

# Metropolitan Planning Commission



## Staff Reports

**February 22, 2018**



## Metro Planning Commission Meeting 2/22/2018

*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 2/22/2018



**2018SP-003-001**  
1600 DB TODD JR. SP  
Map 081-15, Parcel(s) 202  
08, North Nashville  
21 (Ed Kindall)



**Project No.** Specific Plan 2018SP-003-001  
**Project Name** 1600 DB Todd Jr. SP  
**Council District** 21 - Kindall  
**School District** 1 - Gentry  
**Requested by** Sebasiine Eraga, applicant; Hanna Tope, owner.

**Deferrals** This item was deferred at the January 11, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** Disapprove.

**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for property located at 1600 Dr. DB Todd Jr. Boulevard, at the northeast corner of Dr. DB Todd Jr. Boulevard and Cockrill Street (0.29 acres), to permit up to three 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 two lots, based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

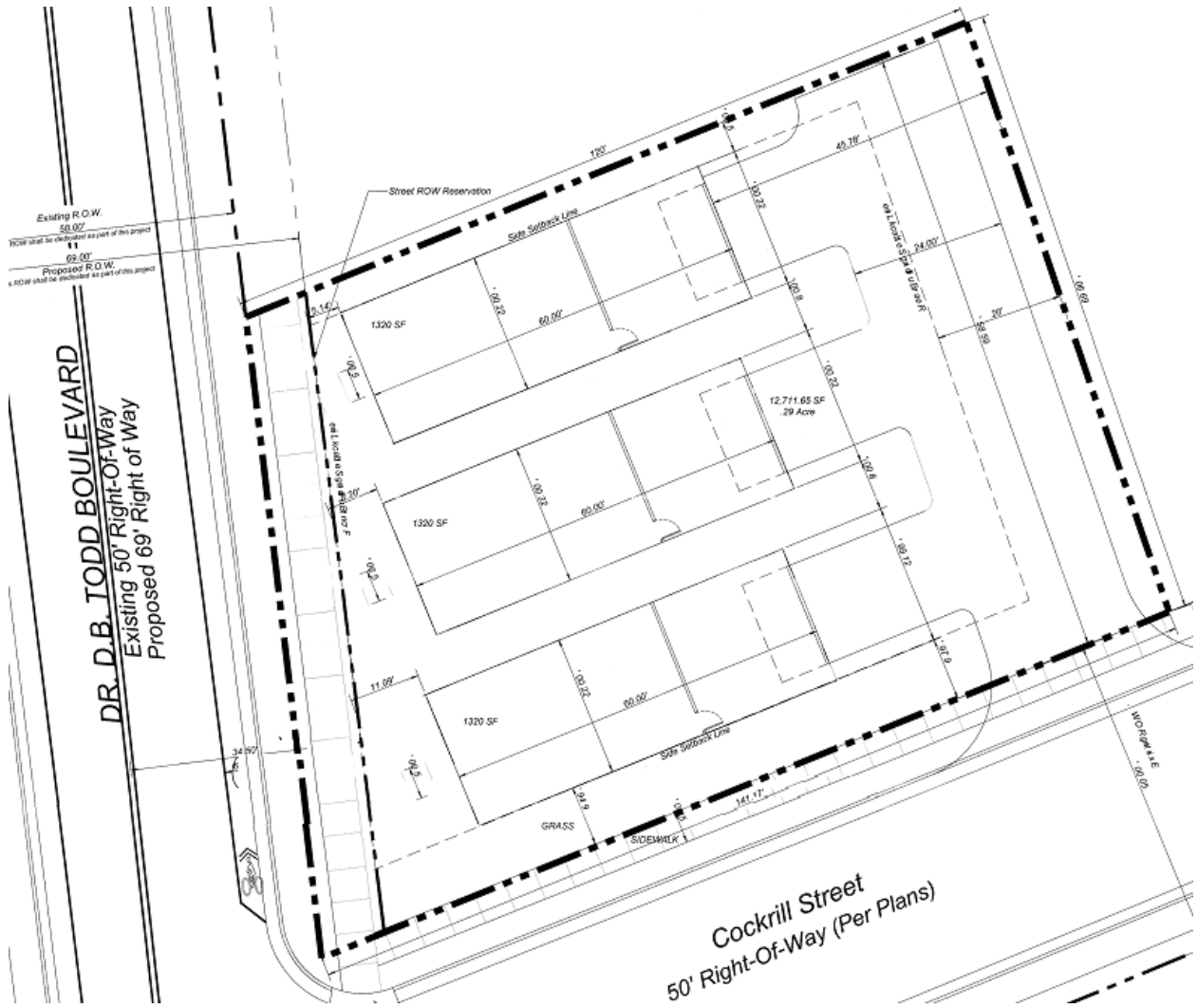
T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character 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?

No. The proposed SP is inconsistent with T4 Urban Neighborhood Maintenance policy, which is intended to maintain the general character of existing urban neighborhoods. The proposed zone change would introduce a multi-family use into the neighborhood where no multi-family uses currently exist. The site is located within the interior of a T4 NM policy with an established character. The current land use pattern within the neighborhood consists of single-family homes with some two-family homes located within the surrounding blocks. The bulk of the proposed



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**Proposed Site Plan**



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structures and shallow front setbacks will create a new character for the block face which is inconsistent with the existing adjacent structures. The proposed bulk and intensity of the plan is inconsistent with the intent of T4 NM policy at this location.

### **PLAN DETAILS**

The site consists of one parcel totaling 0.29 acres at the northeast corner of Dr. DB Todd Jr. Boulevard and Cockrill Street. The site is currently vacant. The existing zoning district allows for single-family residential uses.

#### Site Plan

The plan proposes three detached multi-family residential units with all units fronting Dr. DB Todd Jr. Boulevard. The plan indicates all units will have a maximum height of 2 stories in 35 feet. Each unit will have a pedestrian connection to the existing sidewalk along Dr. DB Todd Jr. Boulevard. A 6 foot bike lane, 8 foot planting strip, and 6 foot sidewalk are proposed along Dr. DB Todd Jr. Boulevard. Cockrill Street is a local street and will require the construction of a sidewalk which meets the local street standard, a 4 foot grass strip and a 5 foot sidewalk.

Each unit will contain a rear loaded two car garage accessed from a proposed driveway from Cockrill Street. Each unit includes 2 garage spaces.

### **ANALYSIS**

This site is located on the northeast corner of Dr. DB Todd Jr. Boulevard and Cockrill Street which is the beginning of the block face for the eastern side of Dr. DB Todd Jr. Boulevard. While the policy acknowledges T4 NM areas will experience some change over time, when these changes occur, efforts should be made to retain the existing character of the neighborhood. Introducing structures with the proposed bulk and shallow setbacks into the neighborhood, which contains large front setbacks, does not maintain the existing character of the neighborhood.

