications

### **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



## Metro Planning Commission Meeting 10/26/2017

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

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Identify on plan cross access easement to adjacent parcel map 142 parcel29.01

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.47		89 U	663	48	67

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.47	-	72 U	560	40	58

Traffic changes between maximum: **RM 20 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-103	-8	-9

### METRO SCHOOL BOARD REPORT

Projected student generation existing **RM20** district: **6** Elementary **4** Middle **4** High

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

The proposed SP-R zoning district will generate 5 less students than what is typically generated under the existing RM20 zoning district. Students would attend Westmead Elementary School, Bellevue Middle School, and Hillwood High School. This information is based upon data from the school board last updated November 2016.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 72 multi-family residential units.
2. An A-2 landscape buffer shall be provided along the western property line and wrap around the parking fronting Highway 70 south adjacent to the western property line.
3. Elevations for all building types consistent with the bulk and architectural standards and character imagery in the Preliminary SP shall be provided with the submittal of the Final Site plan for each phase.



## **Metro Planning Commission Meeting 10/26/2017**

4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

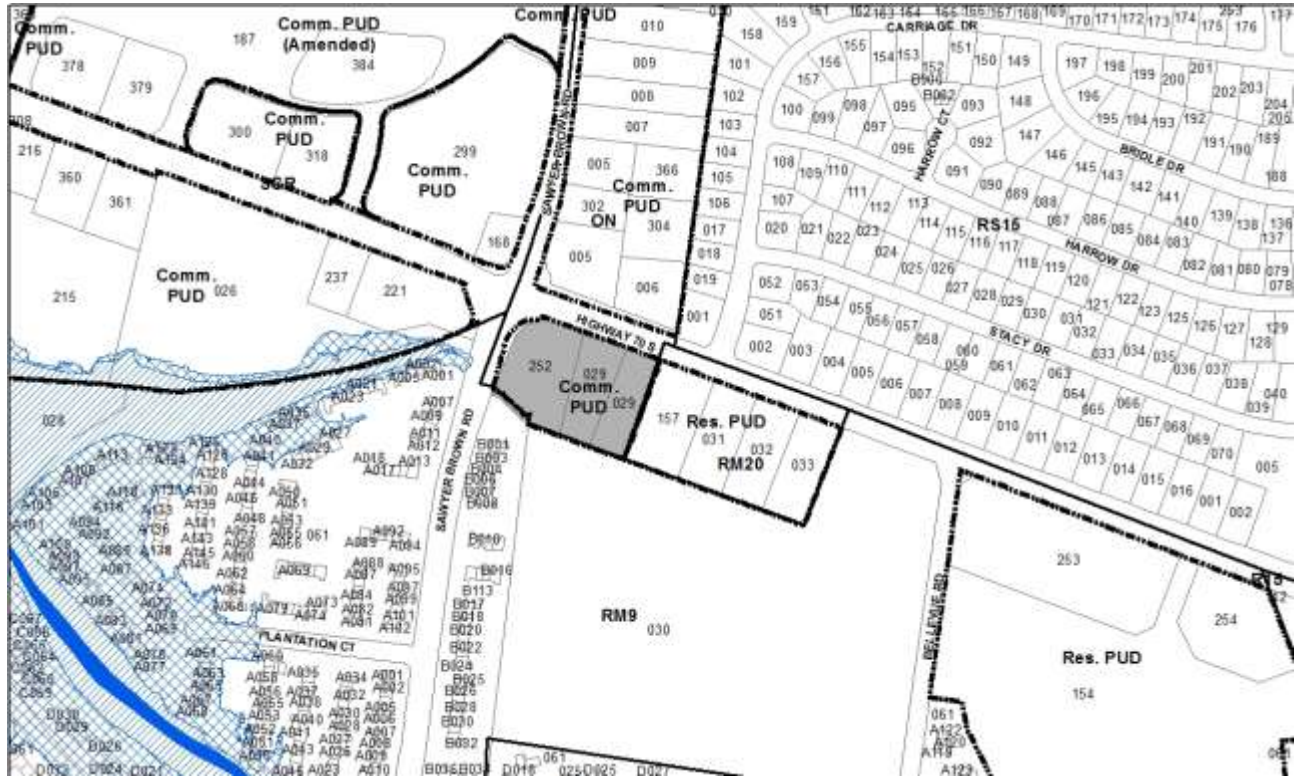




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# Metro Planning Commission Meeting 10/26/2017



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



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

**Deferrals** This item was deferred at the May 25, 2017, June 22, 2017, July 27, 2017, and September 14, 2017, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

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

Preliminary SP

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

**Existing Zoning**

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

**Proposed Zoning**

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

**BELLEVUE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting 10/26/2017

### *Proposed Regulatory SP Start*

Development Summary	
SP Name	Sawyer Brown SP
SP Number	2017SP-044-001
District	22
Map & Parcel	Map 142; Parcels 252, 029.01, 029.02

Site Data Table	
Site Data	3.57
Existing Zoning	ON, PUD overlay
Proposed Zoning	SP
Allowable Land Uses	general office, financial institution, medical office, and personal instruction.

#### Specific Plan (SP) Standards

1. Uses within this SP shall be limited to general office, financial institution, medical office, and personal instruction.
2. There shall be no access to Highway 70. All ingress and egress shall be provided from Sawyer Brown Road and through a cross access easement with the adjacent parcel to the east. An Access Study shall be submitted with any final site plan, providing for the most appropriate location for access to the site from Sawyer Brown Road. In addition, a Traffic Impact Study (TIS) shall be submitted with any final site plan. The TIS shall be reviewed by Metro Planning Department staff in conjunction with Metro Public Works, and necessary improvements shall be completed or bonded prior to an agreed upon timeframe, but in no instance shall a final use & occupancy permit be issued without all required improvements in place.
3. Height of all structures shall be limited to a maximum of 30 feet, from average grade.
4. No drive-thru facilities shall be permitted.
5. Only down/recessed lighting shall be permitted.
6. One monument sign, with a maximum size of 32 square feet and a maximum height of 8 feet shall be permitted. The maximum depth of the sign shall be 18 inches. The sign shall be set back a minimum of 5 feet from the front property line and must be approved by the Metro Department of Public Works for compliance with site distance standards.
7. Dumpsters shall be screened with a masonry enclosure, on all sides which are not used for ingress and egress. Concrete shall be a material prohibited from the masonry enclosure. Wooden doors shall be provided on one side to allow access to the dumpsters within the masonry enclosure.
8. Sidewalks in compliance with the Major and Collector Street Plan shall be installed prior to the issuance of any Use & Occupancy permits along both Highway 70 and Sawyer Brown site frontage.
9. There shall be no parking between Sawyer Brown Road and the western most portion of any structure on the site.
10. Only one module of parking shall be permitted between Highway 70 and all structure (s).
11. Exterior building materials shall be limited to only stone and/or brick. This condition shall apply to dormers, if provided on the final site plan.
12. Building facades facing a public street shall have a minimum of one principal entrance per unit. A minimum of 25% glazing is required along any façade fronting a public street.
13. Perimeter landscaping requirements in compliance with Section 17.24.150 of the Metro Zoning Code shall be provided adjacent to all public right-of-ways, prior to the issuance of any Use & Occupancy permits. A Standard "C" buffer yard shall be installed along the southern boundary of the SP.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
15. With submittal of a final site plan, a cross access easement from this site to the parcel to the east as approved by Planning staff and Public Works staff shall be provided.

### *Proposed Regulatory SP End*



## Metro Planning Commission Meeting 10/26/2017

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

### Consistent with Policy?

Yes. The proposed SP to permit general office, medical office, and personal instruction uses with appropriate design standards is consistent with the goals of the Transition policy. The plan also provides a transition to the surrounding residential developments, by providing a maximum height of 30 feet and providing for Class ‘C’ landscape buffers along the southern property line.

### **PLAN DETAILS**

The site is located at the corner of Highway 70 South and Sawyer Brown Road. The 3.57 acre site contains a financial institution and two single family dwellings. Surrounding land uses include a mix of residential dwellings Sawyer Brown Road, to the south east is comprised of multi-family dwellings, Highway 70 south contains single and multi-family dwellings. Two financial institutions are located directly across Highway 70 South to the north. The proposed SP will serve as a transition from the more intense zoning districts to the north and west ty to the surrounding residential uses.

The SP proposes general office, medical office, and personal instruction as the allowed uses for the site. The plan includes architectural standards that require minimum glazing standards and prohibit exterior building materials other than brick or stone. The plan limits the building height to a maximum of three stories in 30 feet. Sidewalks which meet the standards of the Major and Collector Street plan will be installed along both street frontages prior to the issuance of any use and occupancy permits.

### **ANALYSIS**

The TR policy identifies coordinated and strategic points of access as a guiding design principle for vehicular traffic. The proposed SP limits access to Sawyer Brown road, which addresses conflicts for vehicular traffic along Highway 70 South. This SP will also require cross access with the adjacent residential SP to the east, which improves circulation and reduces pedestrian and vehicular conflicts. The residential SP to the east will be limited to two points of access to Highway 70 South and cross access to the parcels to the west. The conditions which limit access for the site and the requirement of Traffic Impact Studies at the time of final site plan submittal will allow for well-planned access to this SP and the residential SP to the east.

The rear property line of the site contains a stream and will be contained in the class C landscape buffer. This buffer will help achieve the intent of the transition policy and protect a sensitive environmental feature of the site.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



# Metro Planning Commission Meeting 10/26/2017

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- With submittal of Final SP Plan, coordinate with MPW on all construction within the ROW, sidewalks, roadways, etc.

## HARPETH VALLEY UTILITY DISTRICT

N/A

## STORMWATER RECOMMENDATION

N/A

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- A Traffic Impact Study is required with the submittal of the final site plan.

Maximum Uses in Existing Zoning District: ON

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office Building (710)	3.57	0.4	62,203 SF	926	129	149

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office Building (710)	3.57	1.5	233,263 SF	2477	357	329

Traffic changes between maximum: ON and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+171,060 SF	+1,551	+228	+180

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Uses within this SP shall be limited to general office, financial institution, medical office, and personal instruction.
2. There shall be no access to Highway 70 S. All ingress and egress shall be provided from Sawyer Brown Road and through a cross access easement with the adjacent parcel to the east. An Access Study shall be submitted with any final site plan, providing for the most appropriate location for access to the site from Sawyer Brown Road. In addition, a Traffic Impact Study (TIS) shall be submitted with any final site plan. The TIS shall be reviewed by Metro Planning



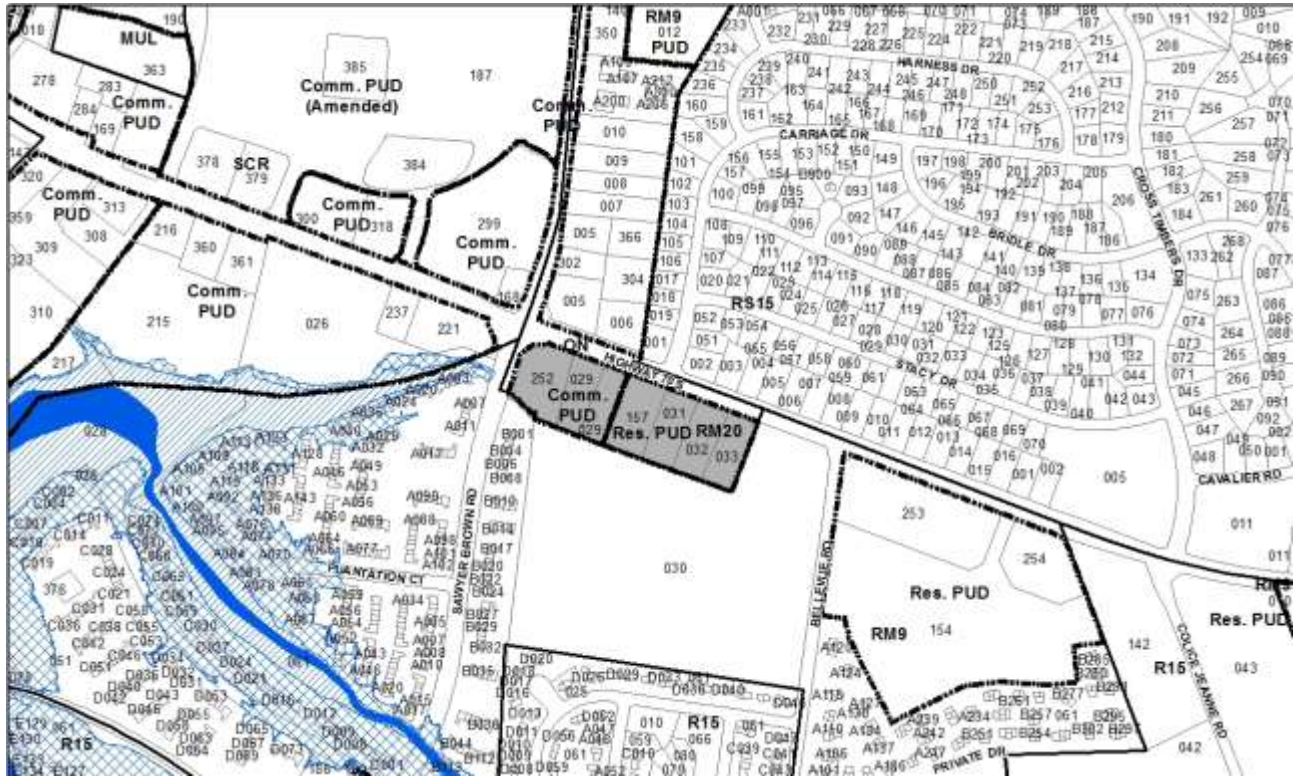
## Metro Planning Commission Meeting 10/26/2017

Department staff in conjunction with Metro Public Works, and necessary improvements shall be completed or bonded prior to an agreed upon timeframe, but in no instance shall a final use & occupancy permit be issued without all required improvements in place.

3. Height of all structures shall be limited to a maximum of 30 feet, from average grade.
4. No drive-thru facilities shall be permitted.
5. Only down/recessed lighting shall be permitted.
6. One monument sign, with a maximum size of 32 square feet and a maximum height of 8 feet shall be permitted. The maximum depth of the sign shall be 18 inches. The sign shall be set back a minimum of 5 feet from the front property line and must be approved by the Metro Department of Public Works for compliance with site distance standards.
7. Dumpsters shall be screened with a masonry enclosure, on all sides which are not used for ingress and egress. Concrete shall be a material prohibited from the masonry enclosure. Wooden doors shall be provided on one side to allow access to the dumpsters within the masonry enclosure.
8. Prior to the issuance of any Use & Occupancy permits, sidewalks in compliance with the Major and Collector Street Plan shall be installed along both Highway 70 S and Sawyer Brown Road site frontage.
9. There shall be no parking between Sawyer Brown Road and the westernmost portion of any structure on the site.
10. Only one module of parking shall be permitted between Highway 70 and all structure(s).
11. Exterior building materials shall be limited to only stone and/or brick. This condition shall apply to dormers, if provided on the final site plan.
12. Update the following standard in the SP: Building facades facing a public street shall have a minimum of one principal entrance per unit. A minimum of 40% glazing is required along any façade fronting a public street.
13. Perimeter landscaping requirements in compliance with Section 17.24.150 of the Metro Zoning Code shall be provided adjacent to all public right-of-ways, prior to the issuance of any Use & Occupancy permits. A Standard "C" buffer yard shall be installed along the southern and eastern boundaries of the SP.
14. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the ON zoning district as of the date of the applicable request or application.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
16. With submittal of a final site plan, a cross access easement with the adjacent parcel to the east as approved by Planning staff and Public Works staff shall be provided.



# Metro Planning Commission Meeting 10/26/2017



## 94P-025-003

### BELLEVUE COMMERCIAL PUD CANCELLATION

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

06, Bellevue

22 (Sheri Weiner)





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

**Deferrals** This item was deferred at the May 25, 2017, June 22, 2017, July 27, 2017, and September 14, 2017, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Approve the PUD cancellation if the associated rezoning cases are approved and disapprove if the associated rezoning cases are not approved.*

**APPLICANT REQUEST**

**Cancel a Planned Unit Development Overlay.**

Cancel PUD

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

**Existing Zoning**

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

Residential Multi-Family (RM20) is designed for moderately high intensity multifamily structures at an overall density up to 20 dwelling units per acre. *RM20 would permit up to 94 dwelling units.*

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. The PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The PUD currently allows 104 multi-family dwelling units.*

**BELLEVUE COMMUNITY PLAN**

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features



## Metro Planning Commission Meeting 10/26/2017

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.

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

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

### Consistent with Policy?

Yes. The cancellation of the PUD to allow for the development of the associated Specific Plans (2017SP-043-001 and 2017SP-044-001), is consistent with the land use policies for the area. The PUD currently allows 104 multi-family dwelling units. The associated SP, case 2017SP-043-001 would reduce the number of permitted dwelling units to 72. The resulting development is consistent with the established suburban development pattern and the character of the surrounding neighborhoods. The proposed SP plans require preserving the stream running along the rear of the sites, consistent with Conservation policy.

### **PLAN DETAILS**

The Bellevue Commercial PUD was originally approved in 1994 for a 5,000 square foot bank, 15,000 square feet of office/medical uses and 104 multi-family units. The bank, located at the corner of Highway 70 S and Sawyer Brown Road, has been constructed. The PUD contains a total of approximately 8.04 acres. The site that contains the bank has a total area of 1.63 acres. The remaining 6.41 acres remains undeveloped. The approved PUD permits a 15,000 square foot office/medical use on the remaining commercial portion (1.94 acres) and 104 multi-family units on the residential portion (4.47 acres).

### **ANALYSIS**

The cancellation of the PUD to allow for the development of the associated Specific Plans moves the property closer to meeting the goals of the Suburban Neighborhood Maintenance and Conservation policies. However, should the associated SP not be approved, staff recommends the existing PUD remain in place.

### **FIRE DEPARTMENT RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

N/A



## **Metro Planning Commission Meeting 10/26/2017**

### **HARPETH VALLEY UTILITY DISTRICT**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

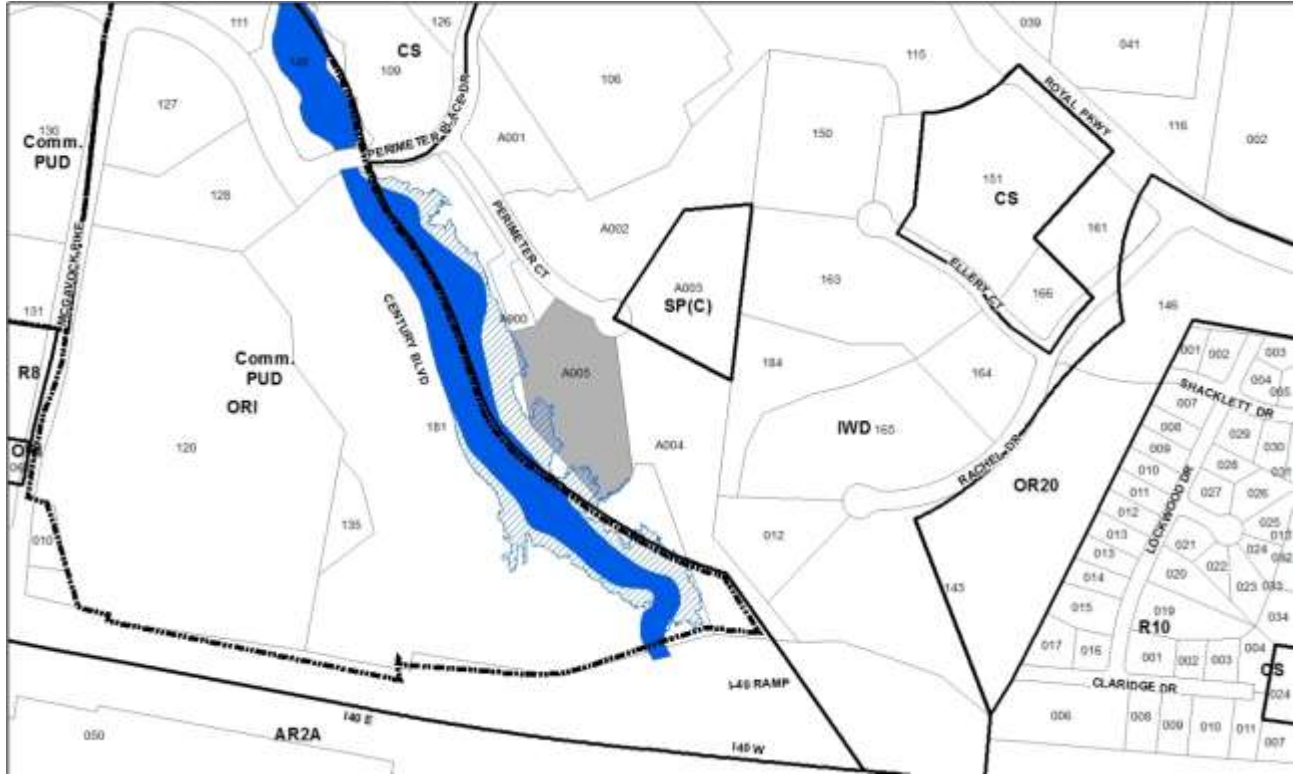
N/A

### **STAFF RECOMMENDATION**

Staff recommends approval if the associated rezoning cases are approved and disapproval if the associated rezoning cases are disapproved.



# Metro Planning Commission Meeting 10/26/2017



## 2017SP-065-001

THE PRESERVE: HOLIDAY INN

Map 107-04-0-A, Part of Parcel(s) 005

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



<b>Project No.</b>	<b>Specific Plan 2017SP-065-001</b>
<b>Project Name</b>	<b>The Preserve: Holiday Inn</b>
<b>Council District</b>	15 - Syracuse
<b>School District</b>	4 - Shephard
<b>Requested by</b>	Minal Patel, applicant; Corporate Investors Partnership V, LLC, owner.

**Deferrals** This item was deferred at the August 10, 2017, August 24, 2017, and the September 28, 2017, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Preliminary SP to permit a 6-story hotel development.**

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan-Commercial (SP-C) zoning on a portion of property located at Perimeter Court (unnumbered), approximately 420 feet south of Perimeter Place Drive, (3.61 acres), to permit a 6-story hotel.

**Existing Zoning**

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

**Proposed Zoning**

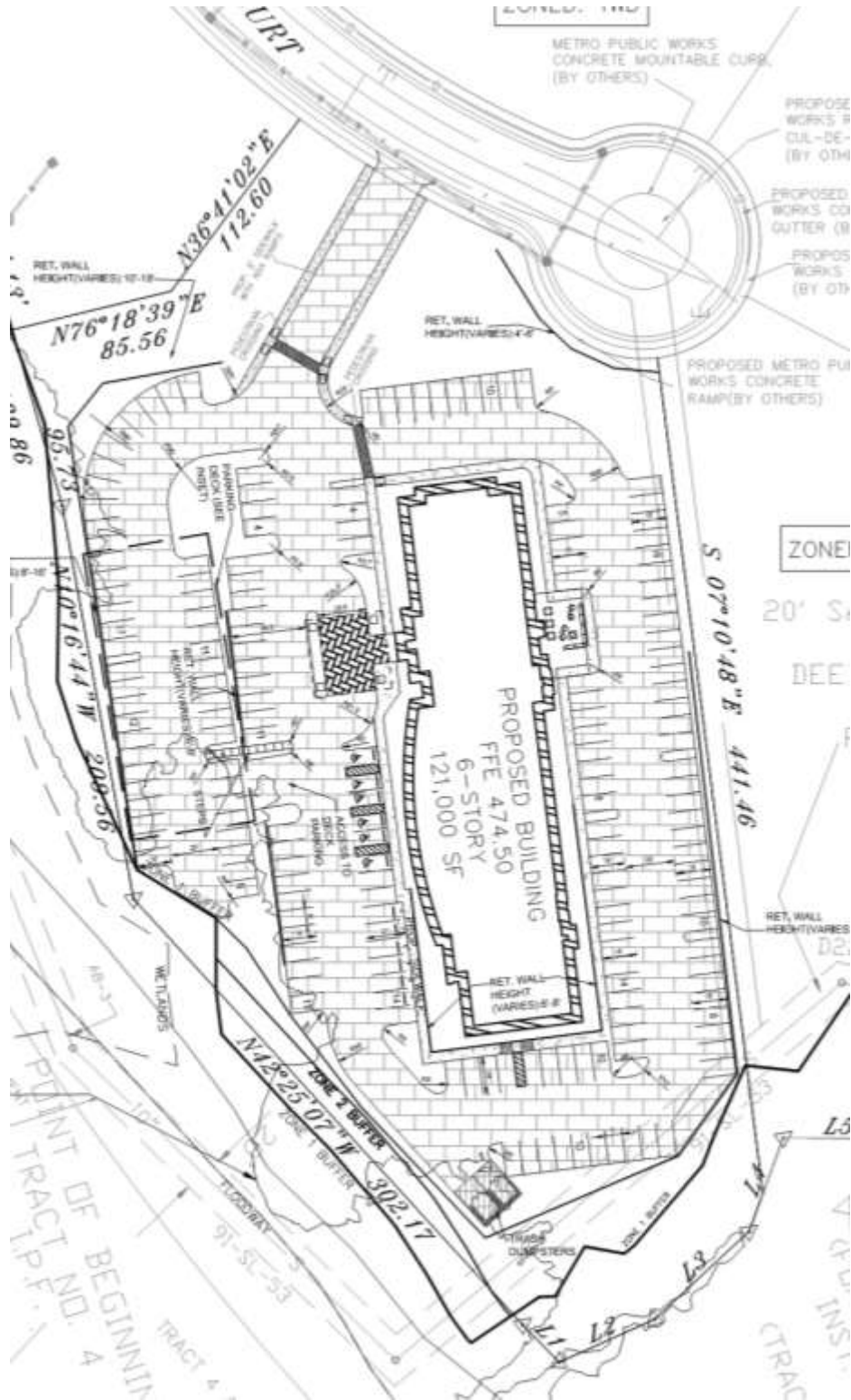
Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

**DONELSON – HERMITAGE-OLD HICKORY COMMUNITY PLAN**

D Employment Center (D EC) is intended to preserve, create, and enhance concentrations of employment that are often in a campus-like setting. A mixture of office, commercial, and even light industrial uses are present, but are not necessarily vertically mixed. Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D Employment Center areas as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium to high density residential are appropriate secondary and supportive uses within the D Employment Center Area. These uses may also be found in mixed use areas close to the D Employment Center area. In general, secondary and supportive uses do not occupy more than about quarter of the land in any given D Employment Center area in order to protect its primary function of providing intense concentrations of jobs.



# Metro Planning Commission Meeting 10/26/2017



Proposed Site Plan



## **Metro Planning Commission Meeting 10/26/2017**

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

### Consistent with Policy?

Yes, the plan is consistent with the District Employment Center Policy. The policy supports commercial uses, including hotels, as they contribute to an active employment center. The site includes steep slopes along the northern property line and floodplain and stormwater buffer along the southern property line. The location of the proposed hotel minimizes the impact to sensitive environmental features located along the southern property line. The steep slopes on the property are an isolated natural feature of the land. The proposed disturbance of the CO policy area will not result in a negative impact to a larger area of natural landform, ridgeline, or environmental system. The proposed plan provides pedestrian connectivity within the site and external to the site.

### **PLAN DETAILS**

The entire parcel is 3.61 acres in size and is located on Perimeter Court, south of Perimeter Place Drive. The properties surrounding the site are commercially and industrially zoned and include commercial and distribution uses.

#### Site Plan

The plan proposes a 6-story hotel, with a maximum of 192 rooms. The proposed hotel building is located along the southern side of Perimeter Court. The parcel has Conservation Policy and steep slopes along the northern and southern property lines. By locating the proposed building and parking in the middle of the property, the plan preserves the sensitive environmental features of the site.

The building height is limited to a maximum of 90 feet in 6 stories. The plan proposes 208 surface parking spaces, meeting the Metro Zoning Code parking requirements.

Access is from Perimeter Court to the private drive for the proposed hotel. The plan proposes a five foot wide sidewalk along the driveway to Perimeter Court. Perimeter Court has not been constructed yet, however right-of-way has been dedicated and the improvements, including a sidewalk, have been bonded. A five foot sidewalk and four foot planting strip will be installed along Perimeter Court to provide a connection to Perimeter Place Drive.

### **ANALYSIS**

The plan is consistent with the land use policy and preserves the sensitive environmental features of the site. The plan proposes a hotel option within the area, which is supported by the D Employment Center Policy. The proposed sidewalks will create a walkable site and provide an important connection to Perimeter Place Drive, creating a pedestrian-orientated environment also supported by the D Employment Center.

### **FIRE MARSHAL RECOMMENDATION**



# Metro Planning Commission Meeting 10/26/2017

## Approve with conditions

- Two Fire Dept Access points are required per the 2012 IFC Appendix DS 104 for commercial buildings exceeding 30' or 3 stories. Fire Code issues for the structures will be addressed at permit application review.

## STORMWATER RECOMMENDATION

### Approve with conditions

- Final water quality and quantity to be determined during Final Site Plan review.

## WATER SERVICES RECOMMENDATION

### Approve with conditions

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

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

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

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- A TIS is required prior to final SP approval.

Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	3.61	0.8	125,801 SF	448	94	70

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
Hotel (310)	3.61		192 Bedrooms	1713	120	117





## Metro Planning Commission Meeting 10/26/2017

Traffic changes between maximum:

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1,265	+26	+47

### METRO SCHOOL BOARD REPORT

The Metro School Board report was not prepared because the proposed zone change would not generate students.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to a hotel.
2. The height of the building is limited to a maximum of 6 stories in 90 feet measured to the roofline.
3. A 5 foot sidewalk and a 4 foot planting strip shall be installed along the driveway.
4. Pedestrian connections shall be included from the driveway extending to the parking lot and building
5. Preserve Court is to be built and accepted by Metro Government prior to issuance of building permit.
6. Comply with all conditions of Public Works and Traffic and Parking.
7. A TIS is required prior to final site plan approval.
8. With the final site plan, a plat shall be submitted to revise the lot lines of Lot 5 to reflect the area included within the SP. The remainder of Lot 5 shall be platted as open space.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the ORI-A zoning district as of the date of the applicable request or application.
10. There shall be no pole or billboard signs, changeable LED, video signs or similar signs allowing automatic changeable messages. All other signs shall meet the ORI zoning requirements.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. The 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.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.