The site plan indicates the front setbacks range from 5 feet to 11 feet. These setbacks are inconsistent with the front setbacks of the existing structures to the north and the existing structures across Dr. D.B. Todd Jr. Boulevard. Contextual setbacks as required by the Zoning Code if applied to this property would require a front setback that exceeds 50 feet.

The setbacks combined with the lot coverage present a physical character which is inconsistent with the existing built environment when comparing the plan to the existing structures in the neighborhood. The predominant character within the neighborhood contains structures with wider front facades and shorter rear depth than the structures proposed within the plan.

The current zoning, RS5, permits single-family residential uses; the proposed plan would introduce a multi-family residential development. A multi-family use is inconsistent with the existing land uses within the neighborhood. Given T4 NM maintenance policy, the existing character and land use, a two-family use is likely the most intensity the T4 NM policy will support at this location. The use and bulk proposed in this plan is inconsistent with T4 Neighborhood Maintenance policy and is not context sensitive to the neighborhood.



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## FIRE MARSHAL RECOMMENDATION

### Approve with conditions

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

## STORMWATER RECOMMENDATION

### Approve

## WATER SERVICES RECOMMENDATION

### Approve with conditions

- The proposed sanitary sewer design will not work, and must be re-done and approved prior to Final SP approval. (The existing public sewer layout is shown inaccurately, which will impact this re-design. Please show actual public sewer location on the Final SP.) This re-design will likely require a shared private sewer system, which must be approved through an MWS variance process.
- Please obtain this variance approval, including submission of a Letter of Responsibility, prior to Final SP approval. These approved variance 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 MCSP and MPW standards and specs, within dedicated ROW.
- Indicate sidewalk construction per MPW standard ST-210 and curb and gutter per ST-200.
- Submit recorded copy of ROW dedication prior to building permit approval by MPW.
- Indicate installation of ADA ramp at the intersection of Cockrill and Dr. DB Todd

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- Work with MTA -John Cole, to locate a bus shelter area along Cockrill St frontage.

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)	0.29	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.29	-	3 U	29	3	4





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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
-	-	-	+1 U	+9	+1	+1

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning could generate two more students than what is typically generated under the existing RS5 zoning district. Students would attend Churchwell Elementary, John Early Middle School, and Pearl-Cohn 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 disapproval as the request is inconsistent with the T4 Neighborhood Maintenance policy at this location.



# Metro Planning Commission Meeting 2/22/2018



**2018SP-006-001**  
12452 OLD HICKORY BOULEVARD SP  
Map 164, Parcel(s) 141  
13, Antioch - Priest Lake  
33 (Antoinette Lee)



**Project No.** Specific Plan 2018SP-006-001  
**Project Name** 12452 Old Hickory Boulevard SP  
**Council District** 33 - Lee  
**School District** 6 - Hunter  
**Requested by** Dale and Associates, applicant; June & Tom Wiggins, owner.

**Deferrals** *This item was deferred at the February 8, 2018, Planning Commission meeting. No public hearing was held.*

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

**APPLICANT REQUEST**

**Zone change from AR2a to SP to permit 53 multi-family residential units.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Residential (SP-R) zoning on property located at 12452 Old Hickory Boulevard, approximately 1,200 feet east of Murfreesboro Pike, within the Murfreesboro Pike Urban Design Overlay District (6.03 acres), to permit up to 53 multi-family residential units.

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 3 duplex lots for a total of 6 units, subject to compliance with the requirements of the Metro Subdivision Regulations.*

**Proposed Zoning**

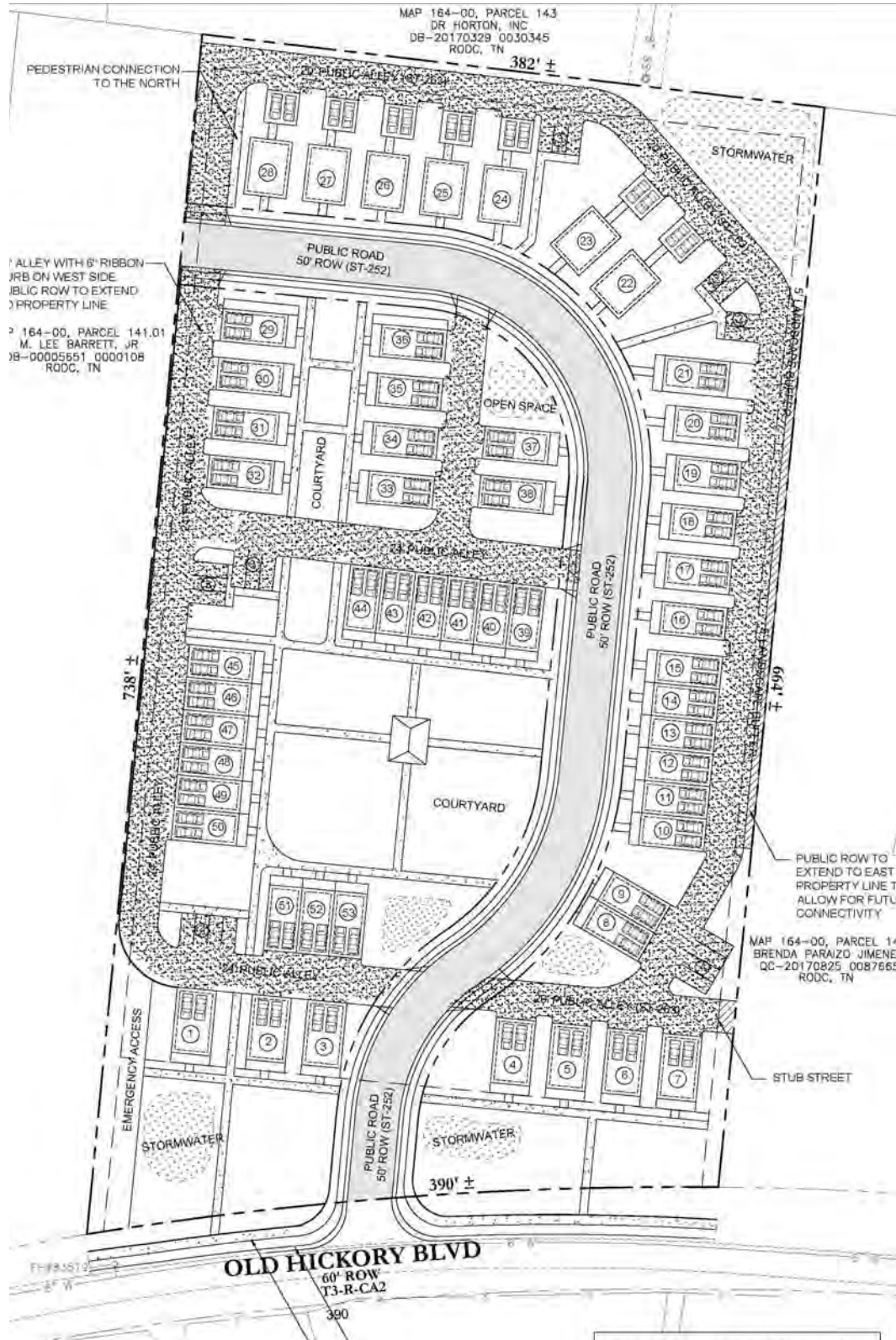
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of residential building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

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

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



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Proposed Site Plan



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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?

Yes. The proposed SP is consistent with the T3 Suburban Neighborhood Evolving policy, which is intended to create and enhance suburban neighborhoods with more housing choices and improved connectivity. The proposal includes a mixture of multi-family housing types and a new public road connected to public alleys and sidewalks to increase connectivity. A pedestrian connection is provided to the north to tie into the adjacent parcel and provide access to Antioch High School and a stub connection is provided off the public alley to the east for future connectivity. The SP incorporates a larger multi-family building type with detached garages along the northern property line to provide appropriate transition to the abutting residential neighborhood.

### **PLAN DETAILS**

The site consists of one parcel totaling 6.03 acres located on the north side of Old Hickory Boulevard, approximately 1,200 feet east of Murfreesboro Pike. The site is currently vacant.

### Site Plan

The plan proposes 53 multi-family residential units primarily oriented to the interior of the site. Seven units are oriented to Old Hickory Boulevard. There is a large interior courtyard and a smaller courtyard around which units are oriented. The proposed buildings will have a height of 3 stories within 35 feet to the roofline.

Vehicular access to the site will be from Old Hickory Boulevard. Parking is located within the 53 residential units with additional parking stalls located off the public alleys throughout.

Internal sidewalks are proposed throughout the site. A 6 foot wide sidewalk and a 6 foot wide grass strip are required along Old Hickory Boulevard per the Major and Collector Street Plan. A sidewalk shall be installed to the north to provide pedestrian connectivity through the abutting subdivision to Antioch High School.

### **ANALYSIS**

The proposed residential use at this location is consistent with T3 Neighborhood Evolving policy. The proposed SP provides a variety of housing choice using a mixture of multi-family housing sizes, increased connectivity with public streets, alleys and sidewalks, and functional, central open space all of which are consistent with the T3 Neighborhood Evolving policy. An appropriate transition is provided to the adjoining area to the north through the provision of a larger unit type and detached garages that will better compliment the approved single family subdivision.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



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### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

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

### 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. (This sewer design requires a significant amount of offsite public sewer, which runs through another owner's property. Please obtain/record the public sewer easement sewer needed to build this offsite sewer, prior to Final SP approval.) The required capacity fees must also be paid prior to Final Site Plan/SP approval.
- For the latest Preliminary SP revision (stamped-received 1/31/18), our previous conditional approval still applies. Please make sure to use the results of the revised availability study (currently being processed), when addressing the water and sewer design in the future.

### STORMWATER RECOMMENDATION

#### Approve

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Provide adequate sight distance at access drive. Install left turn lane on Old Hickory Blvd at access with appropriate lane transitions or submit TAS prior to final sp approval to determine any roadway improvements.

Maximum Uses in Existing Zoning District: **AR2a** 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)	6.03	2.0 D	15 U	144	12	16

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	6.03	-	53 U	371	32	36

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+38 U	+227	+20	+20



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### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 3 Elementary 2 Middle 2 High**

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

The proposed SP-R district would generate 4 students, or 3 fewer students than the existing AR2a zoning. Students would attend Mt. View Elementary, J.F. Kennedy Middle School, and Antioch High School. Antioch High School has been identified as being over capacity; however, there is capacity within the adjacent cluster for high school students. This information is based upon data from the school board last updated November 2016.

### STAFF RECOMMENDATION

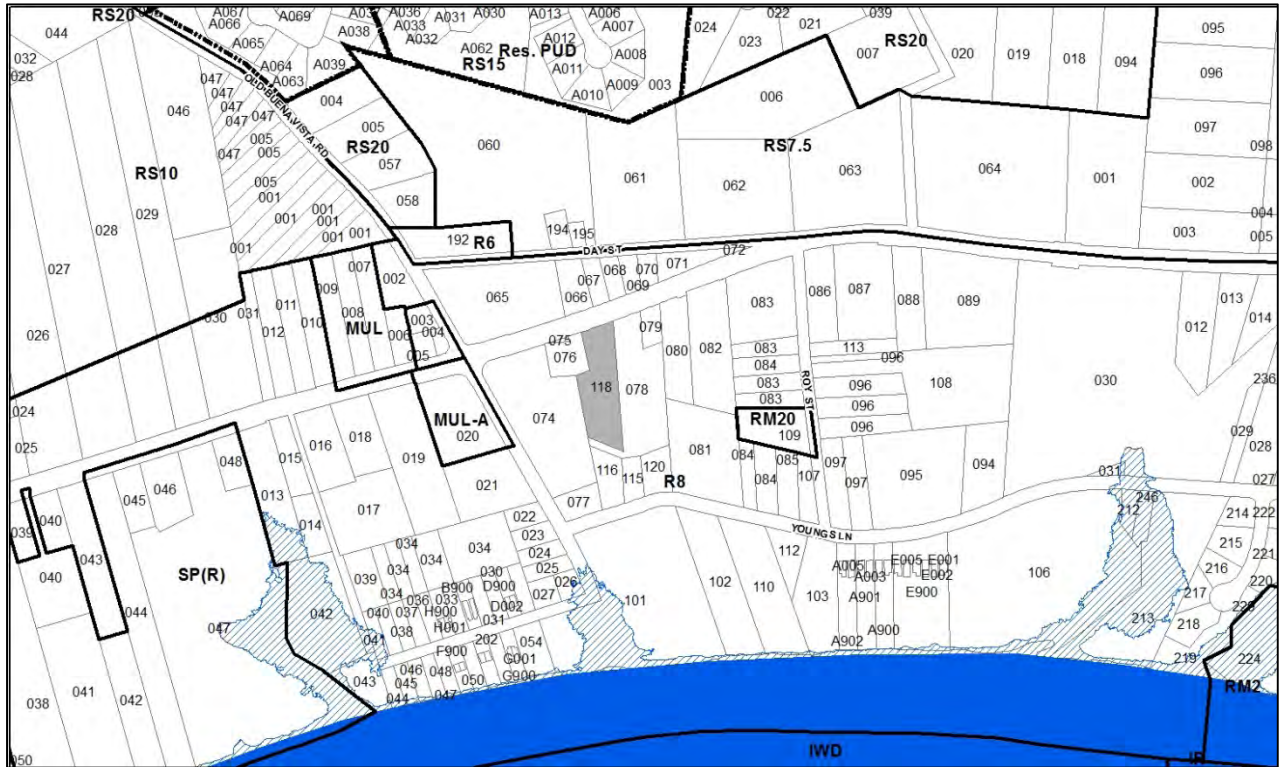
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to a maximum of 53 multi-family residential units.
2. On the corrected set, provide sidewalk and grass strip along Old Hickory Boulevard as required by the MCSP.
3. On the corrected set, clarify number of bedrooms. Parking shall be provided to meet the requirements of the Zoning Code.
4. On the corrected set, add the following note: Height is limited to a maximum of 3 stories in 35 feet to the roofline.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. 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.
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.