## **Metro Planning Commission Meeting 10/26/2017**

15. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting 10/26/2017



**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, September 28, 2017, and October 12, 2017, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Preliminary SP to permit up to 15 residential units.**

Preliminary SP

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

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Provides a Range of Housing Choices

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



# Metro Planning Commission Meeting 10/26/2017



Proposed Site Plan



## Metro Planning Commission Meeting 10/26/2017

### **EAST NASHVILLE COMMUNITY PLAN**

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

#### Consistent with Policy?

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

### **PLAN DETAILS**

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

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

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





## **Metro Planning Commission Meeting 10/26/2017**

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

### **ANALYSIS**

The policy is intended to create and enhance urban neighborhoods with improved connectivity and a variety of housing choice where density is secondary to the form of development. The proposed plan provides an alternative form of housing which is contextually sensitive to the maintenance policy areas to the east and north east of the site. The predominant character of the surrounding neighborhood contains detached single family dwellings with some two family structures. The detached housing type proposed in this plan introduces a new housing type into the area which is consistent with the goal increased housing choice stated in the policy. The density of the proposed plan is consistent with the goals of the policy which identifies moderate to high residential density as appropriate in evolving areas.

The site plan proposes structures which are regularly spaced and contain shallow setbacks in relation to Lischey Avenue and the structures located internally on the site. This setback pattern establishes minimal spacing between buildings which is consistent with the goals of the policy. Parking is located to the rear of the units fronting Lischey Ave which will allow the structures to provide an effective screen for the surface parking area. A formal landscape buffer which is provided along the east and north property lines will provide an appropriate buffer for the existing structures with the maintenance land use policy area. Open space is provided in the form of a courtyard accessible open space as an integral part of the development.

The site contains a high level of connectivity given the existing sidewalks along Lischey which provide a safe path for pedestrian travel and the access to alternative transit such as MTA service. The improvement of the sidewalk along Lischey and the proposed sidewalk along Marshall Street will enhance the existing sidewalk network within the area. Access will be taken from Marshall Street, which will be constructed along with the development of the site. Access from a local street will aid in the reduction of vehicular conflict along Lischey, a residential collector street. In conclusion, the site plan as proposed is consistent with the T4 NE policy and achieves the goals and objectives of the policy through the site layout and form of the proposes structures.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**





# Metro Planning Commission Meeting 10/26/2017

## WATER SERVICES RECOMMENDATION

### Approve with conditions

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

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate on the plan book that Marshall St is to be constructed per MPW standard ST-252
- With the submittal of the Final SP, submit full roadway construction drawings per Subdivision Street Design Standards Section 3.7

## TRAFFIC AND PARKING RECOMMENDATION

### Approve

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.87		15 U	144	12	16

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

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

## METRO SCHOOL BOARD REPORT

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

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

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



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### STAFF RECOMMENDATION

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

### CONDITIONS

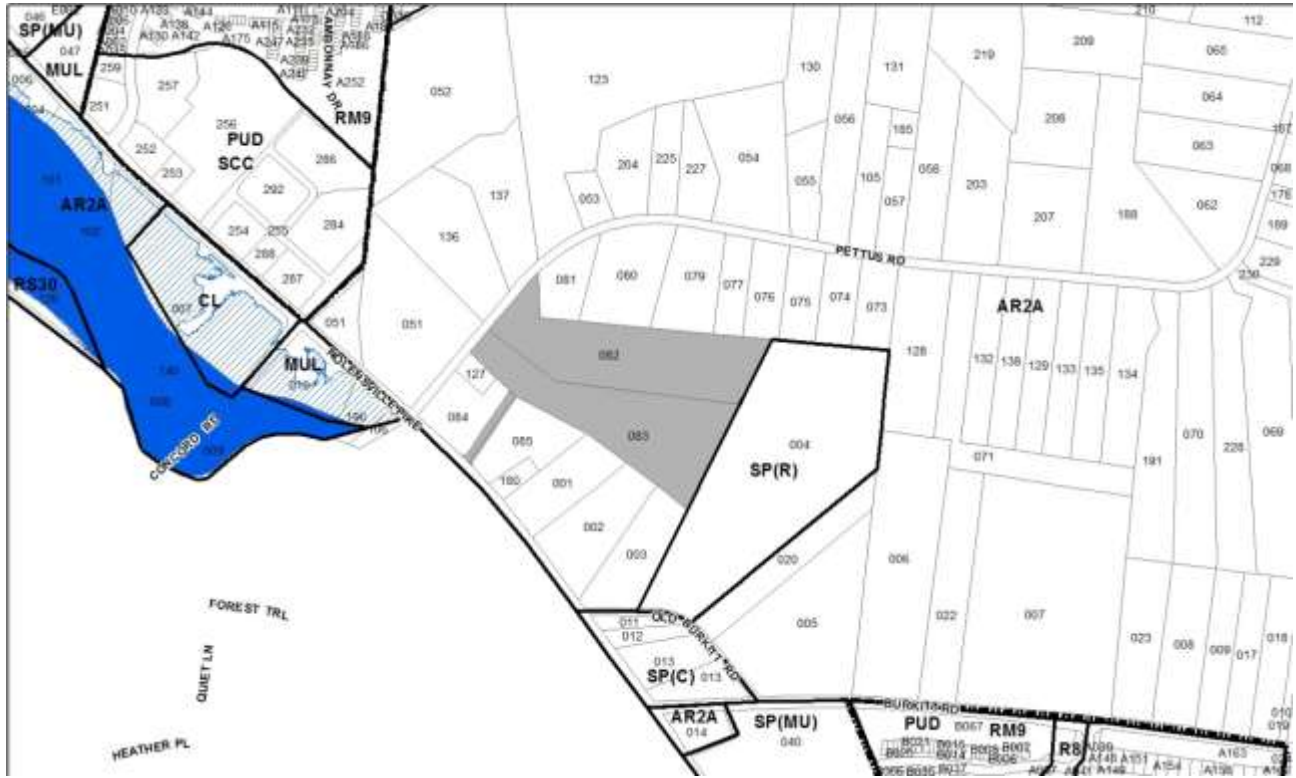
1. Permitted land uses shall be limited to a maximum of 15 multi-family units.
2. Units B2, B3 and A13 as shown on the preliminary site plan shall be limited to a maximum height of two stories in 30 feet.
3. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
4. All references to on street parking shall be removed from the corrected copy of the preliminary site plan.
5. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application.
7. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
8. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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# Metro Planning Commission Meeting 10/26/2017



**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, and October 12, 2017, Planning Commission meetings. No public hearing was held.

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

**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.

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 11 lots with 2 duplex lots for a total of 13 units.*

**Proposed Zoning**

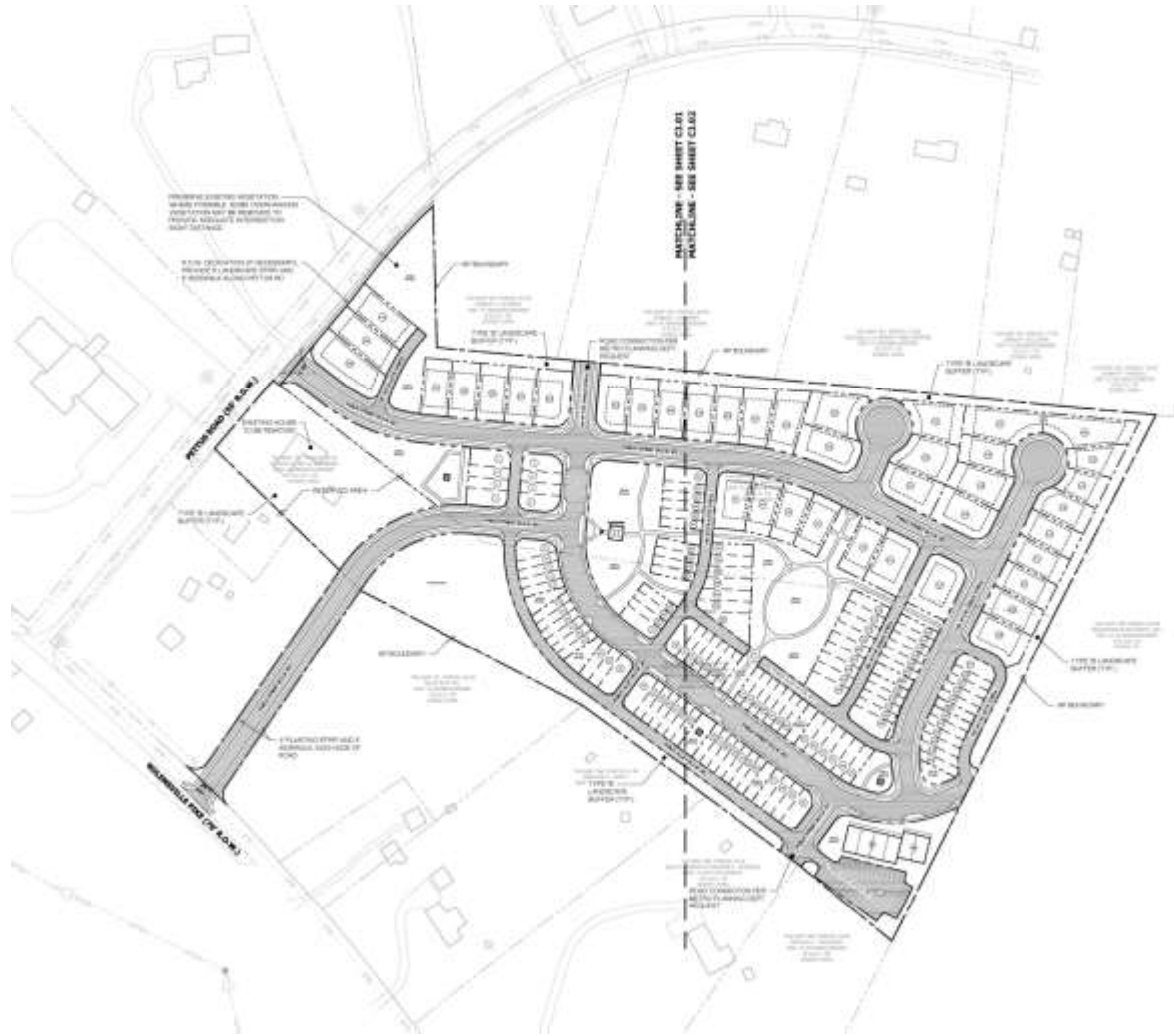
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing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

**SOUTHEAST NASHVILLE COMMUNITY PLAN**

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5



# Metro Planning Commission Meeting 10/26/2017



**Proposed Site Plan**



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Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

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

### Consistent with Policy?

The project site is located approximately 600 feet northeast of the intersection of Nolensville Pike and Pettus Road in southeast Nashville. NashvilleNext identifies this area as a Neighborhood, but the site lies between two Tier 3 Centers along the corridor, one at the intersection of Nolensville Pike and Concord Road to the north and another at the intersection of Nolensville Pike and Burkitt Road to the south. The site is located at the southwestern edge of a large area of T3 NE policy, adjacent to T3 Neighborhood Center and T3 Residential Corridor policies along the Nolensville Pike Corridor. Areas of T3 Community Center policy are located approximately 850 feet to the north and 1,500 feet to the south along Nolensville.

The Conservation policy present on the site indicates the presence of a feature determined by Metro Stormwater to be a wet weather conveyance that does not require buffering or protection. The policy provides guidance for development of sites with environmental features when the site is surrounded by or adjacent to Tiered Centers and Priority Corridors, stating whenever possible, a balance should be struck between protecting sensitive environmental features surrounded by or adjacent to Tiered Centers. The policy goes on to state that the balance in this Transect tips more toward the function and development pattern of the surrounding or adjacent Tiered Center than toward the preservation or remediation of the sensitive environmental features. This site is located adjacent to two Tier 3 Centers, tipping the balance toward function and development pattern to support the adjacent Centers. The plan includes moderate lot coverage and large open space areas which will provide stormwater management, to minimize the impacts of this development on the overall health of the watershed.

The existing land use pattern in the area includes single-family homes on large lots. T3 NE policy is intended to create and enhance suburban neighborhoods with more housing choices and improved connectivity. The project site is close to a corridor and adjacent to policies that encourage more intense residential or mixed use development, making the site an appropriate location to incorporate a variety of housing types and to enhance connectivity to the corridor and throughout the area. The proposed SP includes single-family lots, townhomes, and stacked flats to provide a range of housing choices within the neighborhood. The unit types are arranged on the site to transition from more



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intense multi-family closer to the corridor, to less intense single-family lots along the northern edge of the site. The SP also incorporates larger single-family lots along the property frontage to respect the existing context along Pettus Road. The SP includes direct vehicular connections to Pettus and Nolensville, as well as future road connections to the north, south and east to establish opportunities for future connectivity in the surrounding Neighborhood Evolving area.

### PLAN DETAILS

The site is comprised of two parcels and portions of two others totaling 22.03 acres along Pettus Road, located approximately 600 feet north of the intersection of Pettus Road and Nolensville Pike. The properties are currently developed with single-family residential uses. The properties located along the southern boundary of the project site are currently vacant or in single-family residential use. The Planning Commission recently recommended approval of a Specific Plan for an assisted living facility on two properties on the southern border of the site. That Specific Plan includes a proposed access drive which will be improved with this proposal and serve as a direct connection to Nolensville Pike for this development. A suburban community center, identified as a Tier 3 Center in NashvilleNext, which includes two grocery stores and other services, is located approximately 850 feet to the northwest, at the intersection of Nolensville Pike and Concord Road.

#### Site Plan

The plan proposes a maximum of 170 residential units, including a mix of single-family lots, townhomes, and multi-family units in stacked flats. Forty single-family lots are located in the northern third of the site and along the western property line, including three larger single-family lots oriented toward Pettus Road. A total of 112 units are townhouse units located in the center and along the southern boundary of the site. All of the townhouse units are oriented toward public roads or open space. The remaining 18 units are multi-family units located in a stacked flat building in the southeast corner of the site, closest to the Nolensville Pike corridor.

Primary vehicular access is provided via a new public road connection to Nolensville Pike, which will be shared with a proposed assisted living facility to the south, and via a new road connection to Pettus Road. Additional future street connections are proposed to the north, south and east. All roads in the development are public. All of the townhomes are rear-loaded via public alleys, and the plan prohibits driveways or vehicular access on public streets for any unit with access to an alley. Parking for the stacked flat buildings is provided in surface lots located off the alleys, or along the proposed new streets. Parking is provided to meeting Metro Zoning Ordinance requirements. A 6-foot sidewalk and 6-foot planting strip, consistent with the requirements of the Major and Collector Street Plan, are provided along the property frontage on Pettus Road. All of the internal streets, including the connection to Nolensville Pike, have 5-foot sidewalks and 4-foot planting strips consistent with Metro standards for local streets.

A total of 9.42 acres of open space are provided. Large areas of usable open space are integrated into the interior of the site, in the form of common greens with pavilions or other amenities. Additional open space around the perimeter of the site will be used as stormwater management area and to buffer the surrounding residential development. A 1.1 acre portion of Parcel 083 adjacent to Pettus Road is designated as an area reserved for open space, but is not included in the open space calculations for this SP. The intent is that this 1.1-acre portion may eventually be transferred to the adjacent property to the south and incorporated into that development. Should the 1.1-acre portion remain in this SP, its function will be limited to open space per a note on the plan. A minimum of a





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Type B landscape buffer yard, with a wider 20-foot buffer yard specified in some locations, is provided around the northern and eastern perimeters of the SP.

The plan includes design standards for minimum glazing, entrances, window orientation, raised foundations and prohibited materials. The plan establishes minimum setbacks for single-family lots, including a requirement for recessed garages if garages are front-loaded, as well as a minimum lot size of 5,000 square feet. Height for all unit types is limited to three stories in 40 feet.

### **ANALYSIS**

The mix of unit types and development pattern of the proposed SP is consistent with the goals of T3 NE policy and the location of this property adjacent to two Tier 3 Centers. The intensity of the development on the site transitions from north to south, moving toward the Tier 3 Centers and Nolensville corridor. The single-family lots in the northern and eastern portions of the site combined with landscape buffers provide a transition to the existing pattern of larger, single-family lots that exists in the surrounding area. Three larger single-family lots located at the front of the site are designed to respect the existing character on the west side of Pettus Road.

The units within the development have moderate setbacks and spacing, consistent with the guidance of the T3 NE policy, and are oriented to or integrated with a system of functional and accessible open spaces. Garages and parking for the townhouses and stacked flat building are rear-loaded off of public alleys, which will enhance the pedestrian environment and open spaces within the development. The central open space toward the rear interior of the development is surrounded by townhomes and single-family lots. The plan requires a consistent, landscaped fence at the rear of the single-family lots adjacent to the open space and a landscaped path through the northern end of the open space to separate the open space from the backyards of the single-family homes and provide a visually pleasing and usable open space for the residents of the townhomes. Staff recommends a condition requiring that building facades fronting open spaces have minimum entrances and glazing, and that units located on corners incorporate wrapped porches or other architectural elements to address both streets, or the street and the open space.

The plan includes new streets, with four additional future connections, including a connection to Nolensville Pike through the assisted living facility development to the south. The proposed street connections will enhance connectivity in the overall evolving area and allow residents of the development to access services along Nolensville Pike more directly, minimizing vehicular impacts to the surrounding residential area. Sidewalks along Pettus Road and all of the proposed public streets will enhance pedestrian connectivity in the area as well. The connection to Nolensville Pike is through an adjacent development proposal for an assisted living facility; the SP for that proposal was recently reviewed by the Planning Commission and is currently under consideration by the Metro Council. The road is intended to be shared by the two developments, and possibly by future development on property to the southwest at the corner of Nolensville and Pettus. In order to adequately serve the developments and meet all Fire safety standards, the road must be built to meet Public Works standards for a local road. Staff recommends a condition requiring that the street be dedicated as a public road with this development. Until that time, the connection may serve as a private drive for adjacent development to the south.



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### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.
- As an FYI statement, the applicant should update their availability study by Final SP stage, to reflect the reduced lot count. That way, the applicant does not pay more capacity fees than they need to.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

- Site Access 1 on Nolensville Pk shall include one entering lane and two exiting lanes, including a right turn lane and a left turn lane with a minimum of 75 feet of storage. A R1-1 'Stop' sign and stop line pavement marking should be installed on the westbound approach at the intersection of Nolensville Pike. Access 1 shall be constructed as a public street with appropriate pedestrian infrastructure and connect to the South Point SP public roads. Roadway plans and ROW dedication of this road shall be approved prior to the 1st phase of the final SP plan for South Point SP. This public road shall be constructed prior to the 1st use and occupancy permit of the South Point SP.
- Site Access 2 on Pettus Rd. should include one entering lane and one exiting lane operating as a shared left turn/right turn lane at a minimum. A R1-1 'Stop' sign and stop line pavement marking should be installed on the northbound approach at the intersection of Pettus Road. Sufficient ROW shall be dedicated at this access for construction of an exclusive left turn lane when warranted.
- Sufficient ROW along Pettus Rd frontage shall be dedicated for the construction of a WB left turn lane on Pettus Rd. when warranted.
- Adequate sight distance at Access 2 shall be provided. Vegetation east of Site Access 2 shall be removed to provide adequate sight distance for westbound left turning vehicles. Developer shall submit a sight distance exhibit in plan and profile.
- The southbound left turn lane to be installed by Traditions retirement development at the intersection of Nolensville Pike and Site Access 1 shall incorporate a minimum of 50 feet of storage. The southbound left turn lane on Nolensville PK at access 1 shall be constructed prior to the 1st use and occupancy permit of the South Point SP.



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- Prior to platting 100 lots of Southpoint SP, developer of South Point SP shall construct a separate left turn lane on Pettus Rd at the intersection with Nolensville Pk. with adequate storage and transition to prevent spillover into right turning traffic lane If TDOT has not constructed the Nolensville Pk roadway improvements at Pettus Rd.
- Prior to platting 100 lots of SouthPoint SP, developer shall design signal plans and submit to MPW traffic engineer for approval in order to modify existing traffic signal and install signal modifications when directed by MPW traffic engineer.
- It is recommended that South Point SP developer coordinate construction of turn lanes on Pettus Rd and Nolensville Pk with TDOT Nolensville Pk road widening plans.
- Final design of internal roadways in SP and parking should meet all City of Nashville standards and the latest version of “A Policy of Geometric Design of Highways and Streets” published by AASHTO. Any parking lots and streets associated with the development should ensure that passenger cars and emergency vehicles are capable to making all turning movements. Internal intersections should be two-way stop-controlled unless all-way stop control warrants are met.
- Developer of South Point SP shall install a Right Turn Overlap Phasing on the eastbound approach for Concord/Nolensville Road and shall coordinate and optimize off sets for Concord, Burkitt and Pettus Road intersection upon completion of work at the Burkitt and Pettus Road intersection by those developers required to do this work. Developer shall design signal plans and submit to MPW traffic engineer for approval.
- The signal timing between the signalized intersections of Nolensville Pike with Concord Road, Pettus Road, and Burkitt Road should be coordinated and the optimized offsets for those intersections be implemented. MPW traffic engineer may require developer to conduct a signal coordination study.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	22.03	0.5	13 U	125	10	14

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	4.03		40 U	448	38	47

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential(220)	18.00		130 U	809	64	75

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1,132	+92	+108



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### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 7 Elementary 6 Middle 5 High**

**Projected student generation proposed SP-MR district: 22 Elementary 14 Middle 13 High**

The proposed SP-M5 district would generate 49 students, or 31 additional students beyond the existing AR2a zoning. Students would attend Maxwell Elementary, Marshall Middle School, and Cane Ridge High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to a maximum of 40 single-family residential units and 130 multi-family residential units.
2. A six-foot sidewalk and a six-foot planting strip, consistent with the requirements of the Major and Collector Street Plan, shall be provided along the entire property frontage along Pettus Road, including the area designated as "Reserve Area." The required sidewalk and planting strip shall be depicted and dimensioned on the Final Site Plan.
3. Once right-of-way is dedicated with this development, the connection to Nolensville Pike shall be a public road constructed to Metro Public Works standards. Until that time, the connection may serve as a private access drive for adjacent development to the south.
4. Comply with all conditions of Metro Public Works and Traffic and Parking.
5. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district for single-family residential units and the RM9 zoning district for multi-family residential units.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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## Metro Planning Commission Meeting 10/26/2017



**2017SP-087-001**  
HILL PROPERTY SP  
Map 181, Parcel(s) 053, 123  
12, Southeast Nashville  
31 (Fabian Bedne)



<b>Project No.</b>	<b>Specific Plan 2017SP-087-001</b>
<b>Project Name</b>	<b>Hill Property SP</b>
<b>Council District</b>	31 – Bedne
<b>School District</b>	2 – Brannon
<b>Requested by</b>	Dale and Associates, applicant; Benjamin Hill, Suzanne Nichols, and Shelley Cook, owners.
<b>Deferrals</b>	This item was deferred at the September 28, 2017, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**APPLICANT REQUEST**  
**Zone change from AR2a to SP-R**

Zone Change

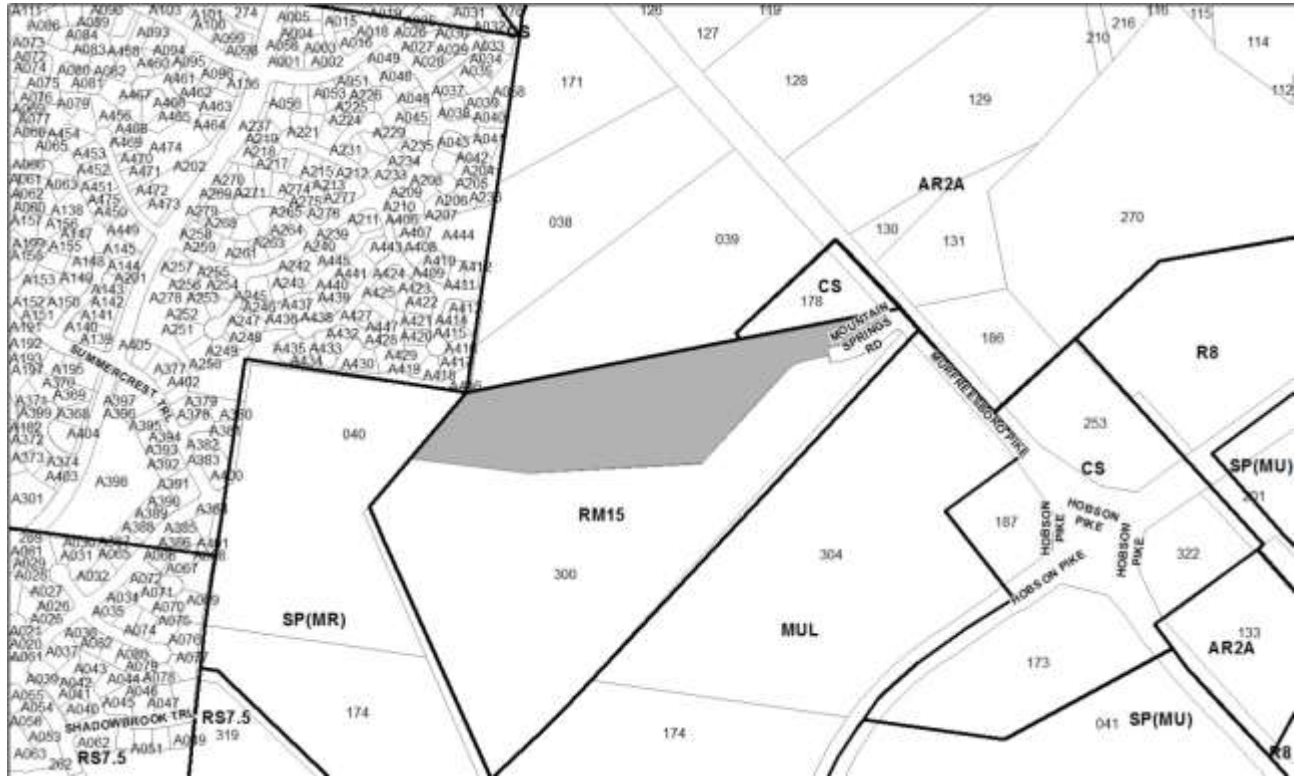
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning for properties located at 6397 Pettus Road and Pettus Road (unnumbered), approximately 1,130 feet east of Nolensville Pike to permit 160 single family lots (49 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting 10/26/2017



**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, September 28, 2017, and the October 12, 2017, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Approve with conditions.*

**APPLICANT REQUEST**  
**Concept plan approval to create 38 lots.**

Concept Plan  
 A request for concept plan approval to create up to 38 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).

History  
 This case previously appeared on the August 8, 2017 Planning Commission agenda. The Councilmember requested a two meeting deferral to provide additional time to hold a community meeting with the surrounding neighbors, citing concerns about road connections and connectivity with adjacent neighborhoods. A community meeting was held on Monday, October 2, 2017. The Planning Commission deferred this application to the September 28, 2017, Planning Commission meeting and it was further deferred by the applicant.

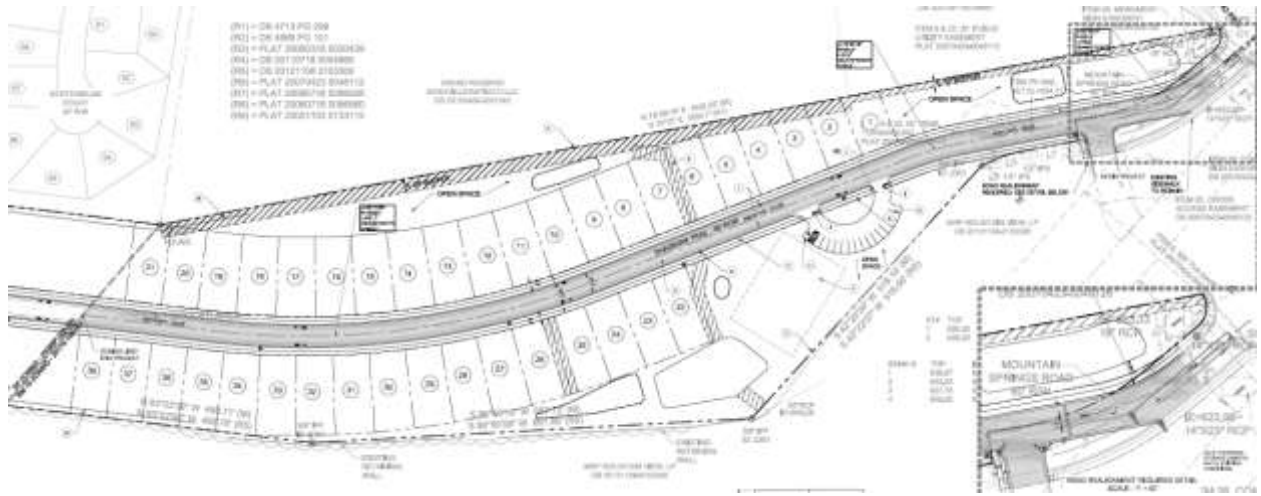
**Existing Zoning**  
Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15 would permit a maximum of 183 units based on gross acreage only.*

Murfreesboro Pike Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile in to the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.

**ANTIOCH PRIEST LAKE COMMUNITY PLAN**  
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



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**Proposed Concept Plan**



## Metro Planning Commission Meeting 10/26/2017

time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

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

### PLAN DETAILS

The property is approximately 12.22 acres and is located off of Old Hickory Boulevard, east of Murfreesboro Pike and Hobson Pike. The site is vacant and consists of dense vegetation. Though the majority of the site is Neighborhood Maintenance policy, there are small pockets of Conservation policy associated with steep slopes in the southwestern portion of the site.

#### Site Plan

The site plan proposes up to 38 single-family lots ranging in size from 5,081 square feet to 7,237 square feet. All lots will front onto Shagbark Trail. The proposed lots are located within the Murfreesboro Pike Urban Design Overlay which establishes smaller setback distances than the Metro Code. The Metro code requires a minimum 20 foot rear setback and a minimum 40 foot street setback for single family structures within the RM15 zoning district. The UDO establishes a minimum 20 foot street setback and a minimum 5' rear setback for single family structures within the RM15 zoning district. The lots, open space and proposed public street will achieve a consistent pattern of development with the surrounding single-family lots to the north and west of the site.

The concept plan indicates an unbuilt portion of Shagbark Trail will be constructed, which will connect to Murfreesboro Pike. Shagbark Trail will include a fifty-nine foot right-of-way to accommodate a 6 foot wide bike lane, 6 foot wide sidewalk, and 6 foot wide planting strip, consistent with the Major and Collector Street Plan standards. A small portion of the site which fronts Murfreesboro Pike will include a 6 foot wide bike lane, 6 foot wide planting strip, 8 foot wide sidewalk consistent with the Major and Collector Street Plan standards.

Of the total 12.22 acres, 0.4 acres will remain undisturbed, saving the existing mature trees and vegetation. Stormwater facilities such as bio swales and detention ponds will comprise 0.5 acres of the site. An office and associated amenity center will be located within an area just over an acre of passive open space.