# Metro Planning Commission Meeting 2/22/2018



**2018SP-016-001**  
CITY VIEW ESTATES SP  
Map 070-07, Parcel 118  
03, Bordeaux-Whites Creek  
02 (DeCosta Hastings)





**Project No.** **Specific Plan 2018SP-016-001**  
**Project Name** **City View Estates SP**  
**Council District** 02 – Hastings  
**School District** 1 – Gentry  
**Requested by** Civil Design Consultants, LLC, applicant; Progressive Development, LLC, owner.

**Deferrals** This item was deferred from the January 11, January 25, and February 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Defer to the March 8, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Preliminary SP to permit up to 16 multi-family residential units.**

Preliminary SP

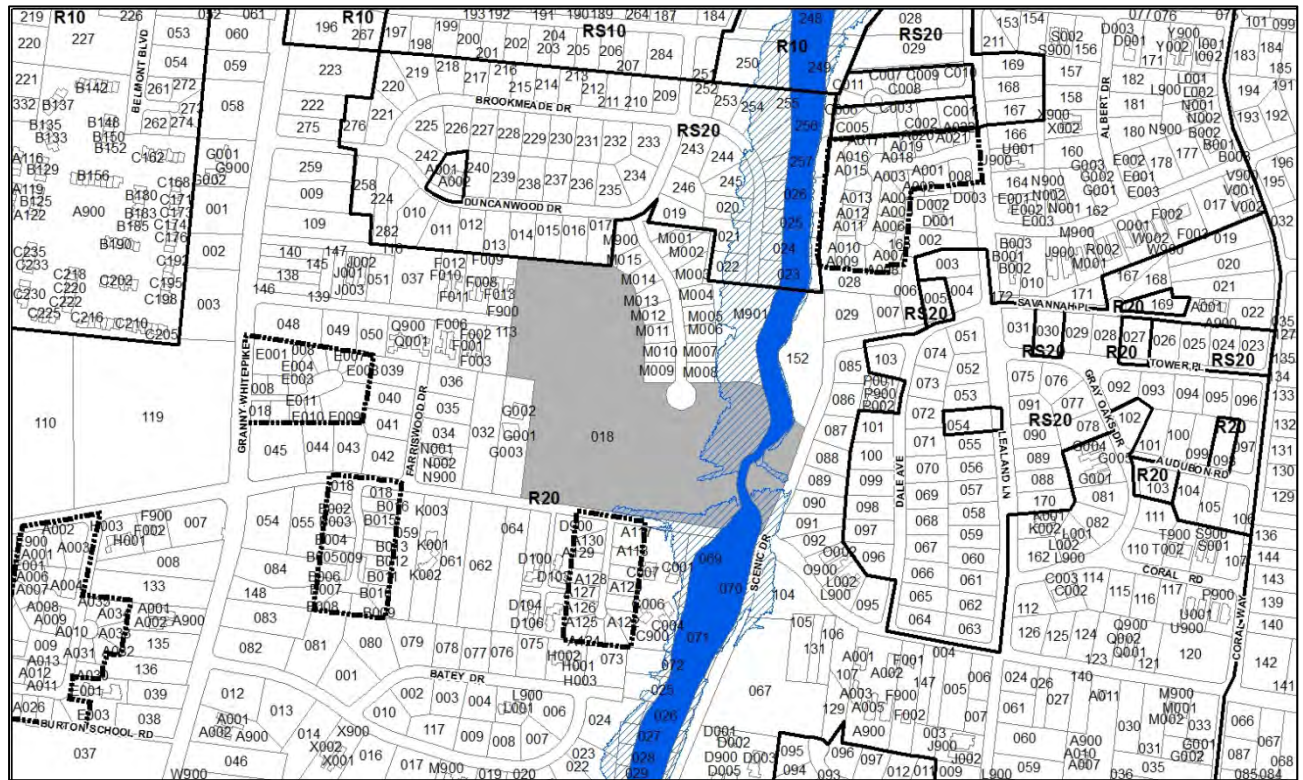
A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning on property located at 926 West Trinity Lane, approximately 440 feet east of the intersection of West Trinity Lane and Old Buena Vista Road/Youngs Lane (1.30 acres), to permit up to 16 multi-family residential dwelling units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 8, 2018, Planning Commission as requested by the applicant.



# Metro Planning Commission Meeting 2/22/2018



**2018SP-017-001**  
GLENDALE AND SCENIC SP  
Map 131-08, Parcel(s) 018  
10, Green Hills - Midtown  
25 (Russ Pulley)



**Project No.** Specific Plan 2018SP-017-001  
**Project Name** Glendale and Scenic SP  
**Council District** 25 – Pulley  
**School District** 8 – Pierce  
**Requested by** Councilmember Russ Pulley, applicant; Monroe Harding Children’s Home, owner.