### ANALYSIS

The proposed lot layout is consistent with surrounding residential development and the plan provides for more street connectivity by constructing Shagbark Trail. Shagbark Trail is identified as a collector street by the Major and Collector Street Plan. The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision.



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### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- The realignment of Shagbark Trail does not abide by AASHTO standards. The centerline radius of 50 feet is too small and needs to be increased to a minimum of 181 feet. The outside radius of 20 feet is also too small and needs to be increased to a minimum of 50 feet. Prior to the approval of the construction plans, revise these radii.
- The existing sidewalk shall match the rest of the sidewalk along Shagbark Trail. The current plan is showing a section of the sidewalk approximately 30 behind the edge of pavement – this is not permissible. Prior to the approval of the construction plans, revise the sidewalk.
- With the roadway construction plans, Shagbark Trail shall be designed using engineering best practices. Additional minor ROW may be required at the time to accommodate the design.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- An updated TIS will be required when 2009SP-025-001 is connected to this 38 lot site plan.

### **WATER SERVICES**

#### **Approve with conditions**

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

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

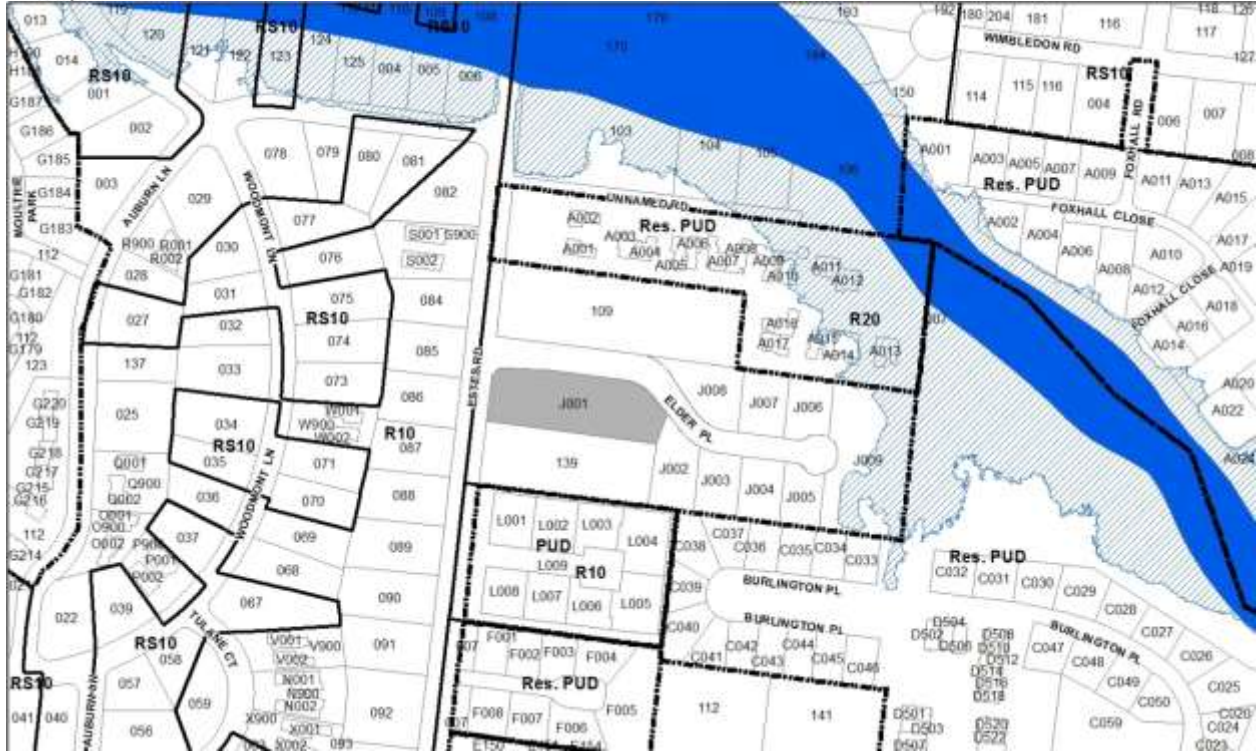
1. If the right-of-way of Shagbark Trail is re-aligned at Murfreesboro Pike, the final site plan may contain up to 43 lots. All requirements of the Subdivision Regulations must be met.
2. Comply with all conditions of Public Works and Traffic and Parking.



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# Metro Planning Commission Meeting 10/26/2017



**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, and the October 12, 2017, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Burse  
**Staff Recommendation** *Defer to the November 9, 2017, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Final Plat

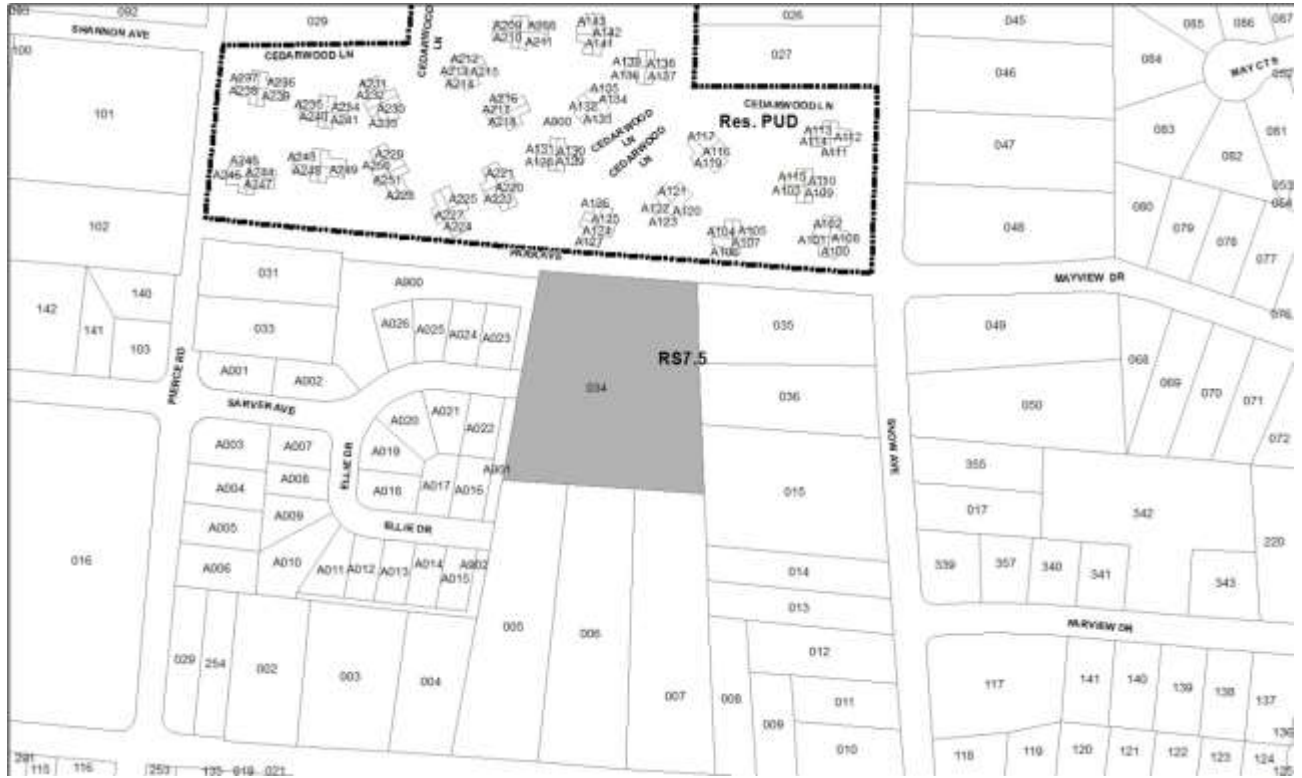
A request for final plat approval to revise a note to permit a two-family residential use on property located at 3800 Estes Road, at the southeast corner of Elder Place and Estes Road, zoned One and Two-Family Residential (R20) (0.92 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting 10/26/2017



**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

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

**Staff Reviewer** Napier  
**Staff Recommendation** Approve.

**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).

**Existing Zoning**

One and Two Family (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 11 lots based on acreage only.*

**MADISON COMMUNITY PLAN**

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

**PLAN DETAILS**

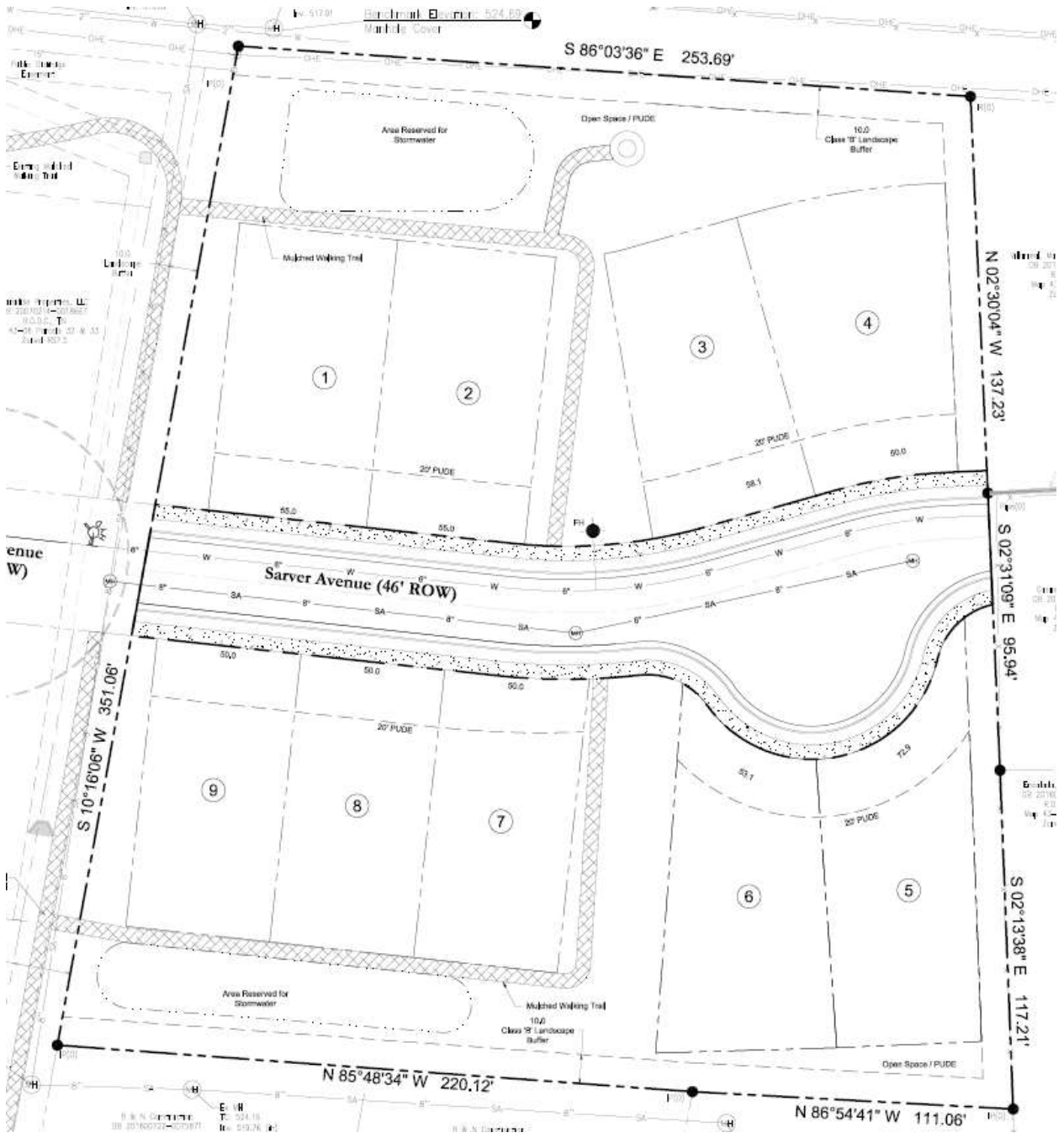
The property is approximately 2.35 acres and is located at Park Avenue (unnumbered), approximately 300 feet west of Snow Avenue. The site is currently vacant and contains dense vegetation.

Site Plan

The concept plan proposes a cluster lot subdivision consisting of nine single-family lots. Lot sizes range from 5,000 square feet to 6174 square feet and widths vary from 50 feet to 72 feet. All of the nine lots will front onto a new public street.



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**Proposed Concept Plan**



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A sidewalk that meets the standards for a local street, a 4 foot wide planting strip and a 5 foot wide sidewalk, will be provided with the construction of the public street.

Of the total 2.35 acres, 0.87 acres will be placed in open space. The open space for this subdivision is located to the rear and sides of the proposed lots. The open space areas will contain walking trails that will connect to trails contained within the adjacent neighborhood to the west. A 10 foot wide landscape buffer is provided along the north, east, and south property lines, consistent with the buffering requirements for a cluster lot subdivision.

The concept plan indicates Sarver Avenue will dead end at the eastern property line. A permanent cul-de-sac is provided to allow emergency vehicles to turn around. A condition of approval for the concept plan will require the construction of the Sarver Avenue to terminate at the eastern property line to accommodate the future road network. The parcels are under individual private ownership and may not develop in the near future. Providing a public street stub to the property line is consistent with the goal of increasing connectivity within the T4 NM policy.

### **ANALYSIS**

The proposed concept plan meets the requirements of the Zoning Code and Subdivision Regulations. Therefore, staff recommends approval with conditions.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Ensure proper sight distance is provided at sight access

### **WATER SERVICES**

#### **Approve with conditions**

- The following comments apply only to public sewer issues. Madison Suburban Utility District is this site's water provider:
- Approved as a Concept Plan only. Public sewer construction plans must be submitted and approved prior to Final Site Plan approval. These approved construction plans must match the Final Site Plans. The required capacity fees must also be paid prior to Final Site Plan approval.



## **Metro Planning Commission Meeting 10/26/2017**

### **MADISON SUBURBAN UTILITY DISTRICT**

#### **Approve with conditions**

- MSUD tentatively agrees to serve the property pending the approval of the project plans by the District and the Fire Marshal's review. MSUD has water available to the area with sufficient flow to serve your preliminary stated demands.

#### **STAFF RECOMMENDATION**

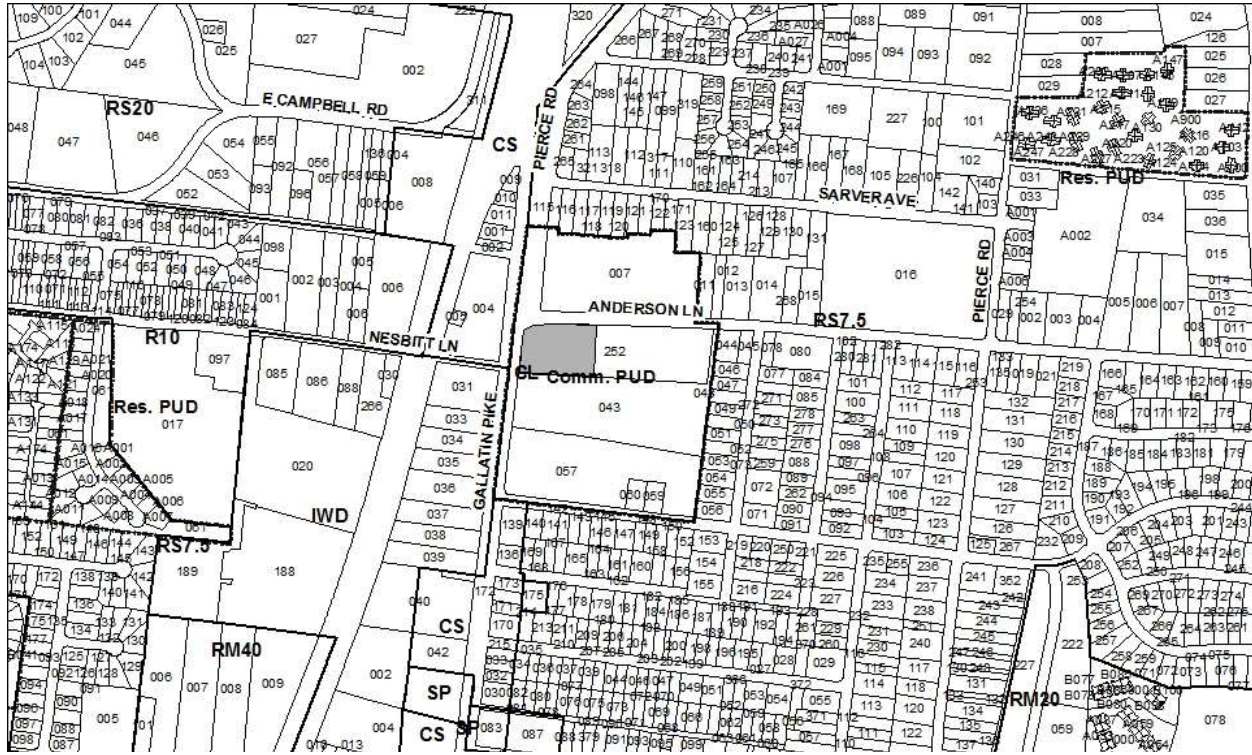
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting 10/26/2017



**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,

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

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Approve with conditions.*

**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.

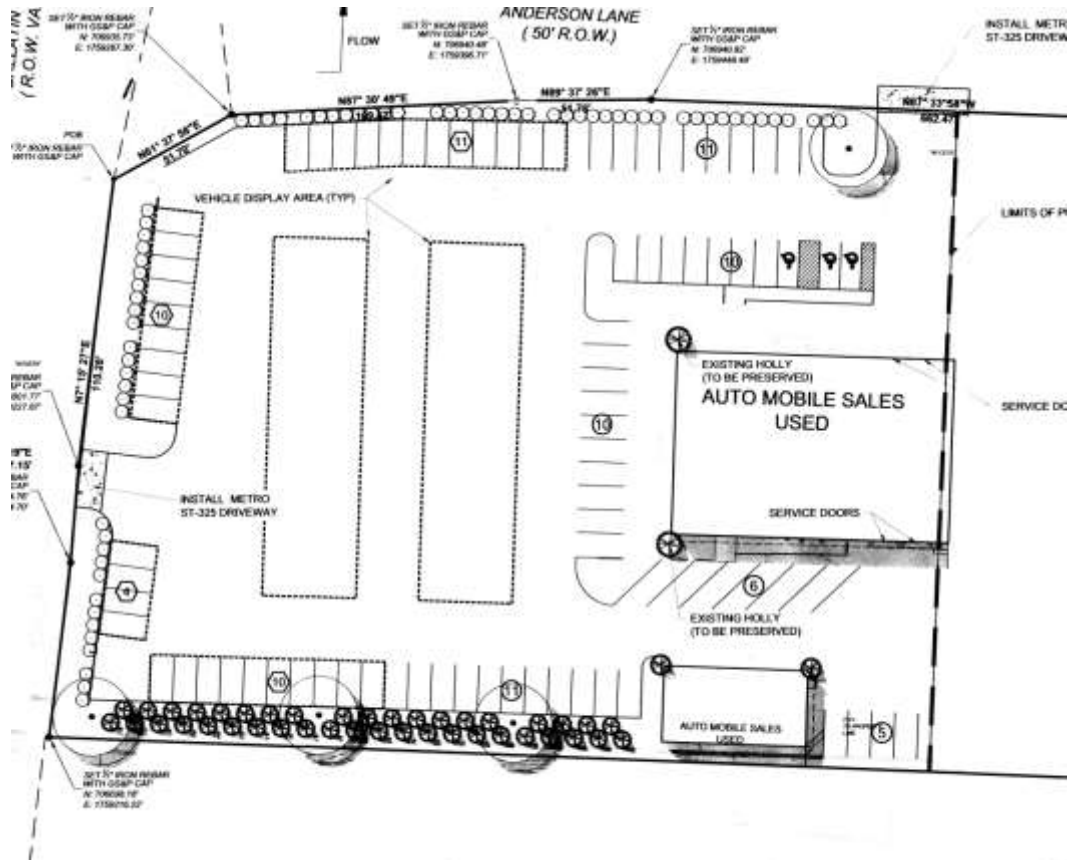
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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



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Proposed Revision





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### 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**

#### **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.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



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### **CONDITIONS**

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.



# Metro Planning Commission Meeting 10/26/2017



## 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 at the October 12, 2017, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**  
**Zone change from RS5 to R6-A**

Zone Change  
 A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for various properties west of Rosedale Avenue, (4.5 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 31 lots for a total of 31 units.*

**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. *R6-A would permit a maximum of 28 lots with 20 duplex lots for a total of 48 units based on the existing lot configuration and the ability to subdivide some of the lots.*

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

Consistent with Policy?  
 R6-A zoning is supported by the T4 Urban Neighborhood Evolving policy, at this location. The neighborhood has a predominantly single-family character; however, a mixture of one and two



## Metro Planning Commission Meeting 10/26/2017

family residential uses exists. The properties are approximately 650 feet from Montgomery Avenue, an active transit route, and approximately 700 feet from the nearest MTA bus stop. The requested change would contribute to increased diversity in housing stock for the immediate neighborhood while the alternative zoning district will require enhanced design standards fostering a more pedestrian friendly environment. Additionally, the request would promote increased density in proximity to active transit service, consistent with the goals of the T4 NE policy and the NashvilleNext plan.

### ANALYSIS

The properties total approximately 4.5 acres and are located on the west side of Rosedale Avenue, east of Jones Avenue. The neighborhood consists predominantly of single-family residential uses, however some two-family residential uses are present east of Rosedale Avenue. The existing zoning allows for single-family residential uses only. The requested change would permit up to 28 lots with 20 duplex lots and would permit a maximum of 48 units based on the existing lot configuration. The site is located approximately 650 feet from Montgomery Avenue which features an existing MTA transit route and multiple MTA bus stops. The R6-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 an area featuring existing connectivity and access to transit service.

As noted above, evolving policy supports a diversity of housing and it may support more intense uses, depending on locational characteristics, such as proximity to transit. To determine whether this proposal meets an appropriate balance for housing diversity, staff analyzed this proposal with the existing duplexes and single-family homes within the policy area. Staff finds that this proposal does not result in an overconcentration of duplexes for this evolving area. Future proposals will also be evaluated to ensure that an appropriate balance of housing diversity is promoted within this community.

### 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)	4.5	8.71 D	13 U	125	10	14



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	4.5	7.26 D	26 U	249	20	27

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+13 U	+124	+10	+13

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS5 district: 8 Elementary 5 Middle 5 High**

**Projected student generation proposed R6-A district: 7 Elementary 4 Middle 4 High**

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

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting 10/26/2017



**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, September 14, 2017, and the October 12, 2017, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Commercial Service (CS) and Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A), Mixed Use Limited-Alternative (MUL-A), One and Two-Family Residential-Alternative (R6-A), and Multi-Family Residential-Alternative (RM9-A) zoning for various properties south of E Trinity Lane, (36.05 acres).

**Existing Zoning**

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

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre, (33.56 acres).

**Proposed Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 163 units, based on 8.17 acres.*

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

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6-A would permit a maximum of 127 lots with 31 duplex lots for a total of 158 units, based on 17.62 acres. This calculation is based on acreage only.*



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Multi-Family Residential-Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of 69 units, based on 7.77 acres.*

### **EAST NASHVILLE COMMUNITY PLAN**

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

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

### Consistent with Policy?

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

### **ANALYSIS**

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



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## FIRE MARSHAL'S OFFICE 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: CS

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	33.56	8.71 D	292 U	2,787	215	282

#### Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.25	1.0	54,450 SF	2,341	55	204

#### Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.62	1.0	27,007 SF	487	66	110

#### Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.62	1.0	27 U	288	17	33

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

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



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	8.17	-	163 U	1,112	84	108

### Maximum Uses in Proposed Zoning District: RM9-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	7.77	-	69 U	542	38	56

### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**



**NO SKETCH**



<b>Project Nos.</b>	<b>Text Amendment 2017Z-022TX-001</b>
<b>Project Name</b>	<b>Lighting</b>
<b>Council Bill No.</b>	BL2017-903
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Tanaka Vercher
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

Amend the Zoning Code pertaining to lighting.

**PROPOSED AMENDMENTS TO TITLE 17**

The proposed bill would amend Section 17.04.060.B of the Zoning Code by adding the following definitions:

“Rope lighting” means lighting that is primarily used as a decorative lighting fixture, featuring small light bulbs linked together and encased in a PVC jacket to create a string of lights.

“String lighting” means a series of lights located along a coated wire.

The proposed bill would amend Section 17.28.100.C of the Zoning Code as follows:

- ~~C. Excessive rope lighting shall not be used on a building, structure or individual business establishment for more than thirty days during any one calendar year.~~
  - ~~1. Rope lighting includes, but is not limited to, illumination known as rope lighting, strand lighting, lite ropes, flexible impact lighting, tubular lighting, string lighting, or other similar forms of illumination.~~
  - ~~2. All rope lighting present on a building, structure or independent business establishment shall be classified as either area rope lighting or linear rope lighting.~~
  - ~~3. Excessive rope lighting shall exist where either:~~
    - ~~a. Area rope lighting covers more than twenty five percent of the front façade or roof area of a building, structure or independent business establishment. Area rope lighting shall be deemed to exist where a shape or polygon outlined in such illumination encircles similar illumination placed within the shape or polygon in a patterned proximity (parallel, random or otherwise) of generally less than 12 inches between individual illumination strands; or~~
    - ~~b. Linear rope lighting exists with more that twenty five percent of the allowable linear maximum of a building, structure or independent business establishment. The linear maximum shall be calculated by adding the outside edge dimensions of the roof and façade plus the outside frame dimensions of all transparent windows and exterior doorways open, operating and accessible to the public during normal business hours of the building, structure or independent business establishment. To qualify as a separate transparent window or exterior doorway, the entire window or~~



## Metro Planning Commission Meeting 10/26/2017

- ~~doorway frame must be clearly and continuously separated by a minimum of 12" from another separate and individual window or doorway frame; or~~
- ~~e. Buildings, structures or individual business establishments, includes both area rope lighting and linear rope lighting and the area rope lighting covers more than fifteen percent of the front façade or roof area of a building, structure or independent business establishment as defined above or the linear rope lighting exists with more than fifteen percent of the allowable linear maximum of a building, structure or independent business establishment as defined above.~~

C. Rope lighting shall not be used on a building, sign, or any property with non-residential zoning located adjacent to an arterial or collector street as identified on the Major and Collector Street Plan. This provision shall not apply to properties zoned as DTC.

### ANALYSIS

Currently, the Zoning Code definition of rope lighting is broad and includes multiple types of lighting, including string lighting. The proposed amendment adds new definitions to the Code to more clearly define rope lighting as the type of lighting that is encased in a PVC jacket. This type of lighting is used frequently to line windows, doors, and facades of buildings.

The Zoning Code currently permits rope lighting so long as it is not “excessive” as defined by the Code. The determination of if lighting is excessive is based on two types of light: area rope lighting and linear rope lighting. In both instances, enforcement is difficult as the measurement of excessive depends on acquiring measurements of building façade area and area of lighting, or linear footage of all windows and doors and linear feet of rope lighting. Area rope lighting is considered excessive if it covers more than 25% of the front façade or roof area of a building. Linear rope lighting is considered excessive if it covers more than 25% of the allowable linear maximum of a building.

The proposed amendment would prohibit rope lighting on properties with non-residential zoning along arterial or collector streets as identified by the Major and Collector Street Plan. This would not apply to properties zoned DTC. The amendment will remove the uncertainty of enforcement and calculations that currently exist. Additionally, rope lighting can be bright and distracting, causing potential harm to motorists. Arterials and collectors are heavily traveled roadways and removing distractions can increase safety.

### ZONING ADMINISTRATOR RECOMMENDATION

Approve

### STAFF RECOMMENDATION

Staff recommends approval.





## **Metro Planning Commission Meeting 10/26/2017**

### **ORDINANCE BL2017-903**

**An ordinance amending Title 17 of the Metropolitan Code of Laws, Zoning Code, pertaining to lighting (Proposal No. 2017Z-022TX-001).**

WHEREAS, rope lighting poses safety hazards to motorists on arterial and collector streets; and

WHEREAS, to avoid vehicular collisions and pedestrian-vehicular collisions due to visual distractions such as rope lighting, it is appropriate for rope lighting to be prohibited along arterial and collector streets in Metro Nashville and Davidson County.

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

Section 1. That Section 17.04.060.B. of the Zoning Code is hereby amended by adding a definition for “rope lighting” and “string lighting”, as follows:

“Rope lighting” means lighting that is primarily used as a decorative lighting fixture, featuring small light bulbs linked together and encased in a PVC jacket to create a string of lights.

“String lighting” means a series of lights located along a coated wire.

Section 2. That section 17.28.100.C of the Metropolitan Code of Laws is hereby deleted in its entirety and replaced with following Section C:

C. Rope lighting shall not be used on a building, sign, or any property with non-residential zoning located adjacent to an arterial or collector street as identified on the Major and Collector Street Plan. This provision shall not apply to properties zoned as DTC.

Sponsored by: Tanaka Vercher



**NO SKETCH**



<b>Project Nos.</b>	<b>Text Amendment 2017Z-023TX-001</b>
<b>Project Name</b>	<b>Sidewalks and Religious Institutions</b>
<b>Council Bill Nos.</b>	BL2017-938
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Steve Glover
<b>Staff Reviewer</b>	Logan
<b>Staff Recommendation</b>	<i>Approve.</i>

**TEXT AMENDMENTS**

Amend Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to the applicability of sidewalk requirements for Religious Institutions in the General Services District.

**HISTORY**

The sidewalk requirements in the Metro Zoning Code were updated by the Metro Council in April 2017 and became effective on July 1, 2017.

**PROPOSED TITLE 17 (ZONING CODE) AMENDMENTS**

(underlined)

Subsection 17.20.120.A (Applicability.)

1. Multi-family or nonresidential redevelopment. All provisions of this section shall apply to the redevelopment of multi-family or nonresidential property when the property is located within the Urban Services District, or within a center designated in the general plan, or any of the property frontage is within a quarter mile of the boundary of a center designated in the general plan, or the property is on a street in the Major and Collector Street plan. Properties on the opposite side of navigable waterways or controlled access highways from a center designated in the general plan are not subject to this provision. Redevelopment of multi-family or nonresidential property shall include one or more of the following:
  - a. Construction of a new structure on a vacant lot, including lots on which all structures have been or are planned to be demolished; or
  - b. The cost of any one renovation equal to or greater than fifty percent of the assessed value of all structures on the lot, or the value of multiple renovations during any five-year period equal to or greater than seventy five percent of the assessed value of all structures on the lot; or
  - c. The cost of any one expansion equal to or greater than twenty-five percent of the assessed value of all structures on the lot, or the value of multiple expansions during any five-year period equal to or greater than fifty percent of the assessed value of all structures on the lot; or
  - d. The total building square footage of any one expansion is equal to or greater than twenty-five percent of the total square footage of all structures on the lot, or the total building square footage of multiple expansions during any five-year period is equal to or greater than fifty percent of the total square footage of all structures on the lot.



## Metro Planning Commission Meeting 10/26/2017

2. Single-family or two-family construction. Single-family or two-family construction when the property is within the Urban Zoning Overlay, or within a center designated in the general plan, or any of the property frontage is within a quarter mile of the boundary of a center designated in the general plan, or the property is on a street in the Major and Collector Street plan in the Urban Services District. Properties on the opposite side of navigable waterways or controlled access highways from a center designated in the general plan are not subject to this provision.
  - a. All provisions of Section 17.20.120 shall apply to the construction of a new single-family or attached or detached two-family structure(s).
  - b. Dedication of Right-of-Way and Easements required by subsection E of this section shall apply to all single-family and two-family permits for an addition or any renovation with a cost equal to or greater than twenty-five percent of the assessed value of all structures on the lot.
3. In the General Services District, the provisions of this section shall not apply to religious institutions, as defined under section 17.04.060 of the Metropolitan Code of Laws, on properties that do not abut an existing sidewalk or planned sidewalk identified in the Priority Sidewalk Network in the Strategic Plan for Sidewalks and Bikeways.

### ANALYSIS

This ordinance creates a narrowly tailored exception to the recently updated sidewalk requirements. This exception only applies to development that is disconnected from an existing or proposed sidewalk network by applying only in the General Services District, on properties that do not abut an existing sidewalk or planned sidewalk identified in the Priority Sidewalk Network in the Strategic Plan for Sidewalks and Bikeways. Additionally, it applies only to Religious Institutions, which have already been given certain protections under the Tennessee Religious Freedom Restoration Act.

### ZONING ADMINISTRATOR RECOMMENDATION

Approve.

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### STAFF RECOMMENDATION

Staff recommends approval.

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### ORDINANCE BL2017-938

**An ordinance amending Section 17.20.120 of the Metropolitan Code of Laws, pertaining to sidewalks, to establish an exemption for religious institutions in the General Services District within prescribed settings (Proposal No. 2017Z-023TX-001).**

WHEREAS, Section 17.20.120 of the Metropolitan Code of Laws was amended by Ordinance no. BL2016-493, approved April 19, 2017, which revised requirements for the installation of sidewalks and alternatives thereto; and



## Metro Planning Commission Meeting 10/26/2017

WHEREAS, it is fitting and proper that an exemption to the requirements of Section 17.20.120 be adopted in the General Services District for the benefit of religious institutions, as defined under section 17.04.060, within prescribed settings.

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

Section 1. Subsection 17.20.120.A is hereby amended by deleting the subsection in its entirety and replacing it with the following:

### A. Applicability.

1. Multi-family or nonresidential redevelopment. All provisions of this section shall apply to the redevelopment of multi-family or nonresidential property when the property is located within the Urban Services District, or within a center designated in the general plan, or any of the property frontage is within a quarter mile of the boundary of a center designated in the general plan, or the property is on a street in the Major and Collector Street plan. Properties on the opposite side of navigable waterways or controlled access highways from a center designated in the general plan are not subject to this provision. Redevelopment of multi-family or nonresidential property shall include one or more of the following:

- a. Construction of a new structure on a vacant lot, including lots on which all structures have been or are planned to be demolished; or
- b. The cost of any one renovation equal to or greater than fifty percent of the assessed value of all structures on the lot, or the value of multiple renovations during any five-year period equal to or greater than seventy five percent of the assessed value of all structures on the lot; or
- c. The cost of any one expansion equal to or greater than twenty-five percent of the assessed value of all structures on the lot, or the value of multiple expansions during any five-year period equal to or greater than fifty percent of the assessed value of all structures on the lot; or
- d. The total building square footage of any one expansion is equal to or greater than twenty-five percent of the total square footage of all structures on the lot, or the total building square footage of multiple expansions during any five-year period is equal to or greater than fifty percent of the total square footage of all structures on the lot.

2. Single-family or two-family construction. Single-family or two-family construction when the property is within the Urban Zoning Overlay, or within a center designated in the general plan, or any of the property frontage is within a quarter mile of the boundary of a center designated in the general plan, or the property is on a street in the Major and Collector Street plan in the Urban Services District. Properties on the opposite side of navigable waterways or controlled access highways from a center designated in the general plan are not subject to this provision.



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a. All provisions of Section 17.20.120 shall apply to the construction of a new single-family or attached or detached two-family structure(s).

b. Dedication of Right-of-Way and Easements required by subsection E of this section shall apply to all single-family and two-family permits for an addition or any renovation with a cost equal to or greater than twenty-five percent of the assessed value of all structures on the lot.

3. In the General Services District, the provisions of this section shall not apply to religious institutions, as defined under section 17.04.060 of the Metropolitan Code of Laws, on properties that do not abut an existing sidewalk or planned sidewalk identified in the Priority Sidewalk Network in the Strategic Plan for Sidewalks and Bikeways.

Section 2. Be it further enacted, that this ordinance take effect immediately after its passage, and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

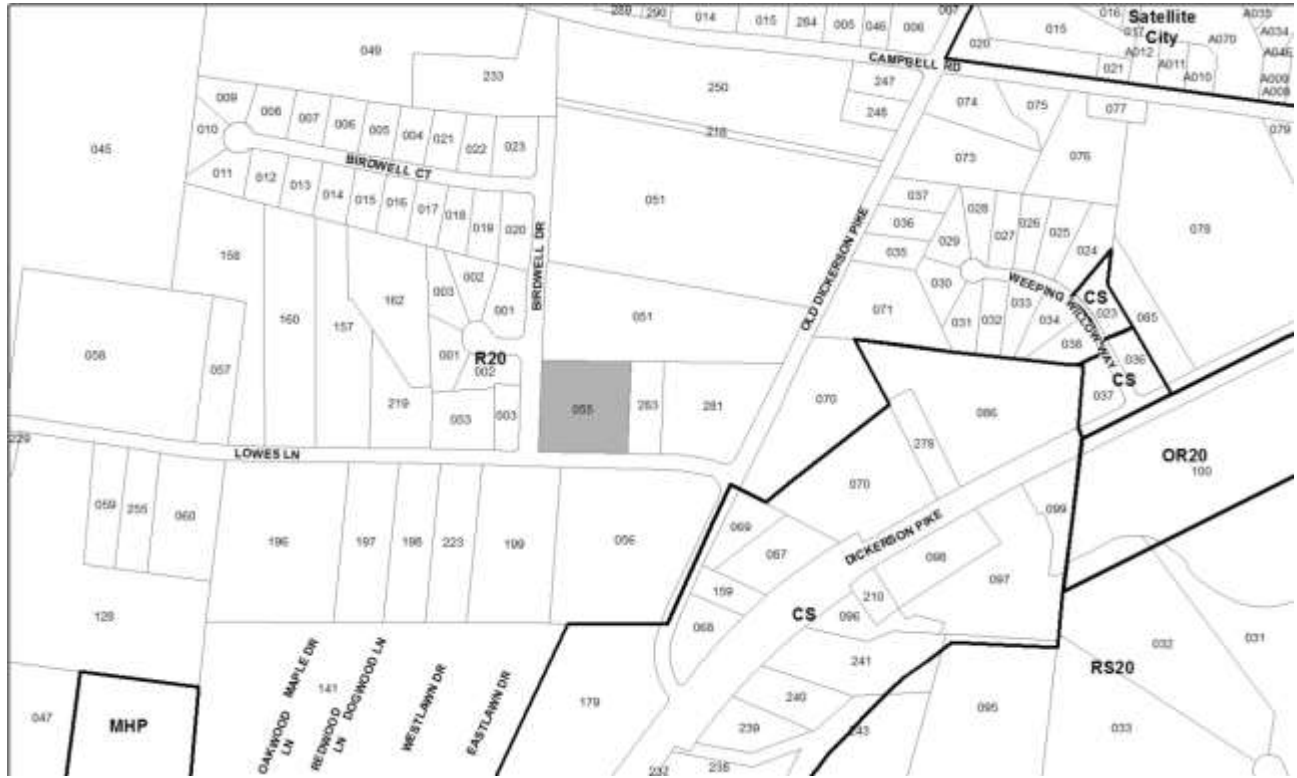
Sponsored by: Steve Glover



**SEE NEXT PAGE**



# Metro Planning Commission Meeting 10/26/2017



**2017SP-078-001**  
LOWES LANE SP  
Map 033, Parcel(s) 055  
02, Parkwood-Union Hill  
03 (Brenda Haywood)





<b>Project No.</b>	<b>Specific Plan 2017SP-078-001</b>
<b>Project Name</b>	<b>Lowes Lane SP</b>
<b>Council District</b>	03 - Haywood
<b>School District</b>	3 - Speering
<b>Requested by</b>	Dale and Associates, applicant; Be A Helping Hand Foundation, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**Applicant Request**  
**Zone change to permit 15 residential units.**

Zone Change

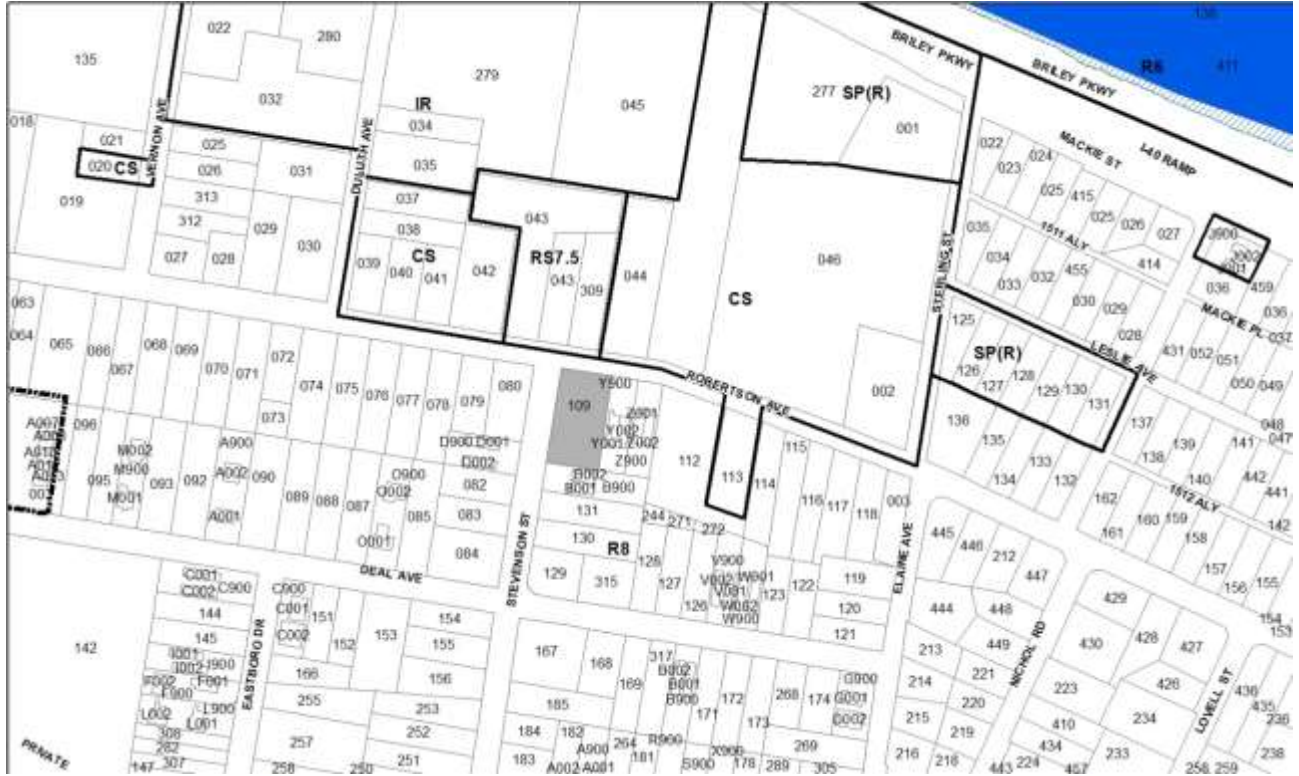
A request to rezone from One and Two-Family Residential (R20) to SP-R zoning on property located at Lowes Lane (unnumbered), at the northeast corner of Birdwell Drive and Lowes Lane (2.11 acres), to permit up to 15 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting 10/26/2017



**2017SP-079-001**  
5923 ROBERTSON AVENUE  
Map 091-09, Parcel(s) 109  
07, West Nashville  
20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Specific Plan 2017SP-079-001</b>
<b>Project Name</b>	<b>5923 Robertson Avenue SP</b>
<b>Council District</b>	20 – Roberts
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Clint T. Elliott Surveying, applicant; Elizabeth Stover, owner.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Defer to the November 9, 2017, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Rezone to SP to permit a multi-family residential development.**

Preliminary SP

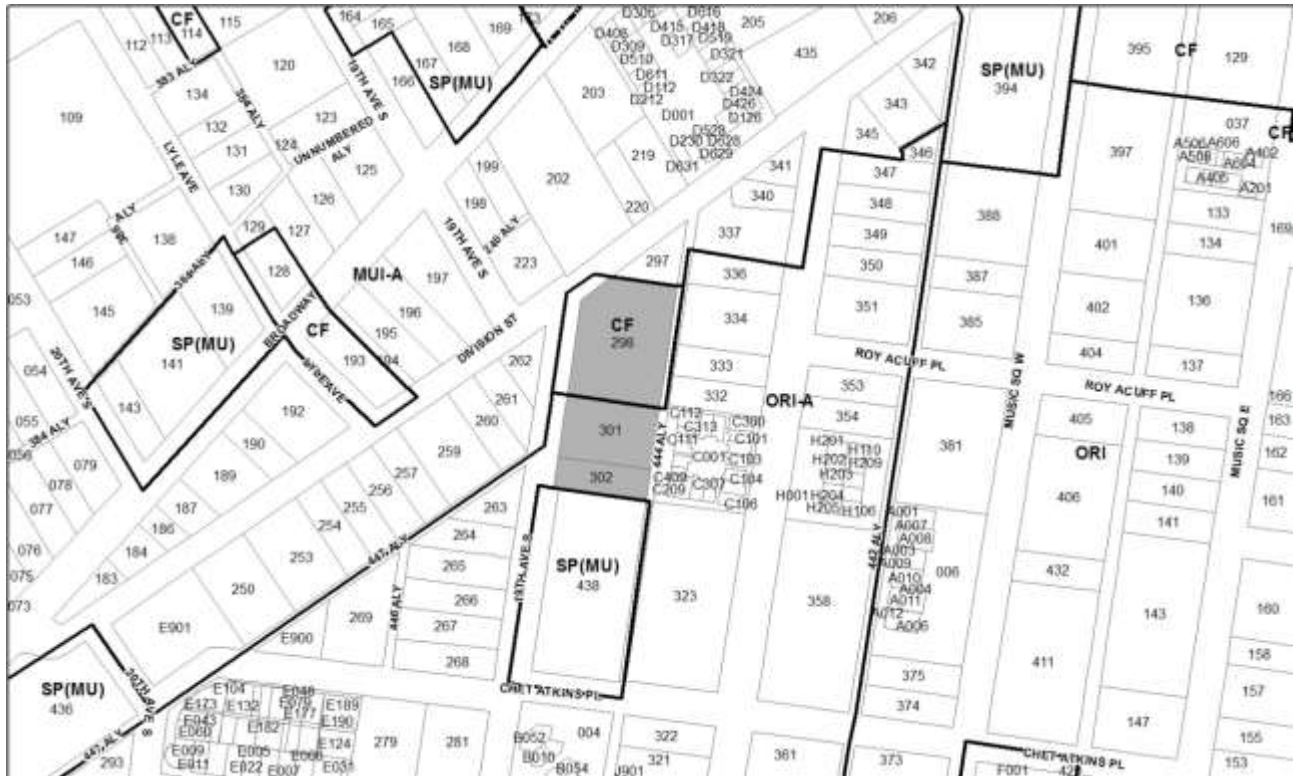
A request to rezone from One and Two-family Residential (R8) to Specific Plan-Residential (SP-R) zoning on property located at 5923 Robertson Avenue, at the southeast corner of Stevenson Avenue and Robertson Avenue (0.43 acres), to permit up to five multi-family residential units.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting 10/26/2017



**2017SP-091-001**  
KENECT NASHVILLE  
Map 092-16, Parcel(s) 298, 301-302  
10, Green Hills – Midtown  
19 (Freddie O’Connell)



<b>Project No.</b>	<b>Specific Plan 2017SP-091-001</b>
<b>Project Name</b>	<b>Kenect Nashville</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	8 – Pierce
<b>Requested by</b>	AP 1815 Division Street, LLC, applicant; Salah and Tareq Ayesh and Calister Turner III 1994 Generation Skipping Trust, owners.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change to permit a mixed use development.**

Preliminary SP

A request to rezone from Core Frame (CF) and Office Residential Intensive – Alternative (ORI-A) to Specific Plan – Mixed Use (SP-MU) zoning on properties located at 808, 812 19th Avenue South and 1815 Division Street, at the southeast corner of 19th Avenue South and Division Street (1.19 acres), to permit a maximum of 420 multi-family residential units and a maximum of 24,000 square feet of non-residential uses.

**Existing Zoning**

Core Frame (CF) is intended for a wide range of parking and commercial service support uses for the central business District.

Office/Residential Intensive-Alternative (ORI-A) is intended for high intensity office and/or multi-family residential uses with limited retail opportunities and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**Proposed Zoning**

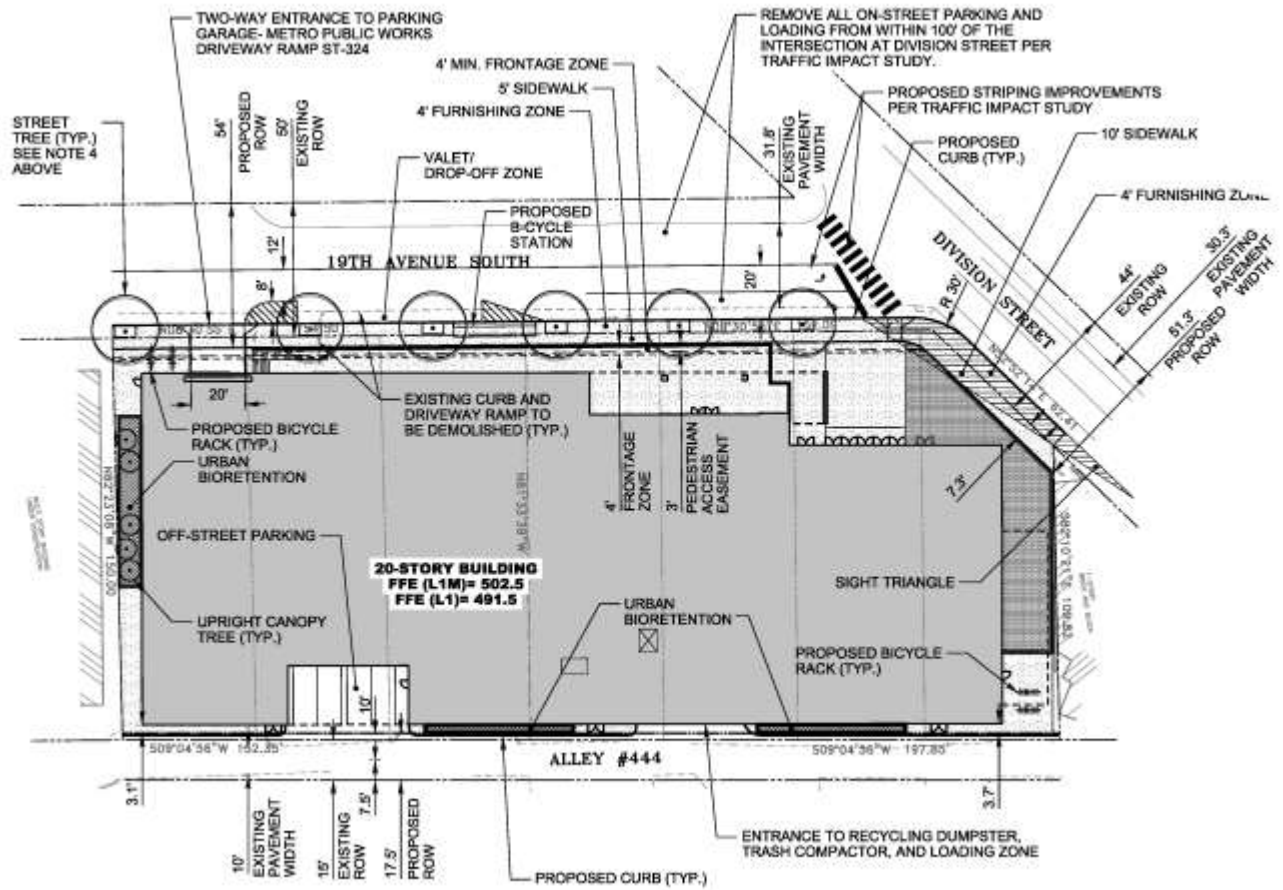
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

**GREEN HILLS – MIDTOWN COMMUNITY PLAN**

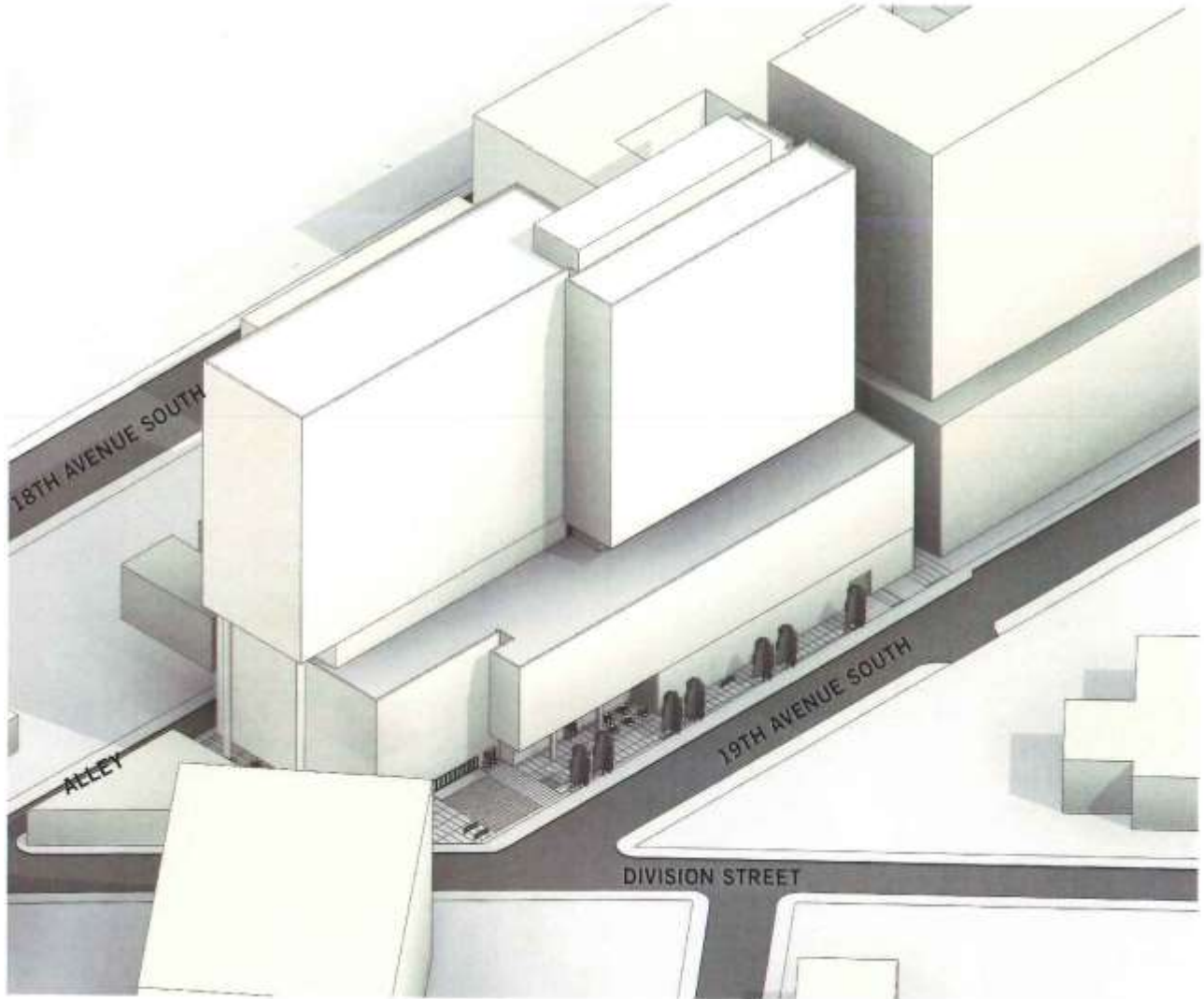
T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson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



# Metro Planning Commission Meeting 10/26/2017



Proposed Site Plan



**Conceptual Building Massing Diagram**



## Metro Planning Commission Meeting 10/26/2017

The site is within a special policy area in the Midtown Study, 10-MT-T5-MU-02. The special policy for T5 Center Mixed Use Neighborhood Area 2 includes specific guidance on building form, vehicular and pedestrian connectivity, and intensity. This site is located in an area bounded by Alley #447, east of Division Street, Alley #444, east of 19<sup>th</sup> Avenue South, and Alley #448, which is north of Grand Avenue. The policy indicates that development in this area should have a lower building heights and masses than along the West End Avenue corridor because of structural constraints to development, with maximum building heights of 20 stories. The policy calls for improvements to vehicular, bicycle and pedestrian infrastructure above and beyond those called for in the Major and Collector Street Plan (MCSP) in order to support building heights exceeding eight stories, given the constrained existing infrastructure in this area. Additionally, the policy provides guidance regarding transitions between more intense development along West End Avenue and lower intensity and historic areas to the east such as Music Row.

### Consistent with Policy?

T5 MU policy areas contain a significant amount of vertical mixed use development in buildings with high density residential, institutional, high-intensity commercial, and office land uses. These areas are served by high levels of connectivity with complete street networks, and provide services to meet the daily needs of residents in the neighborhood and within a five to ten minute walk. Buildings have high lot coverage, shallow setbacks, are oriented to the street, and incorporate plazas or outdoor dining areas to activate and enhance the public realm. The proposed SP includes a mixed use building with 420 multi-family residential units and restaurant uses. The applicant is proposing a food hall concept, with a variety of vendors in a single space, as well as a more traditional full service restaurant. The location of the property will permit the uses to serve both residents of the building as well as residents, employees and visitors from the surrounding Midtown area. The restaurant uses are located on the ground floor, with the main pedestrian entrances located on 19<sup>th</sup> Avenue South. Plazas and outdoor dining areas are proposed to enhance the streetscape and activate the pedestrian realm along 19<sup>th</sup> Avenue South.

Consistent with the guidance of the T5 MU policy for high levels of connectivity and access, loading and service access will be provided via the alley on the east side of the site. Vehicular access cannot be limited to the alley due to sight distance and safety concerns, but will be provided via a singular access point off of 19<sup>th</sup> Avenue South to minimize potential pedestrian conflicts. In response to guidance in the Midtown Study special policy for enhancements above and beyond those called for in the MCSP when taller buildings are proposed, the plan incorporates a variety of bicycle and pedestrian infrastructure improvements. Per the conditions of approval, sidewalks consistent with the MCSP and the Midtown Study are provided along 19<sup>th</sup> Avenue South and Division Street. The plan incorporates 64 public bike parking spaces, consistent with the Metro Zoning Ordinance, and an additional 286 bicycle spaces within the building for residents, as part of an effort to encourage residents to make use of active forms of transportation. Staff also recommends a condition requiring the applicant to coordinate with Planning and Metro Public Works to develop pavement marking and signage plans for bicycle boulevard segments identified in the WalknBike Plan along streets in the vicinity of the project including 19<sup>th</sup> Avenue South, Chet Atkins Place, and Grand Avenue. These bicycle boulevard improvements would be required in place of the limited recommendation in the Traffic Improvement Study for shared lane pavement markings along 19<sup>th</sup> Avenue South only.





## Metro Planning Commission Meeting 10/26/2017

### PLAN DETAILS

The site is comprised of three parcels totaling 1.19 acres, located at the intersection of 19<sup>th</sup> Avenue South and Division Street. The site contains three existing buildings with office and commercial uses. A demolition permit was recently obtained for the northernmost building and that portion of the site is currently vacant. The site is within a Tier One center identified in NashvilleNext. The predominant land uses in the area include office, commercial, parking, and multi-family residential. The property immediately to the south is zoned Specific Plan (SP) and is currently under development. The approved SP, known as The Morris or The M Residences, permits a maximum of 360 multi-family residential units and 15,000 square feet of non-residential uses within a 19-story building.

#### Site Plan

The plan proposes a maximum of 420 multi-family residential units and a maximum of 24,000 square feet of non-residential uses. The permitted non-residential uses include Restaurant, Full Service; Restaurant, Take-Out; General Office; and Leasing/Sales Office. All of the proposed uses are located within a single building. The SP proposes a Floor Area Ratio of 10.02 and a maximum height of 20 stories in 239 feet.

Vehicular access is provided via 19<sup>th</sup> Avenue South with service and loading access via the alley located on the eastern boundary of the site. A total of 447 parking spaces are provided in a garage incorporated into the building. 19<sup>th</sup> Avenue South is a local street, but guidance regarding the pedestrian realm is provided in the Midtown Study. A four-foot grass strip and eight-foot sidewalk will be provided along the 19<sup>th</sup> Avenue South frontage, consistent with the standards established in the Midtown Study and with the pedestrian improvements provided at the adjacent SP to the south. The current plan shows the sidewalk divided by a terrace, with five feet of sidewalk located adjacent to the planting strip at street level, and the remaining three feet of sidewalk on an elevated terrace adjacent to the furnishing zone and additional pedestrian space provided on the plazas adjacent to the building. In order to be consistent with the Midtown Study, the full eight feet of sidewalk must all be located on the same level. Staff recommends a condition to ensure this change is incorporated into the Final SP. Division Street is identified as a collector on the Major and Collector Street Plan (MCSP). A ten-foot sidewalk and four-foot tree wells are provided consistent with the MCSP requirements. Bicycle parking is provided for the public on the plazas on both the 19<sup>th</sup> Avenue South and Division Street sides of the building. Indoor bike storage is provided for residents of the building with access off the alley. Pursuant to recommendations of the Traffic Impact Study (TIS), additional pedestrian improvements including cross walk striping, signs, and flashing beacons are proposed at the intersection of 19<sup>th</sup> Avenue South and Division Streets.