**Deferrals** This item was deferred at the January 11, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the March 22, 2018, Planning Commission meeting.*

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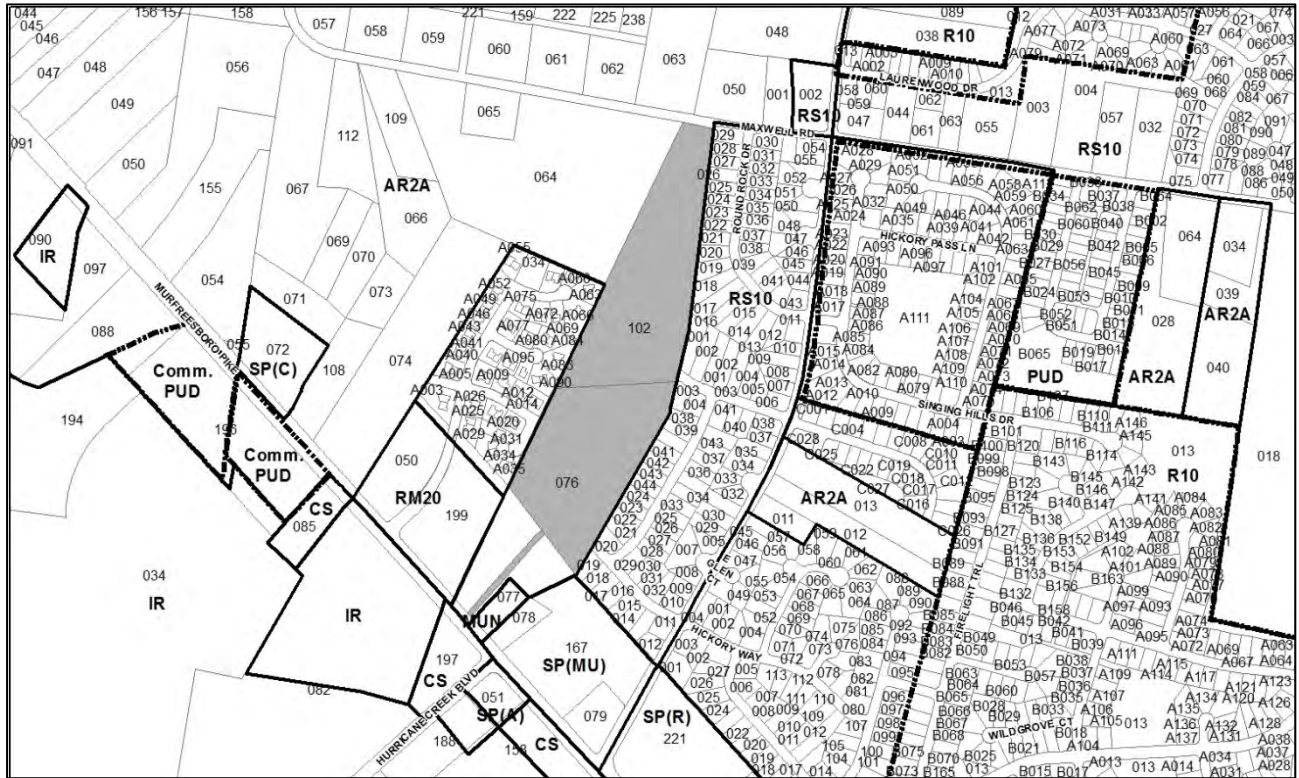
**APPLICANT REQUEST**  
**Zone change from R20 to SP-R.**

Preliminary SP  
A request to rezone from One and Two-Family Residential (R20) to Specific Plan-Residential (SP-R) zoning on property located at 1120 Glendale Lane, at the northwest corner of Glendale Lane and Scenic Drive, (19.87 acres), to permit two single-family lots and/or a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the March 22, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting 2/22/2018



**2018SP-019-001**  
**OLIVERI PROPERTY SP**  
Map 175, Parcel(s) 102; Part of Parcel 076  
13, Antioch – Priest Lake  
33 (Antoinette Lee)



**Project No.** Specific Plan 2018SP-019-001  
**Project Name** Oliveri Property SP  
**Council District** 33 – Lee  
**School District** 6 - Hunter  
**Requested by** Edge Planning, Landscape Architecture and Urban Design, applicant; Salvatore Oliveri, ET UX, owner.

**Deferrals** This item was deferred at the January 25, 2018, and February 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the March 8, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.*

**APPLICANT REQUEST**

**Rezone to SP to permit a mixed residential development.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Mixed Residential (SP-MR) zoning on property located at Maxwell Road (unnumbered) and a portion of property located at 4154 Murfreesboro Pike, approximately 615 feet west of Lavergne Couchville Pike, partly within the Murfreesboro Pike Urban Design Overlay (25.2 acres), to permit 68 single-family residential lots and 24 single-family attached residential units for a total of 92 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 12 lots with 3 duplex lots for a total of 15 units based on acreage only. Application of the Subdivision Regulations may result in few lots.*

**Proposed Zoning**

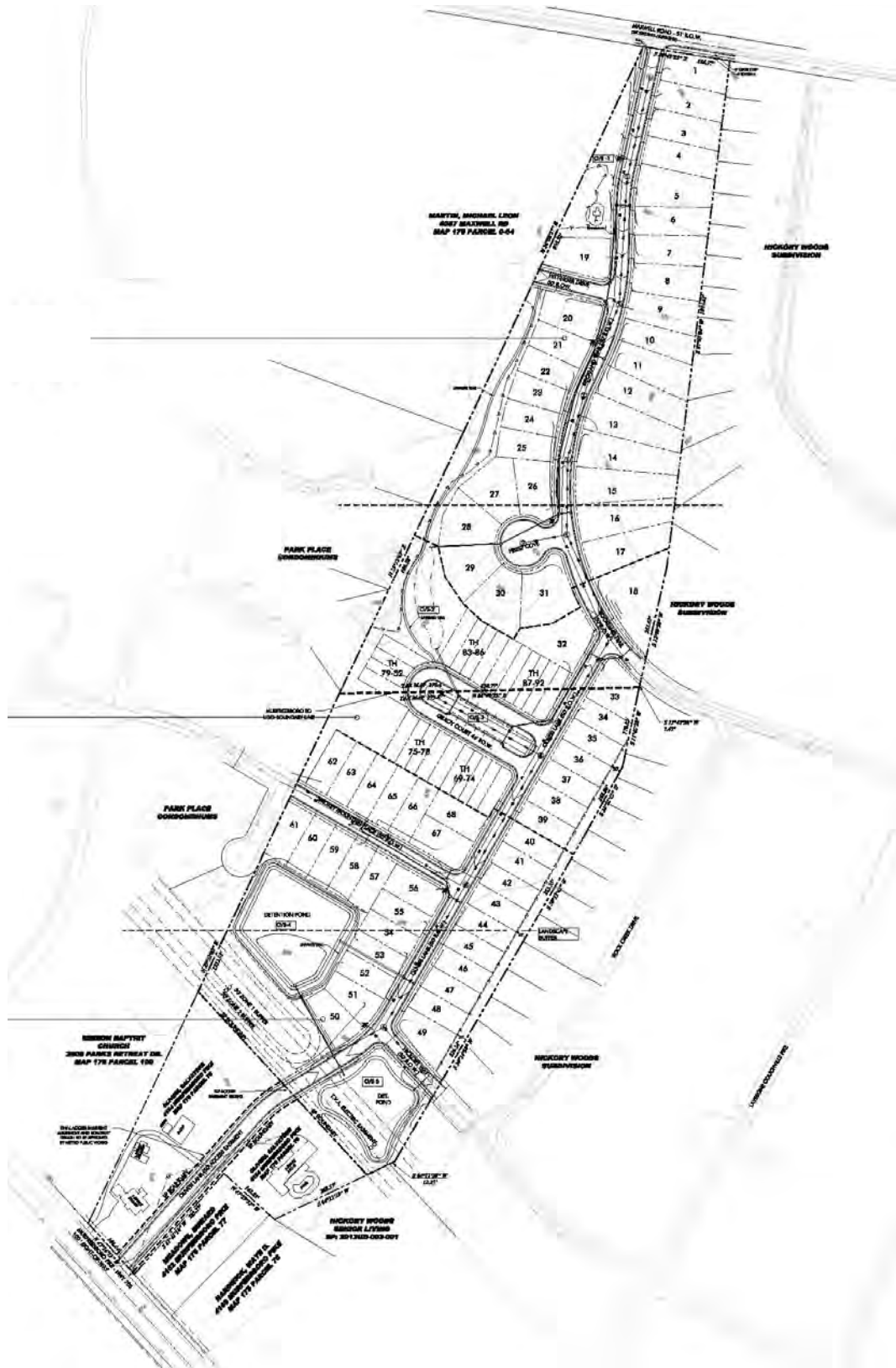
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes two residential building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