The principle pedestrian entrances to the building are provided on the first level along 19<sup>th</sup> Avenue South directly to the non-residential portion of the building which includes a full service restaurant and a food hall, classified under the Metro Zoning Ordinance as restaurant, take out. Amenity space for the residential portion of the building will be used to screen the garage from the 19<sup>th</sup> Avenue side and to further activate the street side of the building. The plan includes standards for glazing for each level of the building on all facades. The plan also requires screening of mechanical equipment.



## Metro Planning Commission Meeting 10/26/2017

### ANALYSIS

The mix of uses and the massing, orientation and placement of the building are consistent with the goals of the T5 MU policy and the location of this site within a Tier One Center identified in NashvilleNext. This portion of Nashville is intended to be among the most intense in the county outside of the downtown area, and to include both Nashville's major employers as well as residential, commercial and service uses to create lively, mixed use neighborhoods. This portion of Midtown is well served by transit along Broadway and West End. The proximity of this site to MTA bus stops along Broadway, which are less than 275 feet from the site, as well as to jobs and services in the Midtown area make this site an appropriate location for additional residential and nonresidential intensity. The nonresidential uses are located on the ground floor of the building to activate the street, and amenity space for the residents of the building is located on the outside of the building to screen the parking structure and activate the façade. The plan includes a public plaza and outdoor dining areas along the 19<sup>th</sup> Avenue frontage.

There is an existing alley on the east side of the site which connects Division Street at the northeast corner of the site to Chet Atkins Place to the south. Due to sight distance issues which would make full alley access for the development unsafe, the alley will serve as the loading and service access only. Vehicular access for residents and customers will be provided from a single access drive on 19<sup>th</sup> Avenue South, to minimize curb cuts and potential conflicts between vehicles and pedestrians. Parking for the development will be provided in a garage incorporated into the structure. A parking analysis was included in the Traffic Impact Study for the development which evaluated the parking needs for the proposed uses, and parking is provided consistent with the recommendations of the TIS. To encourage residents to rely more on non-vehicular modes of transportation, the plan includes bicycle storage spaces well beyond the minimum bike parking required by the Metro Zoning Ordinance as well as designated locations for a bicycle sharing stations on site. The plan Additionally, staff recommends a condition of approval requiring the applicant to coordinate with Planning and Public Works to design bicycle boulevard improvements along Chet Atkins Place, Grand Avenue, and 19<sup>th</sup> Avenue South, to enhance overall bicycle connectivity in the area.

The proposed building includes high site coverage and shallow setbacks, consistent with the goals of the policy. The proposed 20-story height is at the upper end of the range supported by the policy and special policy and is consistent with the height of surrounding developments in the area. In addition to the architectural standards for glazing included in the plan, staff recommends conditions to ensure that the façade treatments for the parking structure integrate and complement the habitable portions of the building, are included on all portions of the building visible from public streets and open spaces, and that materials are designed to block light bleed from the garage at night.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only.
- Please conduct two-hydrant flow tests on the surrounding water supply network, to ensure the 6-inch public water mains are adequate to serve all these units. (The 36-inch main may not be tapped with private services.) If the main is too small, a new public water main must be



## **Metro Planning Commission Meeting 10/26/2017**

constructed, and these construction plans must be submitted and approved prior to Final SP approval.

- The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### **STORMWATER RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Sidewalks are to be located within dedicated ROW, not in easements. Dedications are to be recorded and submitted to MPW prior to sign off on the building permit.
- Comply with the recommendations from the approved TIS by MPW Traffic Engineer.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

- All site access will occur on 19th Avenue south, with the exception of the loading and service access, which will occur on the alley. Developer shall provide adequate loading area for all commercial land uses including the 16-20 small business restaurants in the proposed food hall and shall provide appropriately designed move- in loading area between the alley and building.
- The northbound approach of 18th Avenue South at the Division Street intersection shall be striped with separate through/left turn and right turn lanes. The right turn lane should include a minimum of 100 feet of storage. Developer shall install a marked crosswalk on 18<sup>th</sup> at Division St.
- The northbound approach of 19th Avenue South at the Division Street intersection shall be striped with separate left and right turn lanes. The right turn lane shall include a minimum of 100 feet of storage. Additionally, the existing parking on both sides of 19th Avenue South should be removed within 100 feet of the stop line at the Division Street intersection. The approach restriping should include a new stop bar and a pedestrian crosswalk along Division Street.
- It is recommended that “No Parking Any Time” (R7-1) signs should be installed on both sides of 19th Avenue South approximately 100 feet south of Division Street. Developer shall apply to T&P to restrict on street parking as recommended in the traffic study.
- The southbound approach of 19th Avenue South at the Division Street intersection shall be striped with separate left and right turn lanes. The right turn lane should include a minimum of 100 feet of storage. Additionally, the existing parking on both sides of 19th Avenue South should be removed within 100 feet of the stop line at the Division Street intersection. The approach restriping should include a new stop bar and a pedestrian crosswalk along Division Street.



## Metro Planning Commission Meeting 10/26/2017

- It is recommended that “No Parking Any Time” (R7-1) signs should be installed on both sides of 19th Avenue South approximately 100 feet south of Division Street. Developer shall apply to T&P to restrict on street parking as recommended in the traffic study.
- It should be noted that due to the deterioration in level of service on the Division Street approaches at the 19th Avenue South intersection, traffic signal control was not recommended for this study intersection. Furthermore, due to right-of-way restrictions along the study area roadways, additional turn lanes could not feasibly be added at the intersection in order to sufficiently improve the level of service for the northbound and southbound approaches.
- Developer shall install a pedestrian crosswalk on Division Street in between the offset northbound and southbound approaches of 19th Avenue South. Additionally, “Pedestrian Crossing” (W11-2) signs with Downward Arrow (W16-7P) plaques and push button activated flashing beacons should also be installed on both sides of Division Street at the proposed crosswalk.
- Developer shall provide pavement marking and signage plan with final SP plan submittal.
- Loading/unloading traffic, including valet, deliveries, Uber/Lyft, etc., should not be permitted to occur within a vehicular travel lane. Garage shall be designed to provide adequate area on site for valet operations, UPS delivery loading, and rideshare loading.
- Pedestrian access from the garage to the restaurant land uses should be provided.
- The site plan includes shared-lane arrow pavement markings along 19th Avenue South in the vicinity of the project site. It is recommended that the spacing of these shared-lane arrow pavement markings be no more than 250 feet apart.
- Developer and subsequent Apartment owner shall promote transit use by underwriting transit passes for 33 % of residents if feasible.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.68	5.0	148,104 SF	8767	195	828

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.51	3.0	66,646 SF	977	136	154

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.64		420 U	2669	210	249

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Quality Restaurant (931)	0.14		6,000 SF	486	5	41



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Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
High-Turnover Restaurant (932)	0.41		18,000 SF	2060	176	159

Traffic changes between maximum: CF, ORI-A and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-4,529	+60	-533

## METRO SCHOOL BOARD REPORT

**Projected student generation existing CF district: 3 Elementary 2 Middle 1 High**  
**Projected student generation existing ORI-A district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-MR district: 7 Elementary 5 Middle 3 High**

The proposed SP-MU district would generate nine students beyond the existing CF and ORI-A zoning. Students would attend Eakin Elementary, West End Middle School, and Hillsboro High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted land uses shall be limited to a maximum of 420 multi-family residential units and a maximum of 24,000 square feet of non-residential uses as specified in the SP.
2. Façade treatment of parking structures shall be designed to integrate and complement the architecture of the habitable portions of the building and the surrounding context of the built environment. Openings for natural ventilation must be integrated into a cohesive building façade design.
3. Architectural cladding and façade treatments as described above shall be required on parking structure facades visible from public streets and public open spaces at the time of permitting. This shall include building facades, and portions thereof, that do not front a public street but are visible from them.
4. Façade treatment shall turn the corner along side property lines a minimum of 20 feet.
5. Parking structure façade treatments and cladding shall be designed to block light bleed from the garage and car headlights at night.
6. In lieu of installing the limited bicycle pavement markings recommended in the TIS, the applicant shall coordinate with Metro Planning and Public Works to develop a pavement marking and signage plan for bicycle boulevard segments identified in the WalknBike Nashville plan along these streets:
  - 19<sup>th</sup> Avenue South from Division Street to Grand Avenue
  - Chet Atkins Place/South Street from Broadway to Music Square West
  - Grand Avenue from Music Square West to 21<sup>st</sup> Avenue South



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The applicant shall also coordinate with Metro Planning and Public Works to evaluate the feasibility of installing a bicycle signal at the existing traffic signal at the intersection of 19<sup>th</sup> Avenue South and Broadway. The pavement marking and signage plan and feasibility evaluation for the signal shall be submitted with the Final SP.

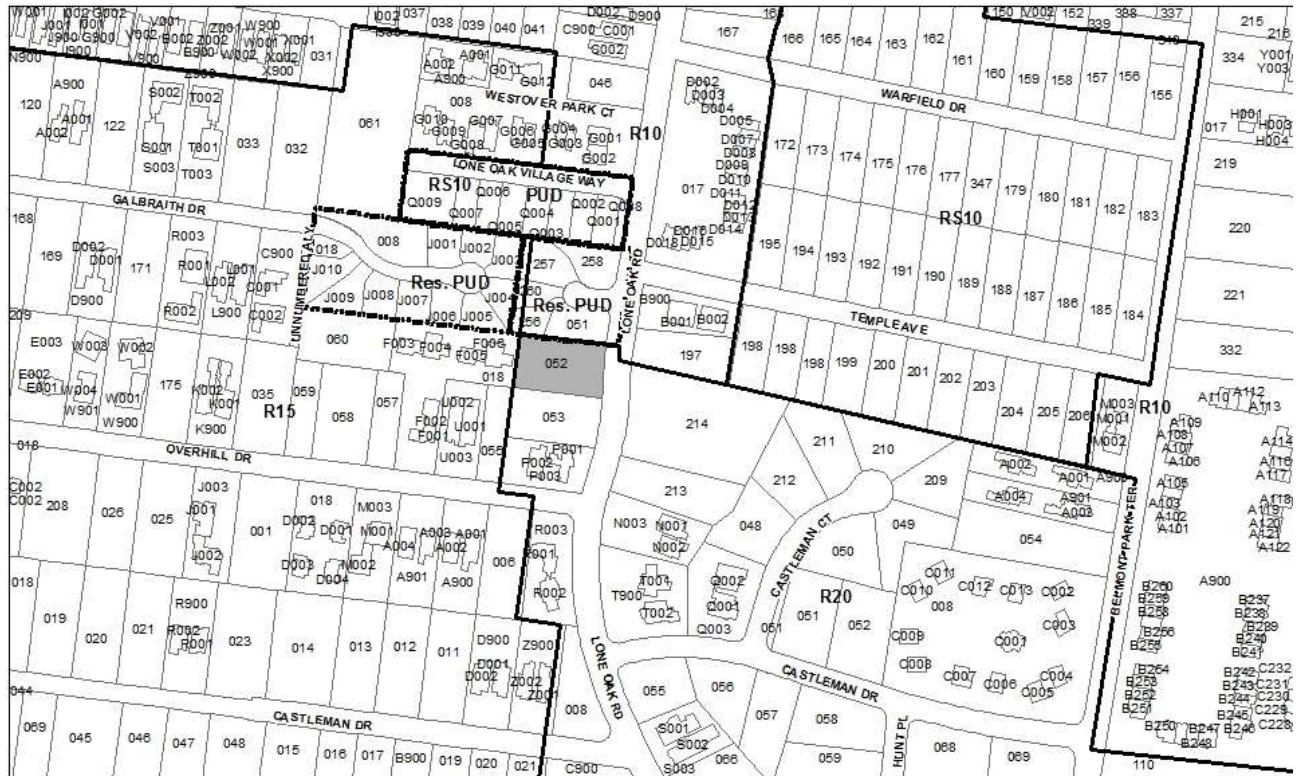
7. With the Final SP, the plan shall be revised to provide a full eight feet of clear sidewalk on the same level, rather than split by the proposed terrace. The full eight-foot sidewalk and four-foot planting strip shall be within dedicated right-of-way consistent with the recommendations and requirements of Metro Public Works.
8. Comply with all conditions of Metro Public Works and Traffic and Parking.
9. 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.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting 10/26/2017



**2017S-241-001**  
**BELMONT PARK PLACE AMENDMENT**  
Map 130-03, Parcel(s) 052  
10, Green Hills - Midtown  
25 (Russ Pulley)





<b>Project No.</b>	<b>Plat Amendment 2017S-241-001</b>
<b>Project Name</b>	<b>Belmont Park Place Amendment</b>
<b>Council District</b>	25 – Pulley
<b>School District</b>	08 – Pierce
<b>Requested by</b>	Duane Cuthbertson, applicant; Nan Allison, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend the 60 foot platted front setback and remove a platted easement.**

Plat Amendment

A request to amend a previously approved plat to remove the platted front setback and remove the platted easement on the north side of the property on property located at 4305 Lone Oak Road, approximately 485 feet north of Overhill Drive, zoned One and Two-Family Residential (R20) (0.55 acres).

**Existing Zoning**

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

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

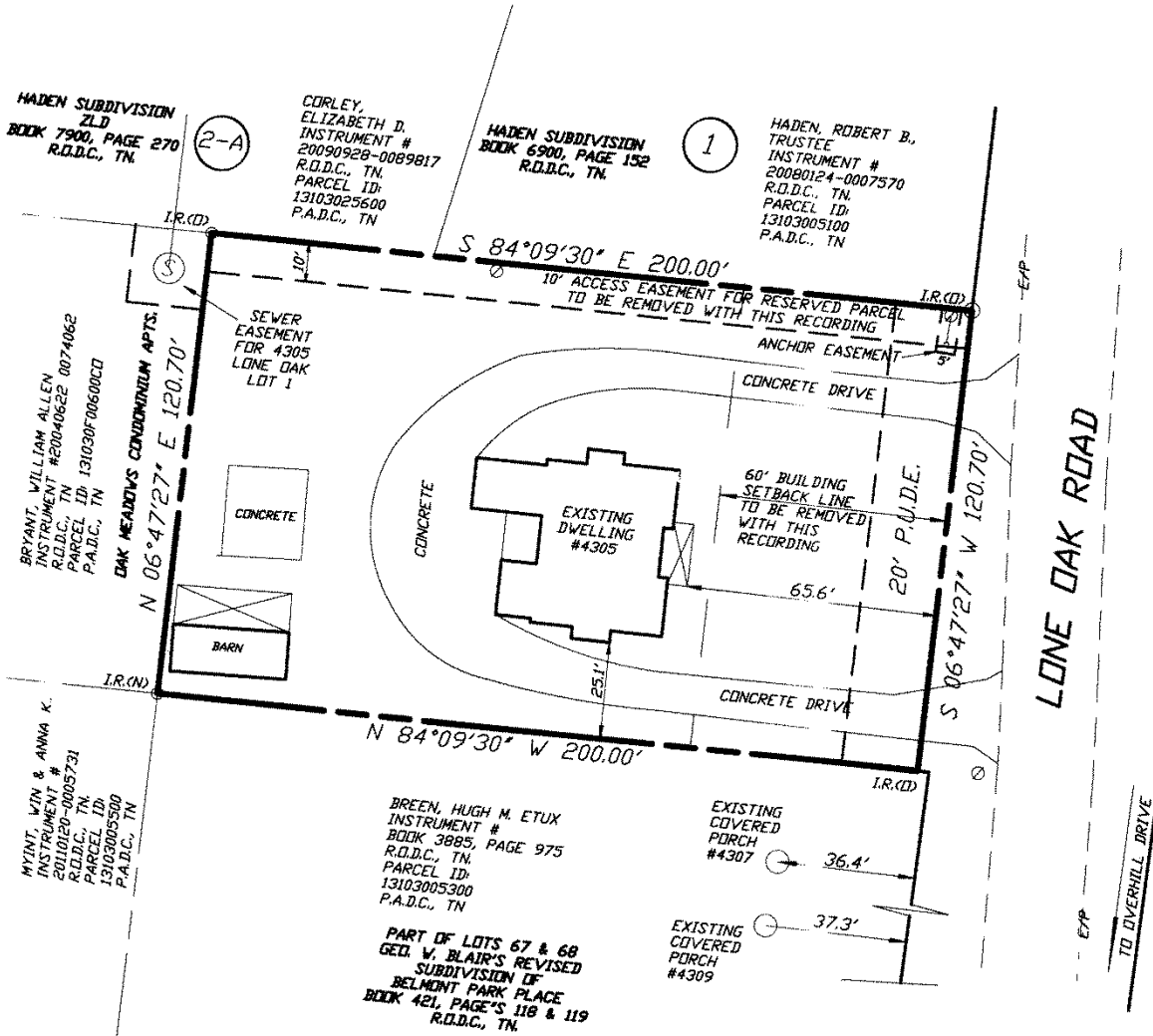
T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing 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.

**PLAN DETAILS**

The request is to amend the platted front setback for 4305 Lone Oak Road Court. The existing home is setback 65 feet from Lone Oak Road. The platted front setback is 60 feet. The subdivision that created this lot was recorded in 1981 and included only this lot. The plat included a platted 10 foot access easement along the northern property line. This access easement was to access a reserve parcel west of this lot; however, the parcel to the west of this lot is no longer a reserve parcel and therefore does not need the access easement on this lot. The parcel to the west was developed with access from Overhill Drive.



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Proposed Amendment



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### **ANALYSIS**

As part of the subdivision amendment process, the applicant is required to obtain letters from adjacent property owners indicating their support of the proposed subdivision amendment. In this instance, the applicant did not obtain letters of any of the adjacent property owners; therefore, the Planning Commission must hear the case.

The lots to the south of this parcel do not have a 60 foot platted setback along Lone Oak Road. The existing buildings to the south are set back approximately 20-37 feet. This is the only lot with a 60 front setback; therefore, removing the platted setback will not impact the character of the neighborhood. Removing the platted front setback would require that all setbacks be determined by the Metro Zoning Code. The required contextual setback would be approximately 29 feet based on preliminary measurements. The contextual setback would be determined by Codes at the time of building permit application.

The access easement is no longer necessary because the parcel has been developed and gains access from Overhill Drive. The parcel is no longer a reserve parcel.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

Approve

### **PUBLIC WORKS RECOMMENDATION**

Approve

### **TRAFFIC AND PARKING RECOMMENDATION**

Approve

### **WATER SERVICES RECOMMENDATION**

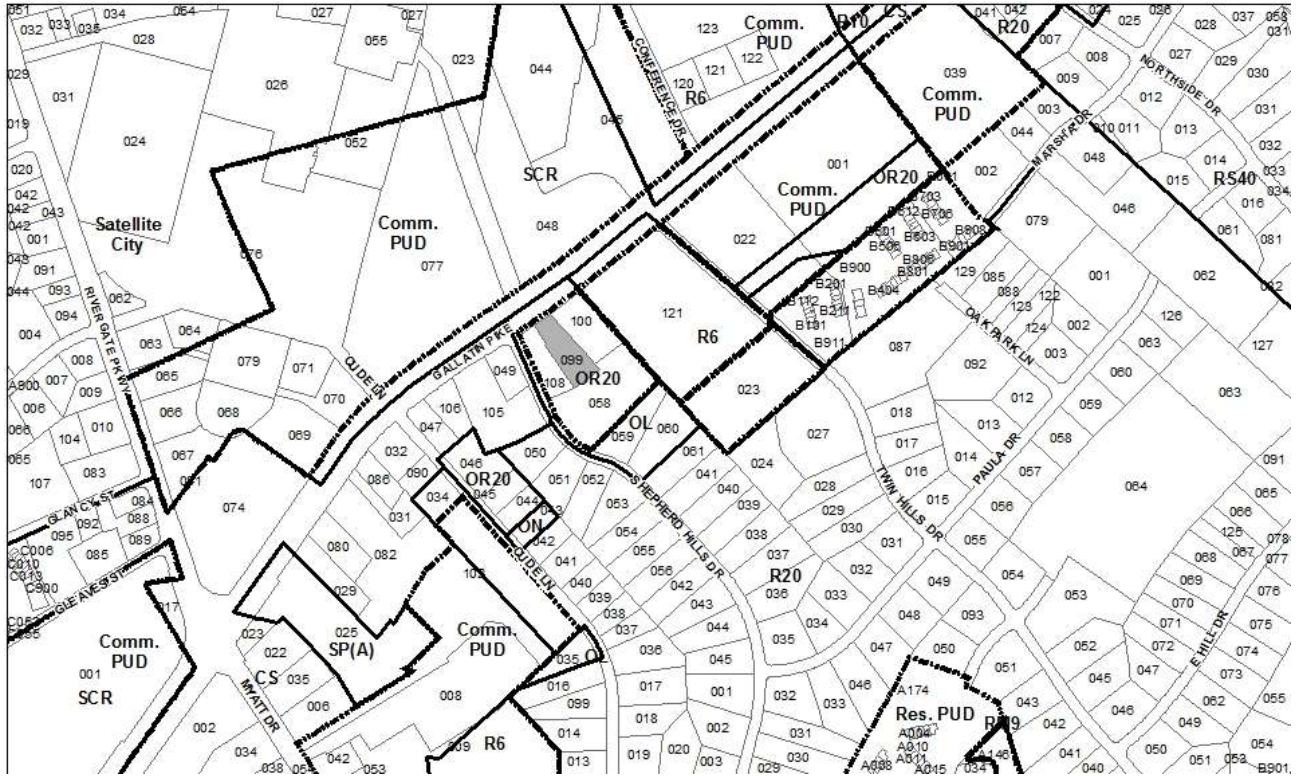
Approve

### **STAFF RECOMMENDATION**

Staff recommends approval as removing the setback would make any new buildings consistent with the setbacks of the adjacent properties. Additionally, the access easement is no longer needed.



# Metro Planning Commission Meeting 10/26/2017



## 109-81P-003

2003 GALLATIN PIKE (REVISION)

Map 034-02, Part of Parcel(s) 099

04, Madison

10 (Doug Pardue)



<b>Project No.</b>	<b>Planned Unit Development 109-81P-003</b>
<b>Project Name</b>	<b>2003 Gallatin Pike (Revision)</b>
<b>Council District</b>	10 - Pardue
<b>School District</b>	3 - Speering
<b>Requested by</b>	OHM Advisors, applicant; Carden Rentals, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions including the approval of the variance request for sidewalks.</i>

**APPLICANT REQUEST**

**Revise the preliminary plan to permit a medical office use and expand the building by 1,000 square feet.**

Revise Preliminary PUD

A request to revise the preliminary plan for a portion of the Rivergate Square Commercial Planned Unit Development Overlay District for property located at 2003 Gallatin Pike, approximately 215 feet east of Shepherd Hills Drive (0.88 acres), zoned Office/Residential (OR20), to permit a medical office building and expand the building size by 1,000 square feet.

**Existing Zoning**

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

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**

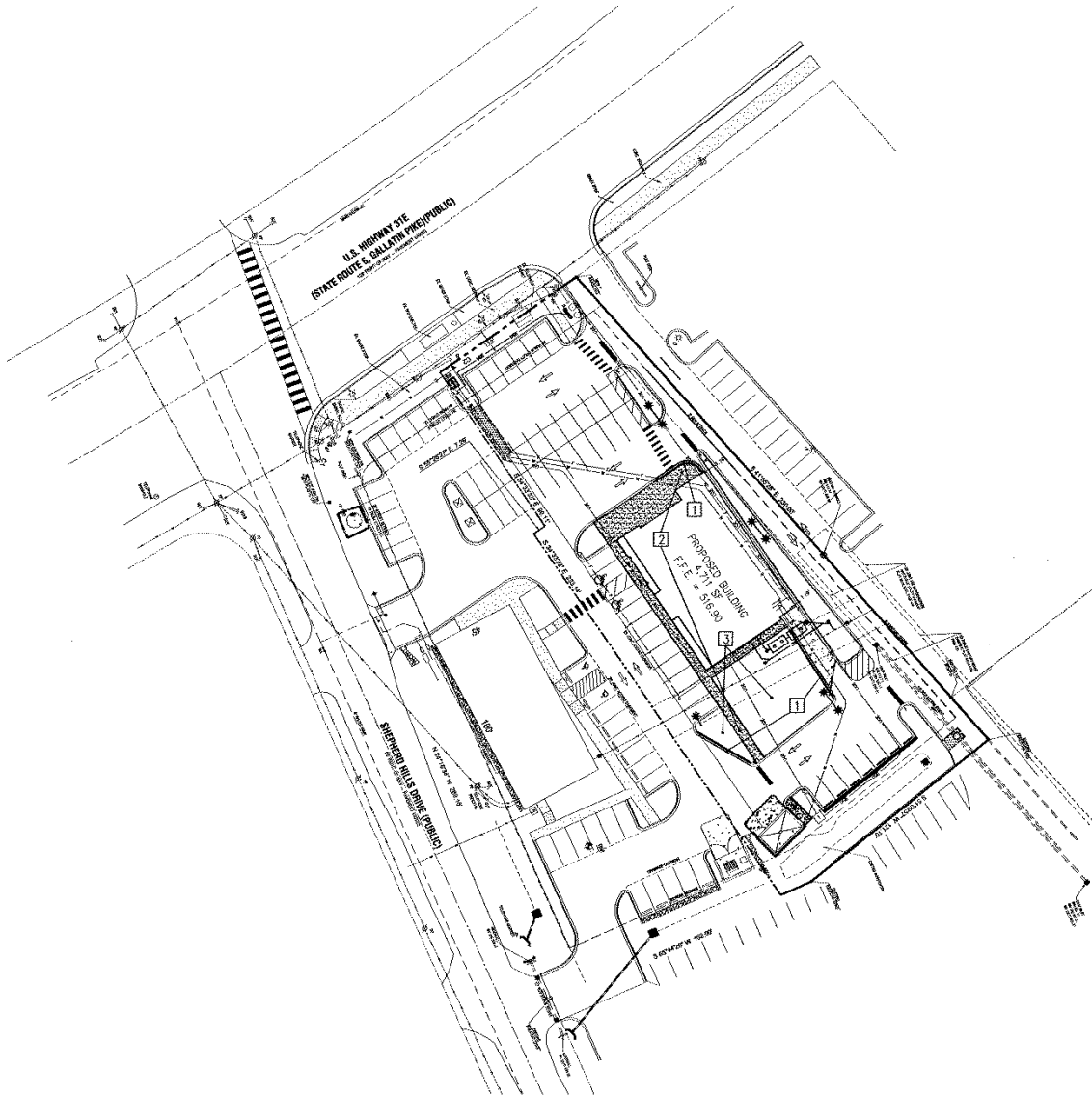
The site is located at 2003 Gallatin Pike, an intensely developed corridor, southeast of Rivergate Mall. The site is surrounded by other commercial uses to the north, south and west. An undeveloped portion of this PUD, which permits a mixture of commercial uses, abuts the site to the southeast.

Site Plan

A 3,641 square foot restaurant use currently occupies the site. The plan proposes a one-story, 4,711 square foot medical office use. Vehicular access will be limited to an existing access point on Gallatin Pike that turns into a private drive along the north side of the parcel. The plan proposes to remove the existing drive-thru lane. The proposal includes 40 parking spaces, which exceeds the parking requirement by the Metro Zoning Code.



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**Proposed Revision**



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### ANALYSIS

The proposed revision does not alter the basic development concept established by the approved PUD plan. The PUD is revision is to allow for medical office use, where a restaurant use located today. The proposed medical office use is consistent with the PUD and within the maximum allowable floor area permitted on the last approved PUD plan. The building 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.

3. 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.
4. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
  - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
  - b. The boundary of the planned unit development overlay district is not expanded;
  - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
  - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
  - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
  - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
  - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
  - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
  - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically



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- 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.

### **SIDEWALK VARIANCE**

In 2014, a PUD revision and final site plan was approved for 3,641 square feet of restaurant use. At that time, the development included the construction of an eight foot wide sidewalk and a four foot wide grass strip along Gallatin Pike consistent with the Major and Collector Street Plan. The new sidewalk covered the Gallatin Pike frontage from the intersection with Shepherd Hills Drive to the private drive along the eastern side of the site.

Since the approval of the revision and final site plan in 2014, the Major and Collector Street Plan has been updated and requires a 10 foot wide sidewalk and a four foot wide planting strip. Sidewalks consistent with the Major and Collector Street Plan requirements are required along Gallatin Pike North frontage with the proposed revision pursuant to the Zoning Code.

Prior to final site plan, the applicant is 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. The variance request has not yet been filed with the BZA, however the final site plan may be reviewed administratively provided they are consistent with the approved Preliminary, which makes this revision 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 keep the newly built eight foot wide sidewalk along Gallatin Pike North and not install a 10 foot wide sidewalk.





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Planning evaluated the following factors for the variance:

1. Maintaining the newly constructed 8 foot wide sidewalk along Gallatin Pike North will still provide connectivity for pedestrians while providing a safe pedestrian environment.
2. The sidewalk constructed in 2014 was built to the Major and Collector Street Plan standards at the time. The sidewalk remains in good condition.

Given the factors above, staff recommends approval of a variance request along Gallatin Pike North.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **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.
- Remove the not for construction note and seal plans by EOR.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- The following comments apply to public sewer issues only. Madison Suburban Utility District serves this site with water:
- MWS recommends approval as a Preliminary PUD revision only.

### **MADISON SUBURBAN UTILITY DISTRICT**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions including the approval of the variance request for sidewalks.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. 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



## **Metro Planning Commission Meeting 10/26/2017**

actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.

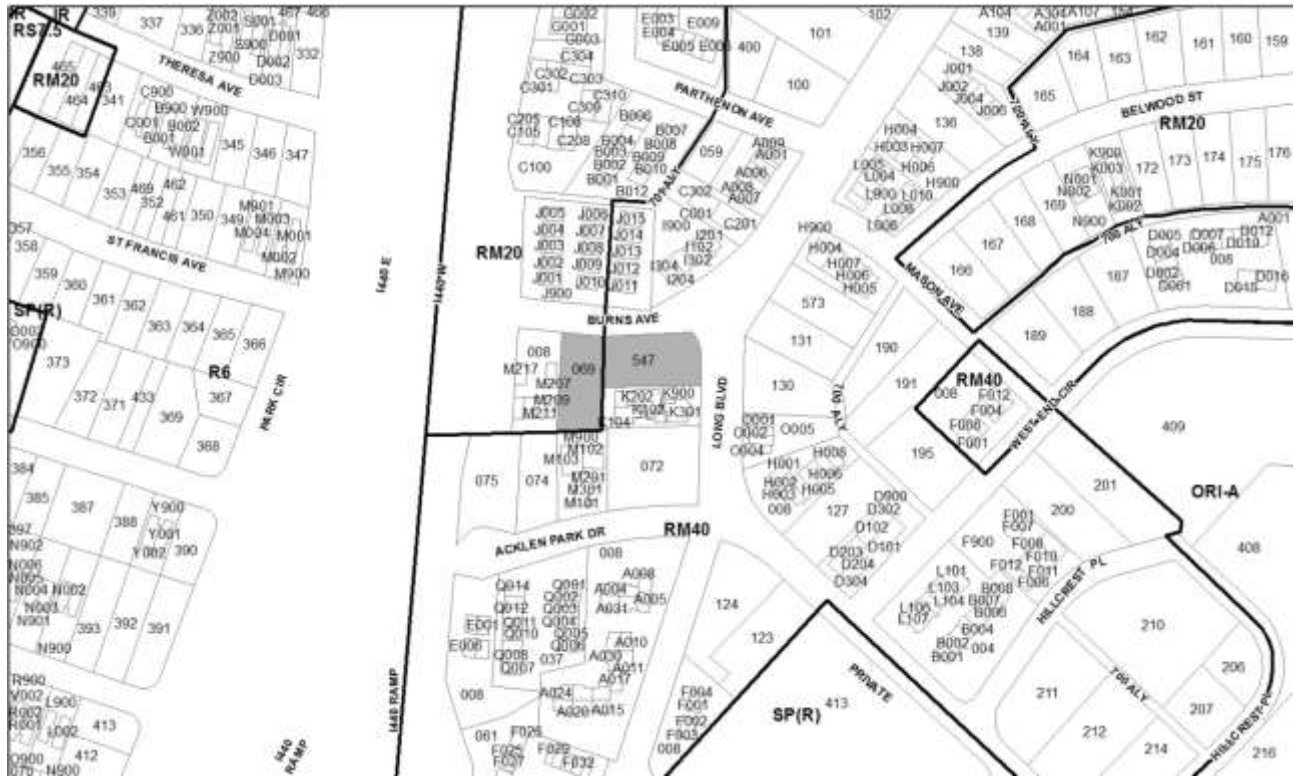
4. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting 10/26/2017



**2005UD-006-030**  
**LONG BOULEVARD TOWNHOMES**  
 Map 104-02, Parcel(s) 069, 547  
 10, Green Hills – Midtown  
 21 (Ed Kindall)



<b>Project No.</b>	<b>UDO Modification 2005UD-006-030</b>
<b>Project Name</b>	<b>Long Boulevard Townhomes</b>
<b>Council District</b>	21 – Kindall
<b>School District</b>	8 – Pierce
<b>Requested by</b>	Smith Gee Studio, applicant; Regent Homes LLC, owner.
<b>Staff Reviewer</b>	Saliki
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Modification to the front yard setback and encroachment standards of the 31<sup>st</sup> Avenue and Long Boulevard Urban Design Overlay.**

UDO Major Modification

A request for modification to the front yard setback and encroachment standards of the 31st Avenue and Long Boulevard Urban Design Overlay (UDO) District, on properties located at 203 Burns Avenue and 3208 Long Boulevard, at the southwest corner of Burns Avenue and Long Boulevard, zoned RM20 and RM40 (0.56 acres), to permit 13 multi-family residential units.

**Existing Zoning**

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre.

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

31<sup>st</sup> Avenue/Long Boulevard UDO: This UDO was adopted in 2004, and it was created to incorporate design standards for new development, while allowing for an increase in density to accommodate a rapidly changing neighborhood. The UDO area has a variety of physical conditions, and is divided into sub-districts with specific design standards for each sub-district.

UDO Sub-districts: The property is located in the area west of 31st Avenue North which is predominantly residential and is intended to remain residential. The proposed project is comprised of two parcels; one parcel has frontage on Long Boulevard and Burns Avenue, while the other only fronts on Burns Avenue. The parcel with frontage on Long Boulevard and Burns Avenue is located within the G-3 General Sub-district. This is the portion of the proposed development that requires a modification to the UDO standards. The G-3 General Sub-district standards for setbacks and encroachments that apply to this particular request are as follows:

- Front Yard Setback – 100 percent of façade built to 20 feet from front property line (“build-to” standard)
- Permitted Encroachments – Balconies, porches, stoops, and other architectural features may encroach to within 10 feet of the front property line.





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### PLAN DETAILS

The project consists of 13 three-story multi-family residential units (townhouses) with ground floor garages. The property has frontage on both Long Boulevard and Burns Avenue. Units 1-4 front Long Boulevard; units 4 and 5 have wrap-around porches and entrances facing Burns Avenue; units 5-11 front a central courtyard space with pedestrian access from Burns Avenue; unit 9 has a porch and entrance facing Burns Avenue; and units 12 and 13 front a smaller courtyard space interior to the site. All vehicular access is taken from Burns Avenue.

### MODIFICATION REQUEST DETAILS

The applicant is requesting to modify the required front setback and the encroachment requirements for two multi-family units (townhouses) on Burns Avenue:

#### 1) Front Yard Setback

UDO requirement: 100 percent of façade built to 20 feet from front property line.

Modification Request: To reduce the front yard setbacks for Units 4 and 5.

- Unit 4 -- 17' 6" at the northeast corner and 16' 1" at the northwest corner
- Unit 5 -- 15' 2" at the northeast corner and 13' 8" at the northwest corner

#### 2) Permitted Encroachments

UDO requirement: Balconies, porches, stoops and other architectural features may encroach to within 10 feet of the front property line.

Modification Request: To permit a porch encroachment for unit 5 to within 8' 6" of the front property line at the northeast corner and to within 8' of the front property line at the northwest corner.

### ANALYSIS

The overall project design meets the intent of the UDO to create a pedestrian-friendly environment with compatible and complementary buildings while minimizing the impact of cars. Following are descriptions of how the modification meets the intent of the Sub-district with regard to streets/streetscapes, surrounding context, and architecture.

#### Streets/Streetscape

Burns Avenue is a dead-end street with a planting strip that is nearly twice the width of the 4' minimum that is required. The wide planting strip creates a distance between the edge of pavement and the building that ranges from 27'-6" up to 30'-8". The wide planting strip with proposed street trees and landscaping in the front yards along Burns Avenue will soften the visual impact of the development and provide a greater level of comfort to pedestrians, despite the minor decrease in front setback.

#### Surrounding Context

The proposed setbacks, when measured from the edge of pavement, are consistent with adjacent recent development for projects fronting Burns Avenue. There is only one remaining under-developed property along Burns, and it will likely redevelop with the required front build-to of 35', which will be consistent with the proposed development's parcel with frontage along Burns Avenue.



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### **Architecture**

In addition to consistency with surrounding context, the proposed project is architecturally consistent with the recently developed properties on the north side of Burns Avenue, which address the street with porches and windows facing the street. The buildings are articulated with windows on the ground floor facing the street and porches which help to frame the street.

### **UDO DESIGN REVIEW COMMITTEE RECOMMENDATION**

- On May 18, 2017, the UDO DRC recommended approval of the modifications to the front setback and encroachment on Burns Avenue as proposed.

### **STAFF RECOMMENDATION**

Staff recommends approval of the modifications as proposed. The proposed modification to the front setback and encroachment standards on Burns Avenue are consistent with the intent of the UDO to create a pedestrian friendly environment and are also consistent with the setbacks on adjacent recent developments.

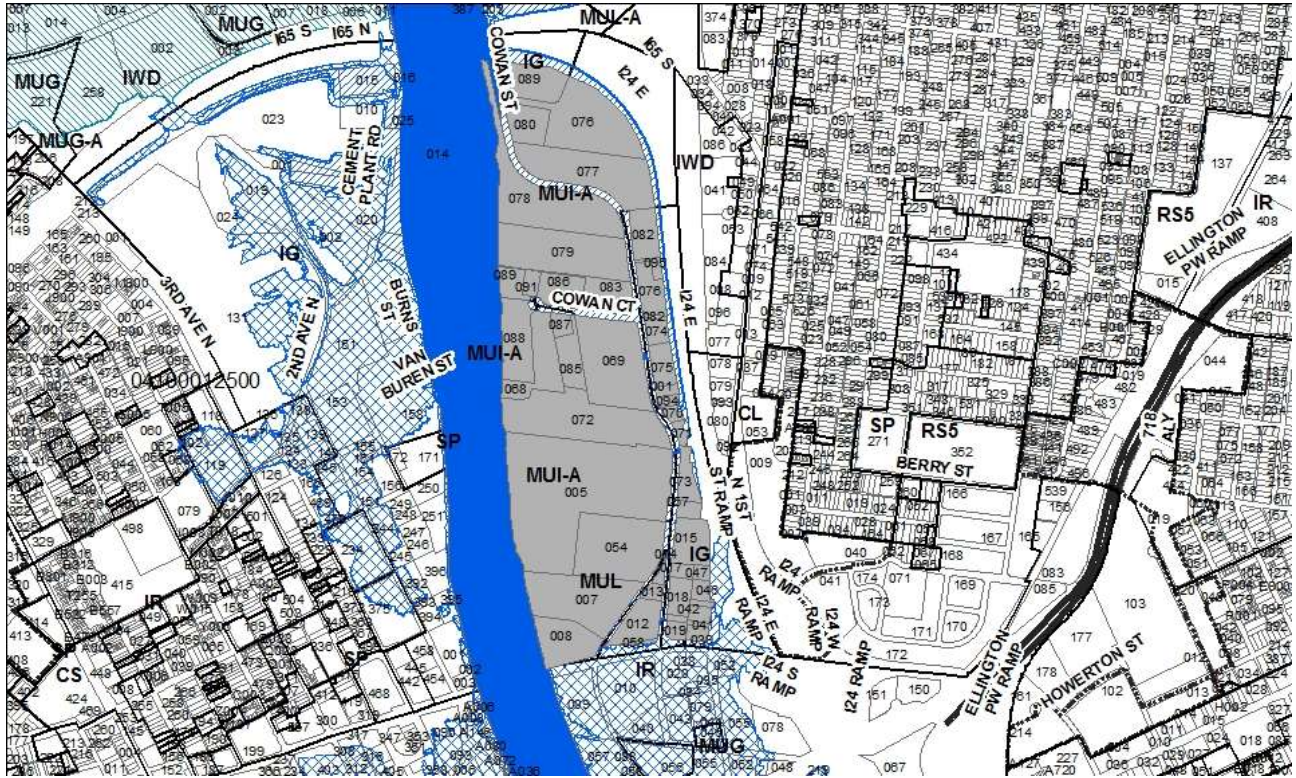




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# Metro Planning Commission Meeting 10/26/2017



**2017UD-005-001**  
RIVER NORTH URBAN DESIGN OVERLAY  
Various Maps, Various Parcel(s)  
05, East Nashville  
05 (Scott Davis)



**Project No.** Urban Design Overlay 2017UD-005-001  
**Project Name** River North UDO  
**Council Bill No.** BL2017-932  
**Council District** 05 – S. Davis  
**School District** 5 – Buggs  
**Requested by** Councilmember Scott Davis, applicant; various owners.

**Staff Reviewer** Collins  
**Staff Recommendation** *Approve with conditions including a 2<sup>nd</sup> substitute ordinance. Disapprove without all conditions and 2<sup>nd</sup> substitute ordinance.*

**APPLICANT REQUEST**

**Establish an Urban Design Overlay District.**

Urban Design Overlay

A request for an Urban Design Overlay on various properties along Cowan Street, Cowan Court, and North 1st Street, bounded by the Cumberland River to the east, I-65 to the north, I-24 to the east, and Jefferson Street to the south; zoned Industrial General (IG), Mixed-Use General-Alternative (MUG-A), Mixed-Use Intensive-Alternative (MUI-A), and Mixed-Use Limited (MUL) (approx.165.21 acres).

**Existing Zoning**

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

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

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

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

**Proposed Overlay Zoning**

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code. Application of this special overlay district shall be limited to areas requiring specialized design standards either to maintain and reinforce an established form or character of development or to achieve a specific design objective for new development.



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### CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Open Space
- Creates Walkable Neighborhoods
- Promotes Compact Building Design

The proposed River North UDO meets several critical planning goals. The UDO area is identified as a Tier Two Center with Jefferson Street/Spring Street and nearby Dickerson Pike identified as immediate need High Capacity Transit Corridors. The proposed UDO's proximity to the transit corridors coupled with its Tier Two Center status supports increased development intensity for the location.

The proposed UDO covers an area characterized as brown and grey-fields that is underutilized and/or vacant land. The UDO encourages development at a greater intensity to fill in this brownfield grey-field gap between the Cumberland River to the west and I-24 to the east. The infill development opportunities of the UDO increase the number of potential housing units, as well as increased retail, commercial, and office development.

The UDO lays out an open space vision within the document and commits to providing publicly accessible open space, including two acres of centrally located park space, as well as a greenway along the riverfront. The design standards of the UDO encourage walkable development through the placement of building entrances along primary streets, opens spaces, and pedestrian paths. It also requires new buildings to be located within a build-to zone close the back of the sidewalk, enhancing the pedestrian character of the built environment with buildings directly oriented to the street.

### EAST NASHVILLE COMMUNITY PLAN

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

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

### Consistent with Policy?

Yes. The proposed UDO implements the vision of NashvilleNext for increased development along the northern reaches of the East Bank of the Cumberland River. This area is identified as a Tier Two Center on the Growth and Preservation Map, with both the Jefferson Street/Spring Street corridor and nearby Dickerson Pike identified as immediate need High Capacity Transit Corridors. The



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centers are key locations where private and public investment should be made in order to facilitate future growth and redevelopment within the centers, coupled with transit and capital improvements.

T5 Mixed-Use policy calls for dense development with a mix of uses, including employment centers for Nashville. The proposed UDO creates a form-based zoning overlay that allows for more intense development while also ensuring greater urban design principles such as the redevelopment of vacant infill sites, activating the riverfront, the creation of new open spaces concurrent with redevelopment, and new development oriented to the street with an emphasis on the pedestrian realm. T5 MU policy calls for 20 plus stories of building height, with consideration also given to the immediate surrounding context. In this instance the location is bounded by a major interstate system to the north and east, T6 Downtown policy to the south, and the Cumberland River to the west. Given this context, building heights of 15 to 25 stories in the UDO with additional bonus height available beyond this height, are appropriate. In addition, the proposed UDO standards include provisions for increased light and air along the riverfront, as well as the inclusion of publicly accessible open spaces.

### **PURPOSE OF THE UDO**

The intent of the River North UDO is to provide a design-based regulatory framework that ensures a compact, dense, and mixed-use development pattern and a cohesive pedestrian network. This includes an emphasis on pedestrian-oriented design at the street level and provisions for open space as development in the UDO area occurs. The majority of the UDO site is located within the 100 year floodplain. As such, development within the UDO will be required to incorporate flood mitigation strategies as part of any design. All development projects will be required to comply with the Stormwater Management Manual, including any finished floor elevation standards.

In addition, the Nashville Next General Plan, Volume II Elements: Health, Livability, and the Built Environment encourage the use of compact building form as a design principle for minimizing the impact to an environmentally sensitive area such as flood plains. The UDO promotes compact building design, by bringing buildings closer to the street and allowing greater building height. This in turn reduces the likelihood of a sprawling development pattern at lower densities. Moreover the UDO area can be characterized as a grey-field/brown-field site with pre-existing buildings, pads, and general development on the land.

### **PROPOSED UDO**

The UDO contains an illustrative masterplan, regulating plan with subdistricts, general standards to regulate building and site design, and provisions for future open spaces.

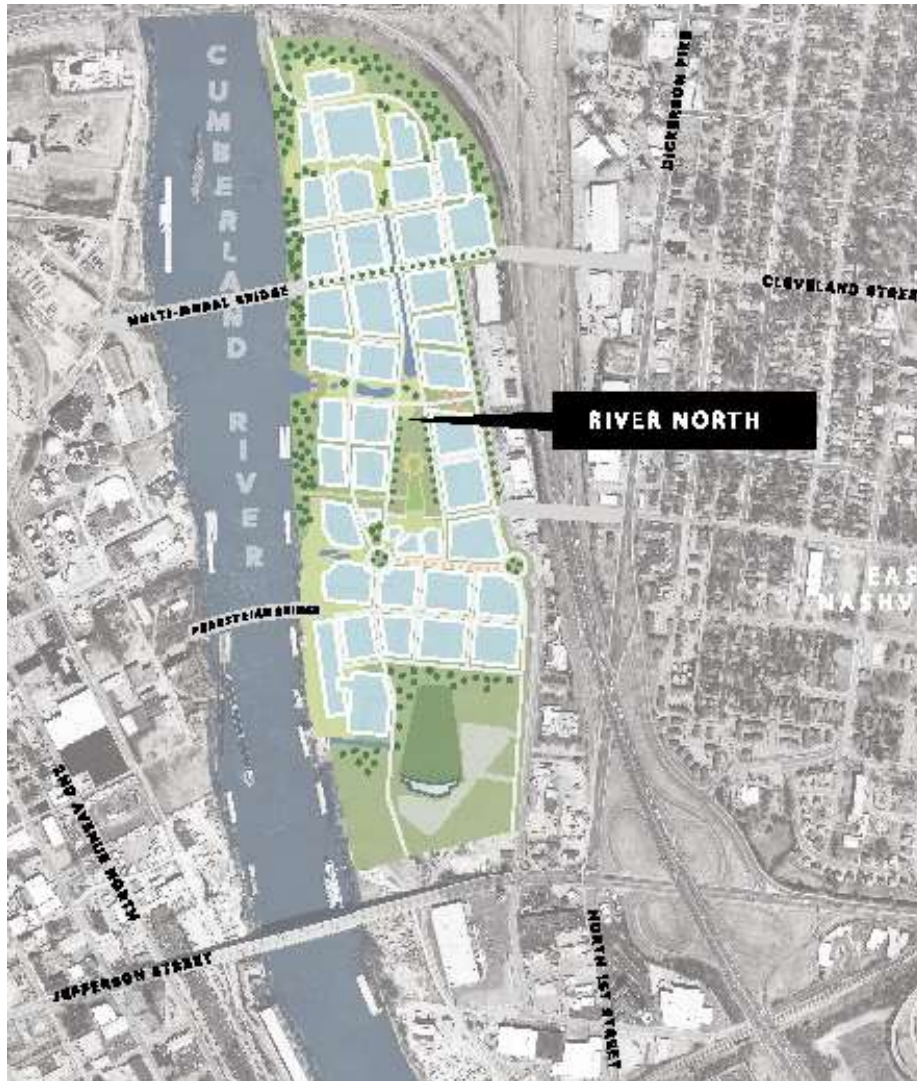




## Metro Planning Commission Meeting 10/26/2017

### Illustrative Masterplan

The UDO contains a plan that illustrates the long-term vision for the UDO area. Development and redevelopment is expected to occur over time, with full build-out likely decades away. Key infrastructure improvements are shown on both the Regulating Plan and the Illustrative Masterplan, including a new street network that aligns to the Major and Collector Street Plan (MCSP), street and pedestrian linkages across the Cumberland River into Germantown and Salemtown, and street linkages eastward into East Nashville and Dickerson Pike. These infrastructure improvements are expected to occur concurrently with large scale developments, with the potential for public-private partnerships.



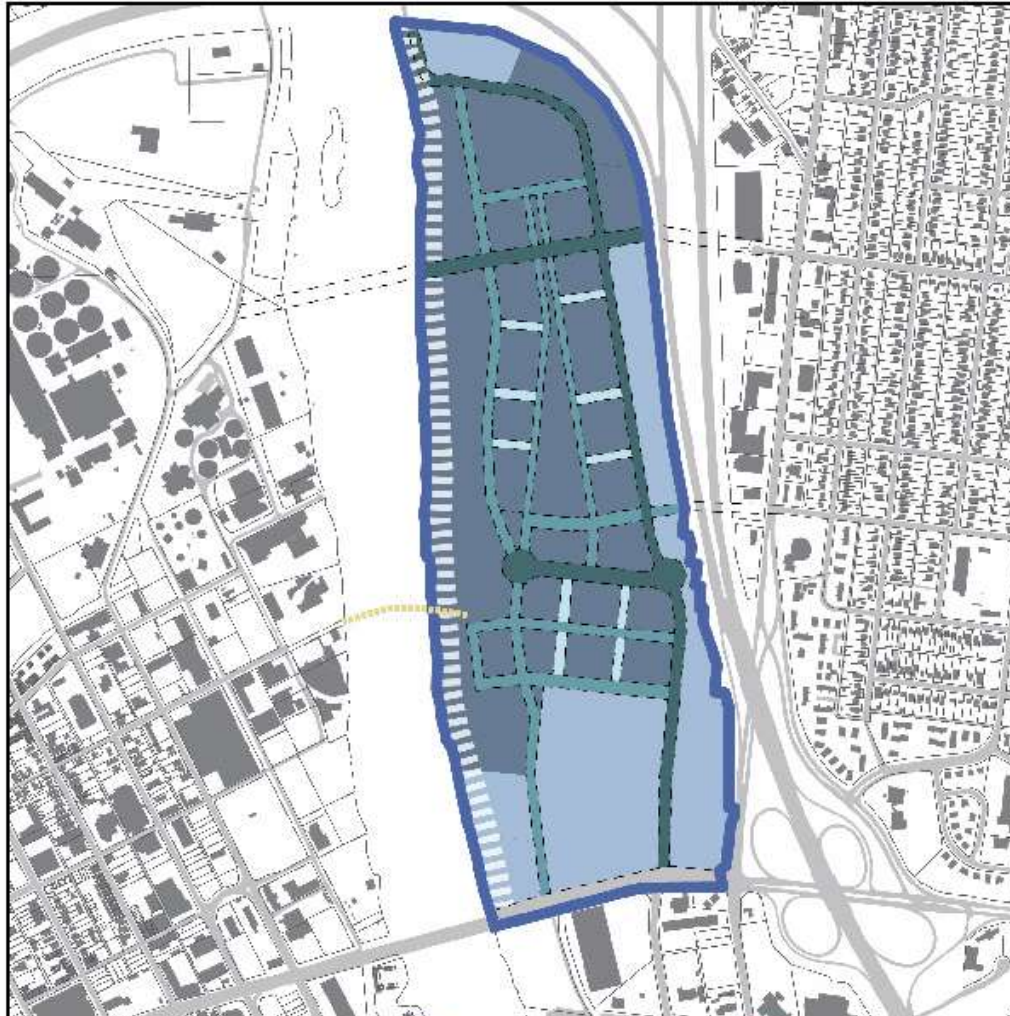
Illustrative Masterplan









## Metro Planning Commission Meeting 10/26/2017

### Regulating Plan

The Regulating Plan is the map for the implementation of the UDO. The Regulating Plan contains two subdistricts, three street types, new street and pedestrian linkages, and a Riverfront Condition designation that governs the development standards for each property within the UDO.



	Subdistrict 1		Primary Streets
	Subdistrict 2		Secondary Streets
	Riverfront Condition		Tertiary Streets

Regulating Plan



## Metro Planning Commission Meeting 10/26/2017

### Subdistrict Standards

The proposed River North UDO consists of two Subdistricts that regulate building height, and a Riverfront Condition designation that has additional massing standards for the upper stories of buildings.

- Subdistrict 1 Building Height: 15 stories – up to 18 stories through bonuses
- Subdistrict 2 Building Height: 25 stories – up to 38 stories through bonuses
- Riverfront Condition: After 10 stories, additional stories are limited to a max. 80% facade width along the river frontage (in order to allow for light and air to reach the riverfront, and to open up views across the site).

### General Standards

The UDO includes design standards for future streets, building orientation, placement, and massing. The UDO's Future Streets Plan aligns to the Major and Collector Street Plan, with changes to the street alignment requiring Planning Department approval with a recommendation from Public Works. For building orientation, the street types are used as an urban design and organizing tool to determine frontage type and active use requirements. The UDO requires active uses along primary streets, secondary streets, open spaces, and greenways. Build-to zones determine building placement, with buildings required to be within 15 feet of the back of sidewalk. Building standards are provided for massing, glazing, and canopies/awnings. For example, building storefronts would require 40 percent glazing on the ground floor of their principal frontages.

The UDO includes design standards for parking, landscaping, and screening. Standards for vehicular drop-offs and drive-through lanes serve to minimize conflicts between pedestrians and vehicles. Landscaping and screening standards are provided for surface parking lots, parking structure facade treatments, as well as screening of service and utility areas to improve aesthetics of the building and site.

In addition, the proposed UDO varies from key regulations of the underlying base zoning districts to encourage more flexible building forms: and

- No Floor Area Ratio (FAR) or Height Control Planes requirements.
- No parking is required.
- Bonus Height Program.

The Bonus Height Program, similar to the Downtown Code, allows for potential height bonuses in exchange for public benefits, such as open space and LEED design.



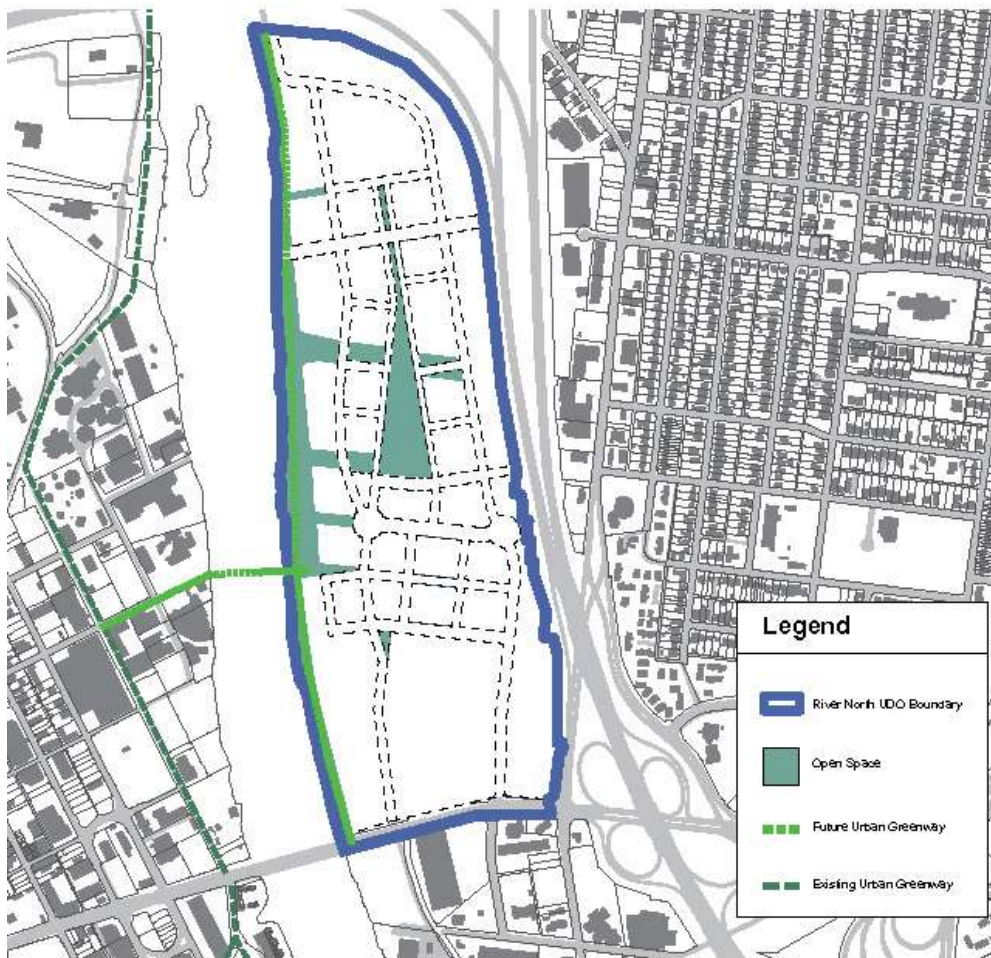


## Metro Planning Commission Meeting 10/26/2017

### Open Space Plan

The Open Space Plan depicts formal greens, squares, and linear parks that create publicly accessible settings for outdoor enjoyment. Open Space development is to occur concurrently with development (particularly large scale developments), and must be consistent with the intent of the Open Space Plan and UDO, including the following:

- “Central Park” - A centrally located park, consisting of a minimum of two contiguous acres shall be located with the UDO boundary. The park space shall allow for public gathering and recreation, with activated uses along its edges.
- Riverfront Greenway - A north-south greenway with a linear park space will be provided along the riverfront of the Cumberland River. Recreation opportunities, outdoor dining, overlooks, wayfinding, and other interactive programming are appropriate components.
- Green Connections - Link the riverfront greenway and linear park space to the internal open space network and “Central Park” of the larger UDO area. Such connections may serve multiple purposes, but shall facilitate the movement of pedestrians through the open spaces of the UDO.



Open Space Plan



## Metro Planning Commission Meeting 10/26/2017

### Compliance

Triggers for compliance are as follows:

- Property is redeveloped or vacant property is developed: full compliance.
- The building square footage is expanded: the expansion shall be in compliance.
- A new structure built on a lot with multiple structures: the new structure shall be in compliance.

-Signage is per the base Zoning District standards with review via the Codes Department.

-Redevelopment of existing riverfront buildings may warrant additional consideration for modifications so long as the intent and purpose of the UDO is being satisfied.

-Permits for routine maintenance (ex: to replace a roof or HVAC system) would not trigger compliance with the UDO.

### Overlapping Zoning Districts

If a property is zoned Specific Plan (SP) or Planned Unit Development (PUD) Overlay, then all standards contained with the SP or PUD shall apply, and the River North UDO standards would apply for any standard not addressed in the SP or PUD zoning.

### Modifications

Any standard within the UDO may be modified, insofar as the intent of the standard is being met, the modification does not diminish the urban design quality for the neighborhood as a whole, and the modification does not impede or burden existing or future development of adjacent properties.

- Minor modifications – deviations of 20 percent or less for numerical standards, or minor deviations in non-numerical standards – may be approved by Planning staff or the Planning Commission (or an MDHA Design Review Committee should one be in place).
- Major modifications – deviations of greater than 20 percent for numerical standards or major deviations in non-numerical standards – may be approved by the Planning Commission (or an MDHA Design Review Committee should one be in place).

The modification process is consistent with the standards in other adopted Urban Design Overlays, and the Planning Commission memo (approved April 21, 2017) updating the review process for UDOs.