**ANTIOCH – PRIEST LAKE 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



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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.

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

### Consistent with Policy?

Yes, at this location. The property is primarily located within the T3 Suburban Neighborhood Evolving policy area which is intended to create and enhance suburban residential neighborhoods with more housing choices and improved pedestrian and vehicular connectivity. A small portion of the property lies within the Conservation policy area. This area of conservation is in response to a stream that runs along the southern portion of the site. The plan does not propose any disturbance of this area. Additionally, a portion of the property lies within the T3 Suburban Mixed Use Corridor policy area along Murfreesboro Pike. Surrounding properties to the east are developed with single-family uses while properties west of the site are developed with multi-family uses. The plan proposes a mixture of housing types and improved access to the site, consistent with the goals of the policy. Additionally, the plan will provide enhanced pedestrian facilities furthering the existing sidewalk network in the area, consistent with the goals of the policy.

### **PLAN DETAILS**

The site is located at 4154 Murfreesboro Pike and Maxwell Road (unnumbered), approximately 615 feet west of Lavergne Couchville Pike. The site is approximately 25.2 acres and is currently developed with three single family residences.

#### Site Plan

The plan proposes 68 single-family residential lots and 24 single-family attached units located at the interior of the site. All of the proposed lots are oriented to new streets. The single-family lot sizes



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range from 5,874 square feet to 18,462 square feet. Parking for all units is provided via private garages, while 12 guest parking spaces are provided via street parking.

Multiple points of access are proposed. Oliveri Lane, a proposed local street, takes access from both Murfreesboro Pike to the south and Maxwell Road to the north. Connections to Smokey Mountain Place to the west and Rockland Trail to the east are also proposed. A five foot wide sidewalk and four foot wide grass strip is proposed along all new street frontages while a six foot sidewalk and six foot grass strip is proposed along Maxwell Road, consistent with local streets standards and Major and Collector Street Plan standards respectively. All units will be limited to a maximum height of three stories in 35 feet measured to the roofline. Five open spaces areas totaling 6.10 are proposed and both internal and perimeter landscaping is proposed.

### **ANALYSIS**

The plan is consistent with the land use policies as it provides a variety of housing choices while preserving the environmentally sensitive features of the site. Additionally, the plan proposes new streets and multiple connections to existing streets, enhancing the connectivity of the greater area. The single-family lot sizes range from 5,874 square feet to 18,462 square feet, providing an adequate transition from the larger single-family lots east of the site to the more dense duplex development to the west. Sidewalks will be provided to create a walkable development while expanding the existing sidewalk network of the neighborhood, consistent with goals of the policies.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with Conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Returned for corrections**

- Cite C/D Note: Size driveway culverts per the design criteria set forth by the Metro Storm Water Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP).
- Show the Streams and buffer zones, in accordance with the SWMM, Vol. 1, and Figure 6-1 Buffer Example for Streams with Drainage Area >100 acres. Or provide a TDEC study showing this as a wet-weather conveyance. See Green 100 acre stream traversing Parcel 17500007600. Please see attached Map.
- Detention pond O/S-5 in TVA easement will need to be moved or provide prove of approval from TVA.

### **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.





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### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The Final construction plans and road grades shall comply with the design regulations established by the Department of Public Works. Slopes along roadways shall not exceed 3:1.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

- Developer shall provide adequate sight distance at project road intersection with Maxwell Rd and Murfreesboro PK.
- Developer shall construct 2 exiting lanes and 1 entering lane on access road at Murfreesboro Pk.

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)	25.2	0.5 D	15 U	144	12	16

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	20	-	68 U	730	58	76

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	5.2	-	24 U	186	17	19

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
-	-	-	+77 U	+772	+63	+79

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 12 Elementary 9 Middle 8 High**

**Projected student generation proposed SP-MR district: 22 Elementary 18 Middle 15 High**

The proposed SP-MR zoning district would generate 26 additional students than what is typically generated under the existing AR2a zoning district. Students would attend Mountain View Elementary, J.F. Kennedy Middle School, and Antioch High School. Antioch High School is identified as being over capacity, however there is capacity within the adjacent cluster for high



## Metro Planning Commission Meeting 2/22/2018

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

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 8, 2018, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS (if approved)**