### **ANALYSIS**

The River North UDO consists of mostly vacant and underutilized parcels within Nashville's urban core along the northern reaches of the Cumberland River's east bank. The UDO creates a framework for redevelopment that envisions an urban character consistent with the T5 Mixed Use policy and the Nashville Next Tier Two Center designation. The proposed UDO would accommodate a mix of uses allowed under the base zoning, as well as various modes of transportation such as bus, and automobiles, and future mass-transit along the future High-Capacity Transit Corridors of Jefferson/Spring Street and Dickerson Pike, as well as the adjacent Interstate system. While the majority of the property within the UDO consists of mixed-use zoning districts, approximately 37 acres is zoned IG - Industrial General. It is anticipated that these IG properties will rezone to mixed-use zoning in the future, in order to align with the ongoing redevelopment of the east bank and to the mixed-use vision of the policy and the proposed UDO. Staff recommends a condition be added that IG zoned properties cannot utilize the provisions of the UDO, until they are rezoned to a base zoning district that is consistent with the policy.



## **Metro Planning Commission Meeting 10/26/2017**

The proposed standards also ensure development is required to provide active ground floor uses and promote pedestrian-generating activities along the streets. Provisions for future open space are also provided in the UDO, including a minimum of two acres of centrally located park space and a riverfront greenway.

Infrastructure improvements are expected to occur concurrently with large scale developments in the UDO, with the potential for public-private partnerships. The UDO area may also be eligible for a future expansion of Metropolitan Development Housing Agency's (MDHA's) Skyline Redevelopment District. Such an expansion would encourage redevelopment of the area and utilize TIF to implement infrastructure improvements that would benefit the greater Redevelopment District area.

A high level transportation evaluation was completed as part of the River North UDO submittal. The report provides a review of the roadway extensions, bridges and interstate access connections that are proposed as part of the River North master plan. It provides guidance on the level of the transportation improvements that should be evaluated and/or implemented in order to support the development densities being requested within the UDO. It also provides preliminary trip generation thresholds that can be used to guide the implementation of low-level, mid-level, and high-level transportation improvements.

The TIS includes provisions for future bridges across the Cumberland River, a new connection to Cleveland Street to the east, and reworked interstate interchanges. Full build-out of the UDO is likely decades away, and the scope and scale of development will be project dependent. Therefore a more detailed analysis will be required for each phase and/or each development project at such time it is proposed.

It should be recognized that more detailed analyses will be required at various development and project level phases. This can be accomplished by requiring project level traffic impact studies completed by the developer and through the inclusion of the proposed road network into the MCSP and RTP planning processes.

The transportation evaluation report should be adopted as part of the approved UDO document as it describes the characteristics of Phase 1 (southern 40 acres of the development site) and relevant improvements associated with this phase. It also provides the preliminary backbone for a more detailed plan to address the long-range transportation improvements necessary to support the development.

Staff has worked with the applicant on the requirements of the proposed Urban Design Overlay document since its initial submission. A substitute ordinance was filed on October 3, 2017 that incorporated the initial Metro departmental comments, and that rectified the correct parcels to be included in the proposed UDO. Since then, revisions have been made to the UDO that adds in Open Space provisions and standards for a "Central Park", Riverfront Greenway, and Green Connections. Therefore a 2<sup>nd</sup> substitute ordinance that is fully consistent with the River North UDO submission dated October 17, 2017 will be required.

### **WATER SERVICES**

N/A



## **Metro Planning Commission Meeting 10/26/2017**

### **STORMWATER**

#### **Approve with conditions**

- All final approvals must meet the Stormwater Management Manual (to be reviewed during final UDO).

### **FIRE MARSHAL**

N/A

### **PUBLIC WORKS**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Add note to the UDO booklet in roads/ sidewalk sections, Final construction plans shall comply with MPW standards and specifications.
- Add note to the UDO booklet that the UDO plans shall comply with the Metro Tree Ordinance Standards.

### **TRAFFIC AND PARKING**

#### **Approve with conditions**

- The transportation evaluation report shall be adopted as part of the approved UDO document as it describes the characteristics of Phase 1 (southern 40 acres of the development site) and relevant improvements associated with this phase. It also provides the preliminary backbone for a more detailed plan to address the long-range transportation improvements necessary to support the development.
- Prior to the submittal of the first Final UDO Site Plan, a more detailed & comprehensive road network and development phasing plan (internal to the site) should be developed and approved so that the logical construction and connection of the proposed network can be accomplished.
- As development progresses, emphasis should be placed on non-auto centric approaches towards addressing the transportation needs including TDM strategies, ride-sharing, and public transportation. Both Metro and TDOT are partnering to promote other modes of transportation by reaching out to major employers and connecting employers and commuters to information about transportation options such as the transit and bikeshare systems, flexscheduling and telecommuting, bike parking, and MTA/RTA park-and-ride locations. This plan would provide more opportunities for public-private partnerships by the proposed development. Upon the success of sponsoring other modes of commute, higher density for the proposed development plan could potentially be achieved with less traffic impacts on the roadway system.



## **Metro Planning Commission Meeting 10/26/2017**

### **STAFF RECOMMENDATION**

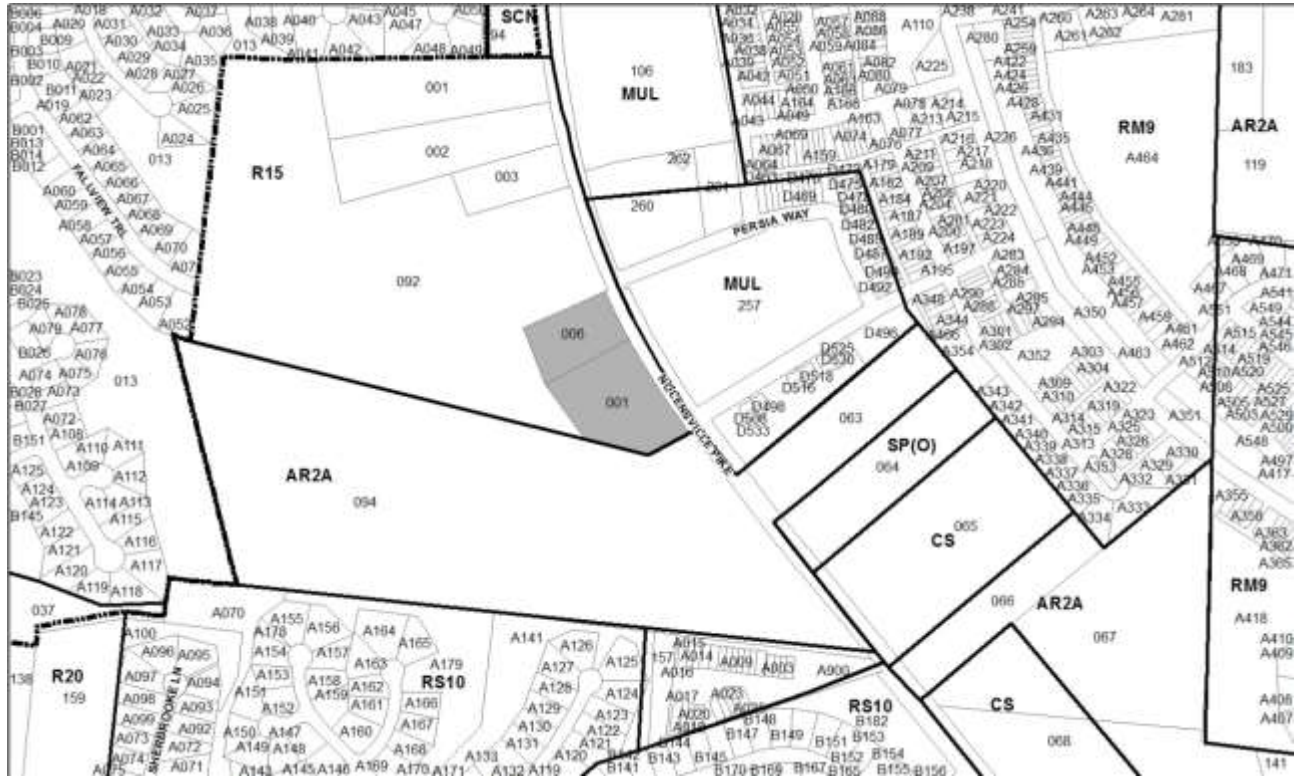
Staff recommends approval with conditions including a 2nd substitute ordinance. Disapprove without all conditions and 2nd substitute ordinance. The proposed River North Urban Design Overlay is consistent with the policies of the general and community plan, and implements their vision for an intense mixed-use urban neighborhood that incorporates open spaces.

### **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.
2. Comply with all conditions of Public Works and Traffic and Parking.
3. Prior to any final site plan approval, street cross-sections shall be determined and approved by Metro Planning and Public Works in accordance with the Major and Collector Street Plan.
4. All IG - Industrial General zoned properties at the time of the effective date of the Council Bill shall be allowed to develop under the IG zoning district standards and cannot utilize the standards of the River North UDO, until such time they are rezoned to a zoning district that is consistent with the land use policy.
5. All requirements of reviewing agencies shall be completed, bonded, or satisfied prior to the issuance of any permits.



# Metro Planning Commission Meeting 10/26/2017



## 2017Z-098PR-001

Map 172-12, Parcel(s) 006

Map 172-16, Parcel(s) 001

12, Southeast

04 (Robert Swope)



<b>Project No.</b>	<b>Zone Change 2017Z-098PR-001</b>
<b>Council District</b>	04 – Swope
<b>School District</b>	2 – Brannon
<b>Requested by</b>	David Schenkel, applicant and owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from R15 to MUL-A**

Zone Change

A request to rezone from One and Two-Family Residential (R15) to Mixed Use Limited-Alternative (MUL-A) zoning on properties located at 6121 and 6135 Nolensville Pike, southwest of the terminus of Persia Way (2.79 acres).

**Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 8 lots with 2 duplex lots for a total of 10 units.*

**Proposed Zoning**

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

**SOUTHEAST NASHVILLE COMMUNITY PLAN**

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

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

Consistent with Policy?

Yes. The rezoning accommodates a mixture of uses, including residential and commercial, consistent with the T4 CC policy. The site is located on the southwestern edge of T4 CC policy, adjacent to Civic and Neighborhood Evolving policies (south and west) and across the street from other properties in T4 CC policy. NashvilleNext also identifies this area a Tier 2 Center located on a



## Metro Planning Commission Meeting 10/26/2017

high capacity transit corridor, identifying this area as appropriate for additional future growth. The Conservation policy present on the site indicates the presence of potential steep slopes and a stream buffer. Conservation policy provides guidance for development of sites with environmental features when the site is surrounded by or adjacent to Tiered Centers and Priority Corridors, stating whenever possible, a balance should be struck between protecting sensitive environmental features and development. The policy goes on to state that the balance in this Transect tips more toward the function and development pattern of the surrounding or adjacent Tiered Center than toward the preservation or remediation of the sensitive environmental features.

The proposed rezoning brings the property closer to the goals of the policy by encouraging mixed use development with higher density residential development located along the Nolensville Pike corridor.

### ANALYSIS

This requested rezoning to MUL-A is consistent with the surrounding land uses and land policies of the area. The parcels are located on approximately 2.79 acres on the west side of Nolensville Pike, southwest of the terminus of Persia Way. The site currently contains two residential structures. Nolensville Pike is designated in the Major and Collector Street Plan as a mixed use arterial boulevard, and surrounding land uses along the corridor include a mixture of institutional, commercial, single-family and multi-family development. The proposed rezoning allows for redevelopment of parcels that have existing infrastructure in a way that enhances the street frontages and meets the goals of the policy. The bulk and building placement standards associated with MUL-A zoning ensure mixed-use development that addresses the pedestrian realm and limits the amount of parking between the building and the street. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

### FIRE MARSHAL 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: **R15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	2.79	2.9 D	10 U	96	8	11

\*Based on two-family lots





## Metro Planning Commission Meeting 10/26/2017

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.39	1.0	60 U	488	34	51

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.7	1.0	30,492 SF	535	73	113

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.7	1.0	30,492 SF	1343	32	95

Traffic changes between maximum: **R15 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,270	+131	+248

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R15 district: 1 Elementary 1 Middle 1 High**  
**Projected student generation proposed MUL-A district: 4 Elementary 3 Middle 2 High**

The proposed MUL-A zoning district will generate 6 additional students beyond what would be generated under the existing R15 zoning, assuming 40% of the floor area is utilized for non-residential uses. Students would attend Shayne Elementary School, Oliver Middle School, and Overton High School. Shayne Elementary and Oliver Middle School have been identified as having additional capacity. There is no capacity for high school students with the Overton High School cluster; however, there is capacity within an adjacent cluster for high school students. This information is based upon data from the school board last updated November 2016.

### STAFF RECOMMENDATION

Staff recommends approval with conditions as the request is consistent with the T4 Mixed Use Center 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.



# Metro Planning Commission Meeting 10/26/2017



## 2017Z-106PR-001

Map 071-108, Parcel(s) 256-258

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2017Z-106PR-001</b>
<b>Council District</b>	05 – Davis
<b>School District</b>	3 – Speering
<b>Requested by</b>	Councilmember Scott Davis, applicant; Jake Cauley, Thomas Hopper, Sr., and James and Kathy Criswell, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from RS7.5 to RM20-A.**

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential – Alternative (RM20-A) zoning for properties located at 627, 629, and 631 E Trinity Lane, at the corner of E Trinity Lane and Oakwood Avenue (1.07 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 6 units. However, application of the Subdivision Regulations may result in fewer units on this property.*

**Proposed Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 21 units.*

**EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Residential Corridor (T4 RC) is intended to maintain, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

Consistent with Policy?

The proposed zone change is consistent with policy, which is intended to enhance urban residential corridors by providing high levels of connectivity. The surrounding area includes a mixture of land use policies. The site is located on the eastern edge of T4 RC policy, adjacent to T4 Neighborhood Center policy (east) and across the street from additional parcels in T4 RC policy (south). T4 Neighborhood Maintenance policy is located directly north of the site, and District Employment policy is located approximately 250 feet east of the site. NashvilleNext identifies E. Trinity Lane as a high capacity transit corridor in a Tier 2 Center. Rezoning to RM20-A will provide additional



## Metro Planning Commission Meeting 10/26/2017

housing options for the area, and the alternative designation will ensure a design that is consistent with the policy.

### ANALYSIS

The site is located at the northwest corner of E. Trinity Lane and Oakwood Avenue, west of Ellington Parkway. The parcels contain residential structures that front E. Trinity Lane. The existing land use pattern along the block contains a mixture of residential, institutional, and low-intensity commercial west of the site, and higher intensity commercial and industrial uses east of the site near Ellington Parkway. Multi-family residential development at this site will provide an added mixture of housing types in proximity to higher-density development, and the surrounding street network allows for improved pedestrian, bicycle and vehicular connectivity. The RM20-A district includes standards for development including the location of a building and its associated parking, and minimum foundation, glazing, and façade requirements. A standard “C” landscape buffer will be required along the western property line adjacent to the RS10 zoning district, and a standard “B” buffer will be required along the northern property line adjacent to the RS7.5 zoning district. The width of a standard “C” buffer ranges from 20 feet to 30 feet, and the width of a standard “B” buffer ranges from 10 feet to 20 feet. Rezoning to an alternative zoning district will ensure that future development is consistent with the T4 Residential Corridor policy and with the surrounding context.

### FIRE MARSHAL RECOMMENDATION

N/A

### PUBLIC WORKS RECOMMENDATION

N/A

### TRAFFIC AND PARKING RECOMMENDATION

**Approved with conditions**

- Traffic study may be required at the 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)	1.07	5.8 D	6 U	58	5	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.07		21 U	140	11	14

Traffic changes between maximum: **RS7.5 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+15 U	+82	+6	+7



## **Metro Planning Commission Meeting 10/26/2017**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed RM20-A district: 7 Elementary 3 Middle 3 High**

The proposed zoning is expected to generate 13 additional students beyond the existing zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

### **STAFF RECOMMENDATION**

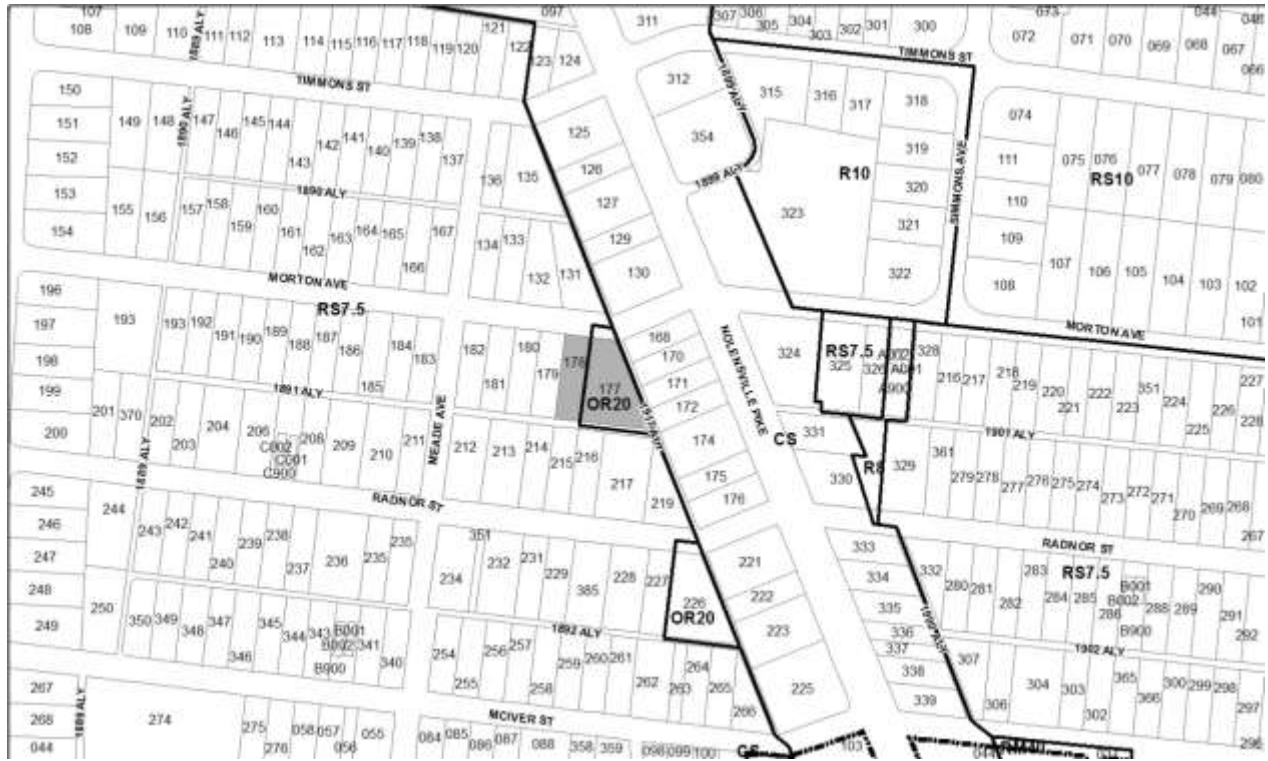
Staff recommends approval with conditions as the request is consistent with the T4 Urban Residential Corridor policy.

### **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.



# Metro Planning Commission Meeting 10/26/2017



**2017Z-107PR-001**  
Map 119-13, Parcel(s) 177-178  
11, South Nashville  
16 (Mike Freeman)



<b>Project No.</b>	<b>Zone Change 2017Z-107PR-001</b>
<b>Council District</b>	16 – Freeman
<b>School District</b>	5 - Pinkston
<b>Requested by</b>	213 Properties, applicant and owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

Zone change from OR20 and RS7.5 to RM20-A.

Zone Change

A request to rezone from Office/Residential (OR20) and Single-Family Residential (RS7.5) to Multi-Family Residential-Alternative (RM20-A) zoning on properties located at 467 and 469 Morton Avenue, approximately 195 feet east of Meade Avenue (0.57 acres).

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at an overall density of 5.8 dwelling units per acre. *RS7.5 would permit 1 lot with a maximum of 1 unit.*

Office-Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 7 multi-family residential units or up to 12,893 square feet of office use.*

**Proposed Zoning**

Multi-Family Residential- Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 11 units.*

**SOUTH NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The proposed RM20-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



## Metro Planning Commission Meeting 10/26/2017

immediate area and supports walkable neighborhoods through the use of appropriate building placement and bulk standards.

### ANALYSIS

The site is located at 467 and 469 Morton Avenue and consists of two parcels. Existing conditions include a single-family residential structure on one parcel with the other parcel being vacant. Nearby land uses include single-family and two-family residential uses to the west and south, commercial and institutional uses to the east and vacant land to the north. The site is approximately 160 feet west of Nolensville Pike which is an arterial per the Major and Collector Street Plan. Nolensville Pike has existing transit service and a transit stop approximately 160 feet from the site. The site accesses existing alleys to the south and east. The requested zoning district requires a raised foundation and alley only access among other design standards.

The proposed rezoning and potential redevelopment will provide additional housing options within the immediate neighborhood while being located near existing transit service. The proposal is also consistent with policy at this site as potential redevelopment will help the neighborhood become more walkable through the use of building placement and bulk standards.

### 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: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.37	0.8	12,893 SF	276	37	37

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)	0.2	5.8 D	1 U	10	1	2





## Metro Planning Commission Meeting 10/26/2017

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.57		11 U	74	6	7

Traffic changes between maximum: **OR20, RS7.5 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-212	-32	-32

### METRO SCHOOL BOARD REPORT

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

Projected student generation existing **OR20** district: 1 Elementary 0 Middle 0 High

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

The proposed RM20-A R6-A zoning district will generate two more students than what is typically generated under the existing RS7.5 and OR20 zoning districts. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

### STAFF RECOMMENDATION

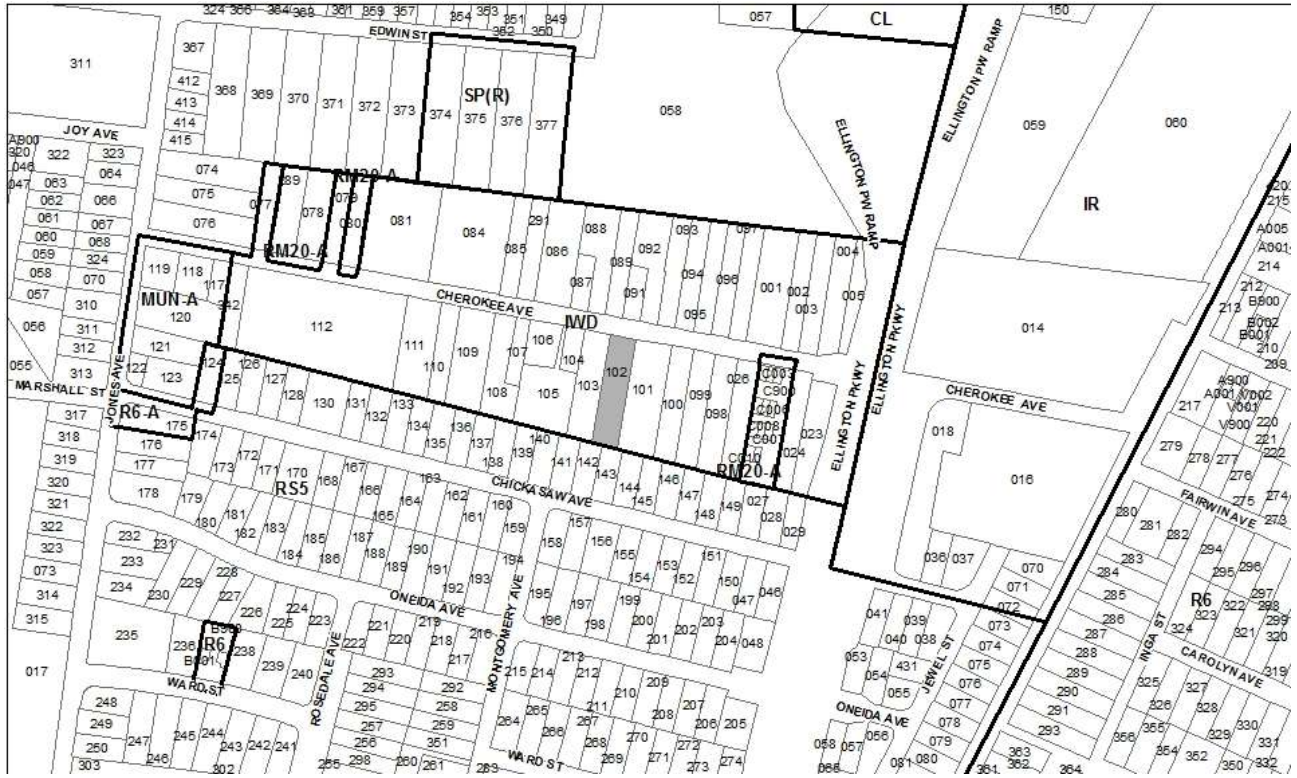
Staff recommends approval with conditions as this proposal is consistent with T4 Neighborhood Evolving policy.

### 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.



# Metro Planning Commission Meeting 10/26/2017



**2017Z-108PR-001**  
Map 071-12, Parcel(s) 102  
05, East Nashville  
05, (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2017Z-108PR-001</b>
<b>Council District</b>	05 – Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Roland and Dianne Cannon, applicants and owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from IWD to RM20-A.**

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Multi-Family Residential-Alternative (RM20-A) zoning for property located at 828 Cherokee Avenue, approximately 1,300 feet east of Jones Avenue (0.55 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 11 units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T4 Urban Mixed Use Neighborhood policy as it allows for additional residential density in an area where moderate to high density development has been identified as appropriate by the T4 MU policy. The redevelopment of the site will provide opportunities for diversity in housing types for the immediate area. This request creates an opportunity for urban development that fills in gaps in areas served by existing infrastructure.

**ANALYSIS**

The property is located on 0.55 acres on the south side of Cherokee Avenue, approximately 1,300 feet southeast of Jones Avenue. Jones Avenue has existing MTA service. An MTA stop is located at the intersection of Jones Avenue and Cherokee Avenue. The nearest on-ramp to Ellington Parkway is approximately three quarters of a mile to the north. The site is located in an existing neighborhood with an established street network and mixture of industrial, multi-family, and single family uses. This site currently contains a single family structure. The standards required by the



## Metro Planning Commission Meeting 10/26/2017

alternative zoning district proposed will foster a more pedestrian friendly environment by implementing build-to zones, limiting vehicular access, and providing more functional entries to buildings. The proposed rezoning is consistent with the goals and objectives of the T4 MU policy and the context of the surrounding neighborhood. Sidewalks, which meet the local street standards, will be required at building permit stage with the redevelopment of these lots.

### FIRE MARSHAL RECOMMENDATION

N/A

### PUBLIC WORKS RECOMMENDATION

N/A

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.55	0.8	19,166 SF	69	34	21

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.55		11 U	74	6	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5	-28	-14

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed RM20-A district: 4 Elementary 2 Middle 1 High**

The proposed RM20-A zoning is expected to generate 7 more students than the existing IWD zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2016.

### STAFF RECOMMENDATION

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



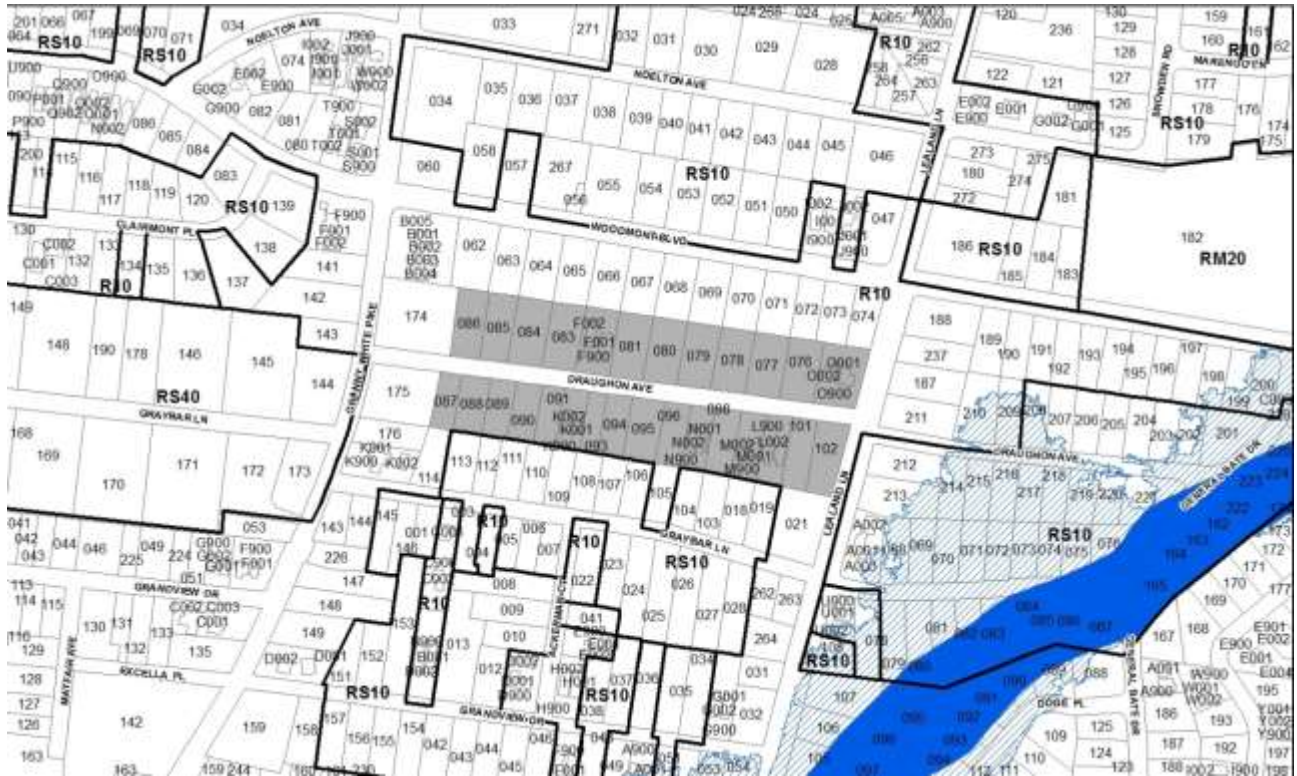
## **Metro Planning Commission Meeting 10/26/2017**

### **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 10/26/2017



**2017Z-109PR-001**  
Various Maps, Various Parcels  
10, Green Hills-Midtown  
25 (Russ Pulley)



<b>Project No.</b>	<b>Zone Change 2017Z-109PR-001</b>
<b>Council Bill</b>	BL2017-935
<b>Council District</b>	25 - Pulley
<b>School District</b>	8 - Pierce
<b>Requested by</b>	Councilmember Russ Pulley, applicant; various property owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Disapprove as submitted. Approve with a substitute ordinance.</i>

**APPLICANT REQUEST**  
**Zone change from R10 to RS10**

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning for various properties along Draughon Avenue, west of Lealand Lane (approximately 10.35 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

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

Consistent with Policy?

Both the existing R10 zoning district and the proposed RS10 zoning district are consistent with the T3 NM policy depending on locational characteristics. The policy does not support one single-residential type, but can support single-family, two-family as well as multi-family, depending on the context. The intent of the policy is to ensure that established residential areas develop in a manner consistent with the overall development pattern. The policy does recognize that some change will occur over time, but any change should not disrupt the overall established development pattern.





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### ANALYSIS

The proposed RS10 zoning district would limit development in the area to be rezoned to only single-family uses. The area currently contains a diversity of housing types, including single-family and two-family homes. The existing two-family units make up approximately 28.5 percent of the area, including recently developed two-family units.

NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, to address the overall affordability of housing, and to respond to demographic changes that are driving changes in housing preferences. In order to ensure adequate opportunities for housing diversity, staff recommends approval of a substitute ordinance to remove parcels from the zone change area. The existing duplexes in the area promote a diversity of housing options today, and retaining the R10 zoning on those parcels allows the two-family units to continue to provide opportunities for housing diversity in the future.

Staff's recommendation is intended to provide a balance between maintaining the existing residential character and the General Plan goals for housing diversity.

### Substitute Ordinance No. 2017-935

Staff recommends disapproval as submitted and approval with a substitute to remove the following parcels from the downzoning.

- Map 118-09, Parcel(s) 101-102
- Map 118-09-0-F, Parcel(s) 001-002, 900
- Map 118-09-0-K, Parcel(s) 001-002, 900
- Map 118-09-0-L, Parcel(s) 001-002, 900
- Map 118-09-0-M, Parcel(s) 001-002, 900
- Map 118-09-0-N, Parcel(s) 001-002, 900
- Map 118-09-0-O, Parcel(s) 001-002, 900



\*Hatched parcels indicate those staff recommends be removed from the zone change.





## **Metro Planning Commission Meeting 10/26/2017**

### **STAFF RECOMMENDATION**

Staff recommends disapproval as submitted and approval of the substitute ordinance.



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**2017Z-110PR-001**  
Various Maps, Various Parcels  
8, North Nashville  
19 (Freddie O'Connell)



<b>Project No.</b>	<b>Zone Change 2017Z-110PR-001</b>
<b>Council Bill No.</b>	BL2017-936
<b>Council District</b>	19- O’Connell
<b>School District</b>	1- Gentry
<b>Requested by</b>	Councilmember O’Connell, applicant; various property owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

Zone change from R6 to R6-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to One and Two-Family Residential-Alternative (R6-A) zoning on various properties located along Buchanan Street, Hume Street, Garfield Street, 3rd Avenue North, 4th Avenue North, 5th Avenue North, 6th Avenue North and 7th Avenue North, southwest of the intersection of I-65 and 3rd Avenue North, partially within the Salemtown Neighborhood Conservation Overlay District (58.97 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre including 25 percent duplex lots.

**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 and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**NORTH NASHVILLE COMMUNITY PLAN**

T4 Neighborhood Center (T4NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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



## Metro Planning Commission Meeting 10/26/2017

take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

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

### Consistent with Policy?

Yes. The proposed R6-A zoning district is consistent with each of the aforementioned policy areas as it will help to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

### **ANALYSIS**

The properties are located west of 3<sup>rd</sup> Avenue North, north of Hume Street, east of Rosa Parks Blvd, and south of Interstate 65 in the Salemtown neighborhood of the North Nashville Community Plan. The properties in this proposal consist of existing single-family, two-family and multi-family residential land uses. There are 10 existing alleys within the area providing most properties with alley access. The proposed zoning district will require alley only access for sites with future development that have access to an existing alley. The R6-A zoning district provides additional design standards that will enhance the character of the neighborhood when redevelopment occurs.

### **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

A traffic table was not prepared as there is not expected to be an increase in traffic.

### **STAFF RECOMMENDATION**

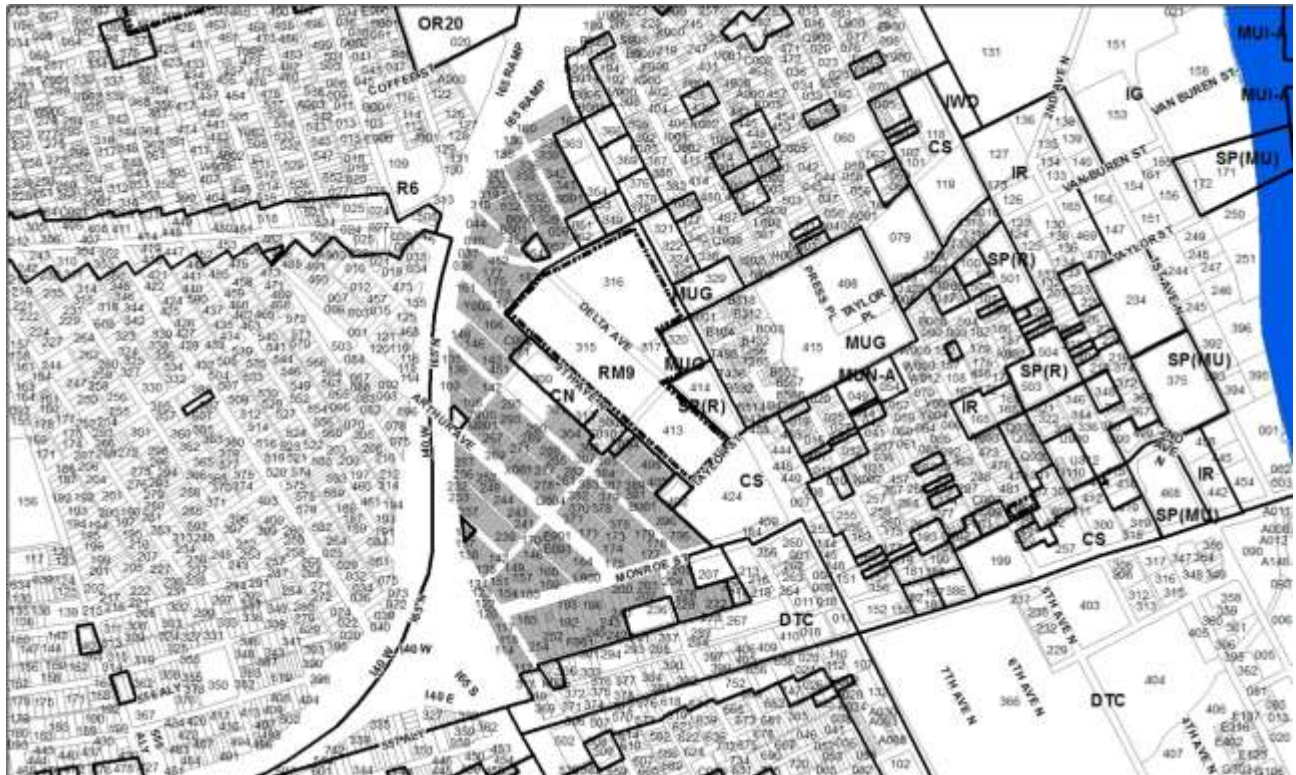
Staff recommends approval. The proposed rezoning is consistent with the T4 Neighborhood Center, T4 Urban Neighborhood Evolving, and T4 Urban Neighborhood Maintenance policy areas as the R6-A zoning district will help to create walkable neighborhoods through the use of appropriate building placement and bulk standards.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting 10/26/2017



**2017Z-111PR-001**  
Various Maps, Various Parcels  
08, South Nashville  
19 (Freddie O'Connell)



<b>Project No.</b>	<b>Zone Change 2017Z-111PR-001</b>
<b>Council Bill No.</b>	BL2017-933
<b>Council District</b>	19 – O’Connell
<b>School District</b>	01 – Gentry
<b>Requested by</b>	Councilmember Freddie O’Connell, applicant; various property owners.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Zone change from R6 to R6-A.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) an Commercial Neighborhood (CN) to One and Two-Family Residential-Alternative (R6-A) zoning for various properties located along Scovel Street, Monroe Street, 9th Avenue North, 10th Avenue North, Mary Street, 11th Avenue North, Garfield Street, Jenkins Street, Nassau Street, and Buchanan Street, at the northwest corner of Scovel Street and 9th Avenue North (45.99 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre-

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.



## Metro Planning Commission Meeting 10/26/2017

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

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

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

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

### Consistent with Policy?

Yes. The proposed R6-A zoning district is supported by the various land use policies that cover the area. The alternative design standards require shallow setbacks and alley access which is consistent with an urban environment. There is an existing network of alleys within the area. The alternative design standards also provide standards for driveways and parking as well as attached and detached garages. These standards will reduce pedestrian and vehicle conflicts and reduce the number of new driveways connecting to an existing street.

### **ANALYSIS**

The proposed zoning is appropriate for the given the location in an urban area and the land use polices that cover the area. As this area continues to evolve and redevelop, the R6-A zoning district will foster a more pedestrian friendly environment by requiring access from existing alleys and limiting new driveways to a maximum width of 12 feet.





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### **FIRE DEPARTMENT RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

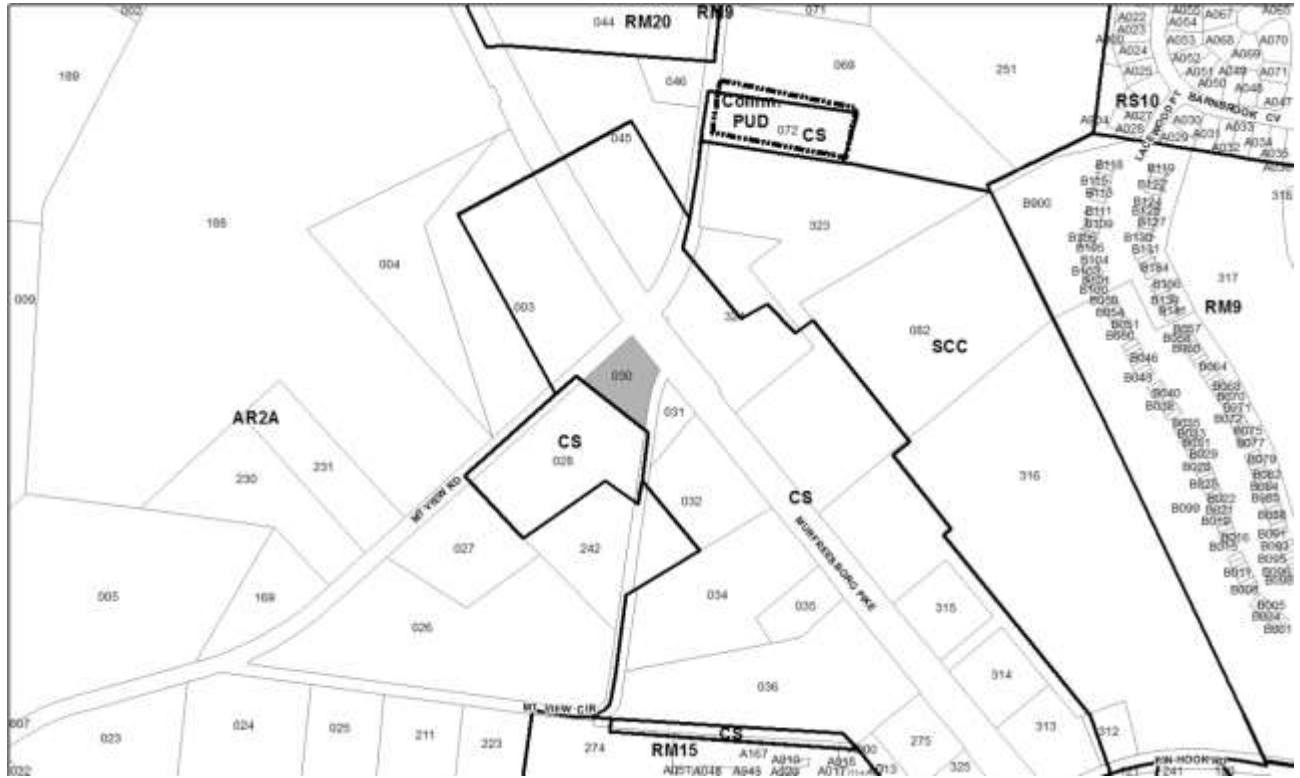
- Traffic study may be required at time of development.

### **STAFF RECOMMENDATION**

Staff recommends approval of the proposed R6-A zoning district as it is consistent with the T4 NE and T4 MU land use policies.



# Metro Planning Commission Meeting 10/26/2017



## **BZA2017-270**

3501 MURFREESBORO PIKE (VARIANCE REQUEST)

Map 164, Parcel(s) 030

13, Antioch-Priest Lake

32 (Jacobia Dowell)



<b>Project No.</b>	<b>BZA Case No. 2017-270</b>
<b>Project Name</b>	<b>3501 Murfreesboro Pike (Variance Request)</b>
<b>Council District</b>	32 – Jacobia Dowell
<b>School District</b>	6 – Tyese Hunter
<b>Requested by</b>	Abraham Whitaker, applicant. Steve Adams, owner.
<b>Staff Reviewer</b>	Wallace
<b>Staff Recommendation</b>	<i>Disapprove the variance request and any associated variance requests concerning waivers to the UDO requirements.</i>

**APPLICANT REQUEST**

**Variance from the requirement that a car wash operate within a structure.**

Variance

A request for a variance from the requirement that a car wash operate within a structure for property located at 3501 Murfreesboro Pike, zoned Commercial Services (CS) and within the Murfreesboro Pike Urban Design Overlay district (1.28 acres).

**Existing Zoning**

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

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

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

**VARIANCE REQUEST**

The applicant is proposing to operate a car wash outside of a structure as required by the Zoning Code, on the property located at 3501 Murfreesboro Pike. The property is surrounded by Mt. View Road on the north, Murfreesboro Pike to the east, and Mt. View Circle to the south.

A car wash is a use permitted with conditions in the CS zoning district. The conditions of approval are as follows:

J. Car Wash.

1. There shall be a physical separation of any automobile display area or any parking area from the public right-of-way. The separation shall be provided by one of the following options:



## Metro Planning Commission Meeting 10/26/2017

- a. A solid wall that is no less than 24 inches in height and no more than 36 inches in height. The wall shall be constructed of concrete, stone, split-faced masonry or similar materials; or
  - b. A fence that is no less than 24 inches in height and no more than 36 inches in height that includes solid masonry pillars with wrought iron or similar materials between pillars.
2. Whether automatic, free, self-service or by hand, the car wash structure (including wash bays) and any outdoor vacuuming machines or areas, shall be located a minimum of fifty feet from any residential zoned district or district permitting residential uses.
  3. All washing facilities shall be located within a structure which is enclosed except those openings necessary for vehicular and pedestrian access. Such openings shall not face any adjacent residentially zoned property.
  4. Car washing facilities shall be separated from adjacent property other than street frontage by a masonry wall of not less than six nor more than eight feet height. If adjacent property is commercially developed and a solid wall already exists on the property line, the zoning administrator may modify or waive this requirement as necessary to achieve the purpose of this section.
  5. For facilities without defined stalls, a stall shall be calculated based on one stall being the equivalent to each twenty linear feet of washing area lane.
  6. If located within 100 feet of a residential zone district or district permitting residential uses, operation of the establishment shall be prohibited prior to eight a.m. or after ten p.m. on any day of the week.
  7. There shall be no outdoor loudspeakers or public address systems.
  8. No vehicles may be stored or parked on the premises for the purpose of offering for sale.
  9. Billboards and/or digital signs are not permitted. On-premises ground signs shall be limited as follows:

Lot Frontage in Feet	Max Number of Signs	Max Sign Area	Max Height
Less than 100	1	64 sq. ft.	20 ft.
100—299	1	100 sq. ft.	20 ft.
>300	2 (with minimum 100' separation)	100 sq. ft.	20 ft.

The applicant submitted an application to the Board of Zoning Appeals requesting a variance from Section 17.16.070.J.3 of the Zoning Code which requires that all washing facilities shall be located within an enclosed structure. No variances have been requested for the remaining conditions. No site plan has been submitted so staff is unable to verify that all other conditions other than number 3 above, are being met.

Section 17.40.340.B of the Zoning Code states that the Board shall not grant variances within Urban Design Overlay districts without first considering a recommendation from the Planning Commission.



## **Metro Planning Commission Meeting 10/26/2017**

### **ANALYSIS**

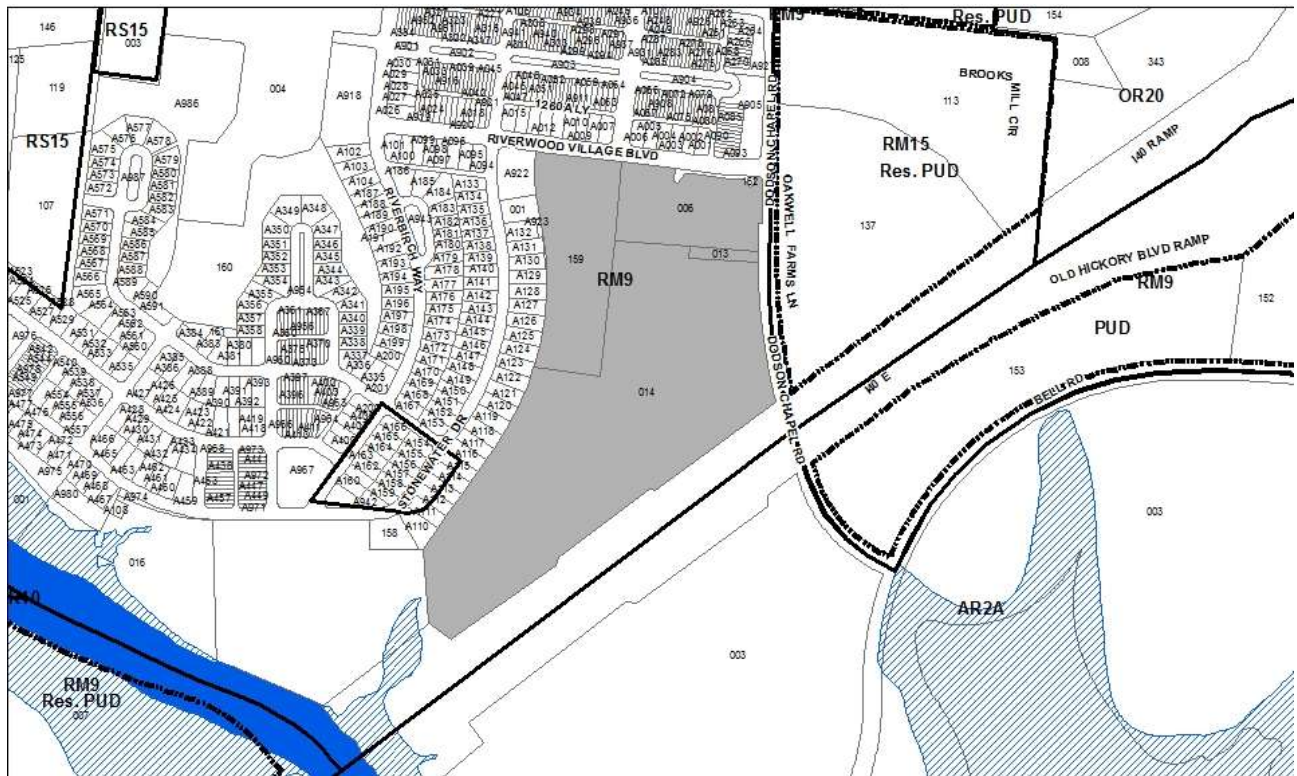
Planning staff has reviewed the proposed request against the intent and goals of the Murfreesboro Pike Urban Design Overlay District (UDO). The UDO outlines broad goals and best practices for quality suburban design. The goals of the UDO emphasize a cohesive suburban environment along Murfreesboro Pike and consistency in development and placemaking through permanent, high-quality site and building design elements. The conditions for a car wash, outlined in the Metro Code of Ordinances, Section 17.16.070 –J, are consistent with the goals of the Murfreesboro Pike UDO. Because the Metro Zoning Code requires that car wash facilities be located within an enclosed structure, a non-temporary structure would be required for this use and the Murfreesboro UDO would in turn take effect. Full compliance with the UDO development standards, including overall bulk of the building, architectural treatment, parking and access, and landscaping, would be required. As proposed, the non-permanent structure does not comply with the UDO development standards and therefore a variance to the condition that washing facilities be located within a structure should not be waived.

### **STAFF RECOMMENDATION**

Staff recommends that the Planning Commission disapprove the variance request and any associated variance requests concerning waivers to the UDO requirements.



# Metro Planning Commission Meeting 10/26/2017



## 2004UD-002-010

### VILLAGES OF RIVERWOOD (MULTI-FAMILY PORTION)

Map 097, Parcel(s) 006, 013, 159 and part of parcel 014

14, Donelson – Hermitage – Old Hickory

14 (Kevin Rhoten)



**Project No.** UDO Revision 2004UD-002-010  
**Project Name** Villages of Riverwood (Multi-Family Portion)  
**Council District** 14- Rhoten  
**School District** 4 - Shepherd  
**Requested by** Ragan-Smith Associates Inc., applicant; Beazer Homes Corp., owner.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the November 9, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions.*

**APPLICANT REQUEST**

**Modify a portion of the Urban Design Overlay district and for final site plan for multi-family residential units**

Revise Preliminary Plan and Final Site Plan

A request for modification and final site plan approval for a portion of the Villages of Riverwood Urban Design Overlay District on properties located at 3816, 3824 and 3846 Dodson Chapel Road and 1615 Stonewater Drive, at the southwest corner of Riverwood Village Boulevard and Dodson Chapel Road, zoned Multi-Family Residential (RM9) (39.07 acres), to permit 352 multi-family residential units.

**Existing Zoning**

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

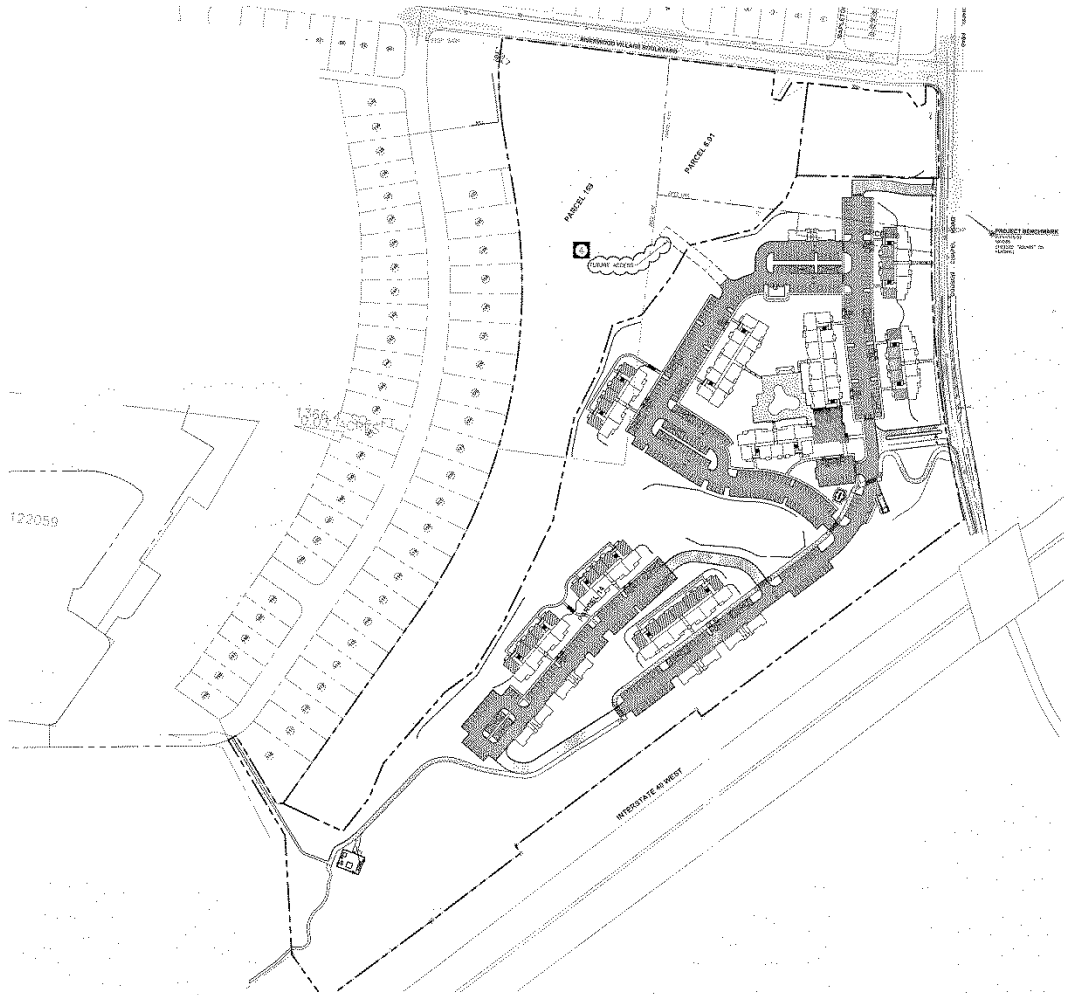
**VILLAGES OF RIVERWOOD UDO**

In 2004, Metro Council approved the preliminary Villages of Riverwood Urban Design Overlay (UDO). The plan included a total of 1,978 dwelling units and 65,000 square feet of mixed-use development, including the possibility of office and retail, and a future assisted-living facility.

The residential portion of the plan is comprised of single-family detached units, townhouse units, and stacked flats. The southernmost portion of the site, adjacent to the Stones River, is planned to include a 776-unit assisted living facility. Final site plan approvals have been granted for other phases of this UDO.



# Metro Planning Commission Meeting 10/26/2017



**Proposed UDO Plan**







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### PLAN DETAILS

In June 2008, the Metro Planning Commission approved a final site plan for 418 multi-family residential units and a clubhouse facility for the Villages of Riverwood Urban Design Overlay. The final site plan reduced the overall number of multi-family residential dwelling units from 500 units to 418 units.

The proposed revision and final site plan for the Villages of Riverwood Urban Design Overlay District is for a portion of the plan approved by the Planning Commission in 2008. This phase directly abuts the interstate and the southern portion of Dodson Chapel Road. The proposed revision and final site plan is for phase one of the multi-family residential units only. Phase one includes 352 units in several clusters of multi-family residential buildings and a clubhouse facility. The remaining 66 multi-family residential are located with the future phase two.

	Approved	Approval in 2008	Requested Final Approval for Phase 1	Remaining multi-family residential units (Phase 2)
Multi-family Residential units	500	418	352	66

Access to Phase one will be provided along Dodson Chapel Road, along the southern portion of the site. An emergency access road will be installed along the northern portion of the site. A greenway trail will be installed along Dodson Chapel Road and throughout the site connecting into another phase of Villages of Riverwood. With this revision and final site plan for Phase one, easements for the greenway trail shall be dedicated prior to the recordation of the final plat for.

These changes are minor and allow the access points within the UDO to remain the same.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### PARKS RECOMMENDATION

#### Approve with conditions

- Install stop signs on the trail for trail users, at all roadway/driveway crossings per MUTCD standards
- Metro Greenway trails must be constructed to meet ADA standards.

### STORMWATER RECOMMENDATION

#### Approve with conditions

Landscape plan:

- Bioretention areas shapes should match the areas in the grading plan (see bioretention #4 and #8).
- Multiple bioretention areas did not include the minimum number of required trees (1 tree per 400sf). Revise accordingly.



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- Landscaping requirements for the bioretention areas should be incorporated into the bioretention media area instead of the forebay area. Revise accordingly.
- Utilize species tables in section 6.8 of the GIP Manual for guidance on classification (tree, shrub, etc.) of native species. For example, Witch Hazel is listed as a tree in the landscape plans but credited as a shrub per the manual.
- Make sure that the design is such that 75% of coverage will be achieved in the bioretention areas within 2 years of construction. Some of the bioretention areas look “sparse” with regard to vegetation (see area #9 and others).
- Provide signed and sealed cover sheet (electronic copy) for the drainage calculations previously provided.
- Easement document will not be required since the site will be platted. Make sure to include the easement in the plat.
- Once the above items have been addressed, submit digital copies (pdf) of the revised plans (signed and sealed) for approval.

### **WATER RECOMMENDATION**

#### **Approve with conditions**

- No further permits or approvals will be issued to this development, until the following have been accomplished
  - submittal and approval of public sewer construction plans for the gravity sewer collection system
  - submittal and approval of public sewer construction plans for the required sewer pump station and related public sewer force main
  - Metro Council approving the Sewer Pump Station Perpetual Maintenance Agreement for said pump station, once these plans are approved
  - Payment of the resulting sewer pump station perpetual maintenance fee, as spelled out on the said Council Agreement. (Since this is an apartment complex, this fee will be due all at once, and not on a pay-per-platted-lot payment plan.)

A Hard Hold will be put in these parcels, once this UDO is approved, preventing any further action until this condition is met. (This includes no issuance of plat approvals, building permits, water connection permits, sewer connection permits, etc.). All of this condition must be met, to move forward with the plat.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Driveway ramp shall be per ST-324. Plans indicate ST-325.

### **TRAFFIC & PARKING**

#### **Returned for corrections**

- Per TIS received on 12/15/16 and plan dated 11/15/16 and received on 10/8/17, Developer shall dimension lane widths on Dodson Chapel Rd along apartment frontage and identify transition pavement markings to existing pavement striping on Dodson Chapel Rd. Identify storage and transitions for RTL and LTL at access to apartments .
- Identify pavement markings type and color for Dodson Chapel Rd and access drive. Include RTL pavement markings. Refurbish pavement markings on Dodson Chapel Rd if necessary.



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Identify emergency access signage at emergency driveway. Identify traffic control at apartment access drive and on access to parking drive aisles.

- Identify cross access easement to parcel 159 lot line.
- In accordance with TIS findings ,Traffic signals at Dodson Chapel Rd and Bell Rd and at Dodson Chapel Rd at Hogget Ford Rd and at Dodson Chapel Rd at Riverwood Village Blvd shall be installed by other developers ( previously conditioned to install signals) prior to the apartment complex opening.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the November 9, 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. The proposed greenway trail shall be a minimum of 12 feet.
2. Prior to the recordation of the final plat for this phase one, the applicant shall provide confirmation that the “Dedicated Conservation Greenway Public Access Trail Easement Area,” associated with Phase 1, has been recorded.
3. A “Dedicated Conservation Greenway Public Access Trail Easement Area” easement shall be a minimum of 12 feet including the greenway trail.
4. Provide access easements for all greenway connection points to public rights-of-way.
5. Prior to the construction of the greenway, construction plans for the greenway shall be reviewed and approved by Metro Parks.
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. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
8. The UDO final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.