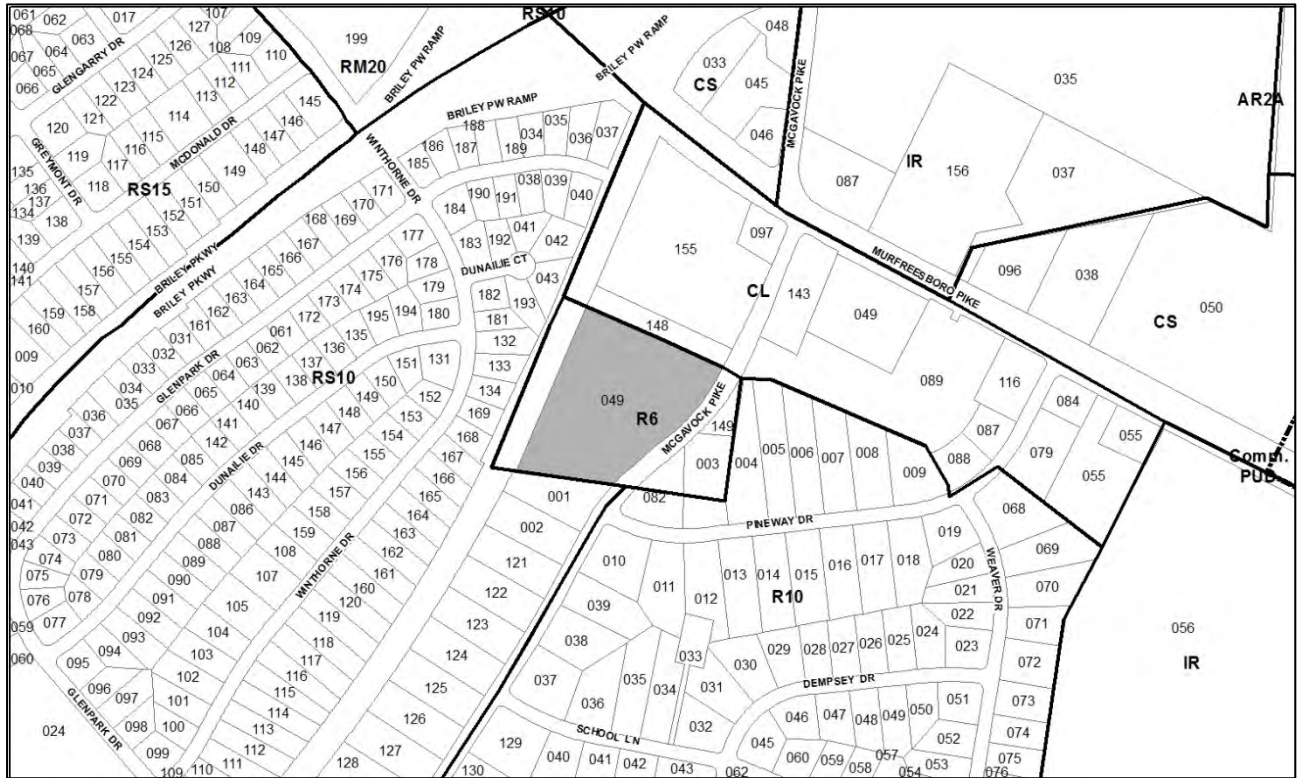
1. Permitted uses shall be limited to 68 single-family lots and 24 single-family attached units.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. All corner units shall address both street frontages by including a wrapped porch or other architectural element that addresses each frontage, or a minimum of 15 percent glazing on the side of the unit.
4. Comply with all conditions of Public Works.
5. Add the following note to the corrected set: Ownership for attached units may be divided by a subdivision with a minimum lot size of 2,000 square feet.
6. 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.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS10 zoning district.
8. Add the following notes to the corrected copy:
  - EIFS, vinyl siding and untreated wood shall be prohibited.
  - The maximum height of all buildings is limited to 3 stories in 35 feet as measured to the roofline.
9. Elevations consistent with the approved preliminary SP shall be included with submittal of the final site plan.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting 2/22/2018



**2018SP-020-001**  
MCGAVOCK PIKE PROPERTY SP  
Map 120, Parcel(s) 049  
13, Antioch - Priest Lake  
13 (Holly Huevo)



**Project No.** Specific Plan 2018SP-020-001  
**Project Name** McGavock Pike Property SP  
**Council District** 13 - Huevo  
**School District** 7 - Pinkston  
**Requested by** Ragan-Smith and Associates, applicant; Airways Park, LLC, owner.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the March 8, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.*

**APPLICANT REQUEST**

**A request to rezone from R6 to SP to permit up to 37 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential(R6) to Specific Plan-Residential (SP-R) zoning on property located at 3325 McGavock Pike, approximately 550 feet southwest of Murfreesboro Pike (6.05 acres), to permit up to 37 multi-family residential units.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 37 lots with 9 duplex lots for a total of 46 units based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

**Proposed Zoning**

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

**ANTIOCH – PREIST 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 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



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Proposed Site Plan



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habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

### Consistent with Policy?

Yes, at this location. The property is located adjacent to a District Office Concentration policy area to the north, 550 feet from Murfreesboro Pike, and additional Neighborhood maintenance to the south. The T3 NM policy allows for large tracts of undeveloped land to be reviewed as infill sites, allowing for more flexibility of design and additional intensity that may not otherwise be appropriate within NM. While this plan proposes a multi-family residential use, the units fronting McGavock Pike provide a scale and massing that complements the single family structures along McGavock Pike to the South.

Additionally, the Nashville Next Growth & Preservation Concept Map identifies this site as a transition and infill area. Transition and infill areas are intended to buffer the interior of established neighborhoods from the intensity of adjacent corridors and centers. The plan serves as a transition between the office uses and the single-family detached character to the south. Given the adjacency to the Office Concentration policy immediately to the north, staff finds the proposal consistent with Policy.

The Conservation policy identifies the presence of a stream in the southeastern portion of the site and a steep slope in the northeastern portion of the site. The site plan indicates the stream will not be impacted by the proposed development and all development is shown outside of the required stream buffers. The slope is a man-made feature caused by the construction of the adjacent parking lot to the north and does not represent a naturally occurring environmental feature which should be persevered.

### **PLAN DETAILS**

The site consists of one 6.05 acre parcel of vacant land covered by dense vegetation. The site is located at 3325 McGavock Pike, approximately 550 feet southwest of Murfreesboro Pike. McGavock Pike is a local street that connects to Murfreesboro Pike to the north. Murfreesboro Pike is an arterial street as identified by the Major and Collector Street Plan.

### Site Plan

The site plan proposes 37 multi-family residential units. Four units will front McGavock Pike and are proposed to have a maximum height of 2 stories in 30 feet, generally in keeping with surrounding existing single-family homes in the area. All other units are proposed to have a maximum height of 3 stories in 38 feet. The internal units are oriented toward either internal drives or open space. All units shown on the site plan will contain a two car garage. A large area of existing vegetation will remain along the southern property line providing a natural buffer and open space for units orienting towards the south.

Vehicular access is provided via a private drive from McGavock Pike. The site provides an internal alley network that provides vehicular access for the rear of all units and the visitor parking spaces. An internal sidewalk network is provided and each unit will have a pedestrian connection to this network which connects to the proposed sidewalk along the frontage of the site. A sidewalk that meets the local street standard, a 4 foot grass strip and 5 foot wide sidewalk, is shown along the entire McGavock Pike frontage.



## **Metro Planning Commission Meeting 2/22/2018**

The SP includes design standards for entrances and glazing for units fronting a public street, as well as for materials, porches, and raised foundations. Elevations will be required with the submittal of the final site plan for all units.

### **ANALYSIS**

The proposed plan is consistent with the T3 Suburban Neighborhood Maintenance and Conservation Policies, at this location. The goals of these respective policies are intended to retain the existing character of existing suburban neighborhoods as change and infill occurs over time and protect sensitive environmental features.

The proposed plan provides an additional housing choice within the neighborhood and provides for an appropriate transition given the surrounding land use pattern and adjacent office policy to the north. The plan provides for a transition between the District Office Concentration policy and the single-family uses to the south by providing a setback for the units along McGavock Pike and spacing between units. The most intense residential uses, the attached units, are located to the north, adjacent to an intense land use policy. The plan transitions to detached units to the south and along McGavock. The sensitive environmental features identified by the Conservation policy will be protected by the required buffers and overall design of the site plan.

Given the reduce unit count; appropriate transition provided along McGavock Pike, and the architectural design criteria, staff recommends approval with conditions and disapproval without all conditions.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Returned for corrections**

- Show ditch; and provide a Public Utility and Drainage Easement in accordance with the SWMM, Vol. 1. Starting at S.W. corner going north, Please see attached Map. Or provide a TDEC study showing this as a wet-weather conveyance. Shown on the map in lite blue/dark blue.
- Show the Streams and buffer zones 1 & 2, in accordance with the SWMM, Vol. 1, and Figure 6-1 Buffer Example for Streams with Drainage Area >100 acres. Please see attached Map. Or provide a TDEC study showing this as a wet-weather conveyance. Shown on the map in Green/dark blue.

### **WATER SERVICES**

#### **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 applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.





## Metro Planning Commission Meeting 2/22/2018

### 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

- Provide adequate sight distance for access drive.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	6.05	7.26 D	54 U	590	48	62

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)	6.05	-	37 U	417	36	44

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-17 U	-173	-12	-18

### METRO SCHOOL BOARD REPORT

Projected student generation existing **R6** district: 6 Elementary 4 Middle 5 High

Projected student generation proposed **SP-R** district: 5 Elementary 4 Middle 5 High

The proposed zoning is expected to generate one less student than the existing zoning. Students would attend Glengarry Elementary School, Wright Middle School, and Glen Cliff 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 2017.

### STAFF RECOMMENDATION

Defer to the March 8, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses within the SP shall be limited to a maximum of 37 multi-family units.



## Metro Planning Commission Meeting 2/22/2018

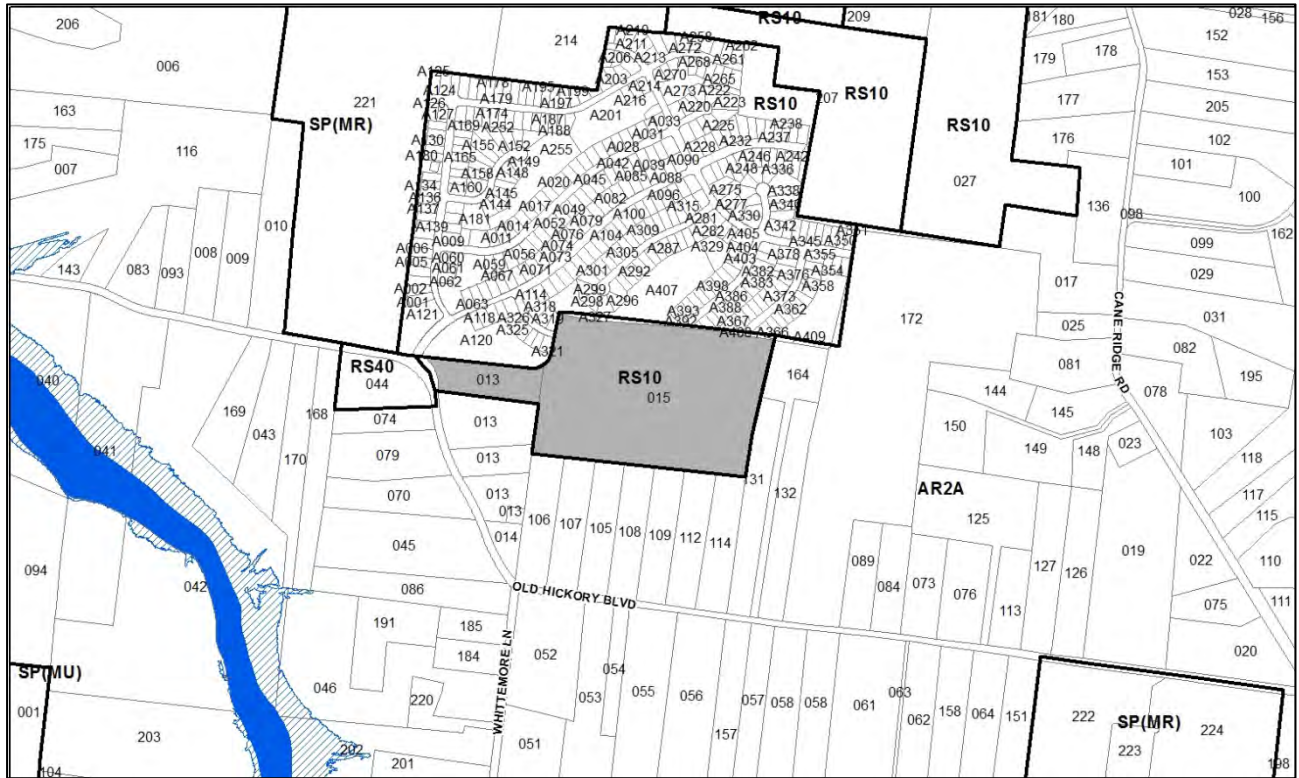
2. On the corrected set add the following note and remove any notes in conflict: No encroachments into the minimum required setbacks are permitted.
3. All internal sidewalks shall be a minimum width of 5 feet.
4. Building elevations consistent with the architectural standards included in the Preliminary SP shall be provided with the final site plan.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM-6 zoning district as of the date of the applicable request or application.
6. Add the following design standards to the corrected set:
  - a. Vinyl siding and untreated wood shall be prohibited.
  - b. Porches shall provide a minimum of six feet of depth.
7. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting 2/22/2018



**2017S-217-001**  
**OLD HICKORY CROSSING SUBDIVISION**  
Map 182, Parcel(s) 013, 015  
12, Southeast  
31 (Fabian Bedne)



**Project No.** **Concept Plan 2017S-217-001**  
**Project Name** **Old Hickory Crossing Subdivision**  
**Council District** 31- Bedne  
**School District** 6- Hunter  
**Requested by** Batson and Associates, applicant; Randall Smith and Corey Craig, owners.

**Deferrals** This item was deferred at the January 11, 2018, and the February 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the March 8, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Concept plan approval to create 108 single-family lots.**

Concept Plan

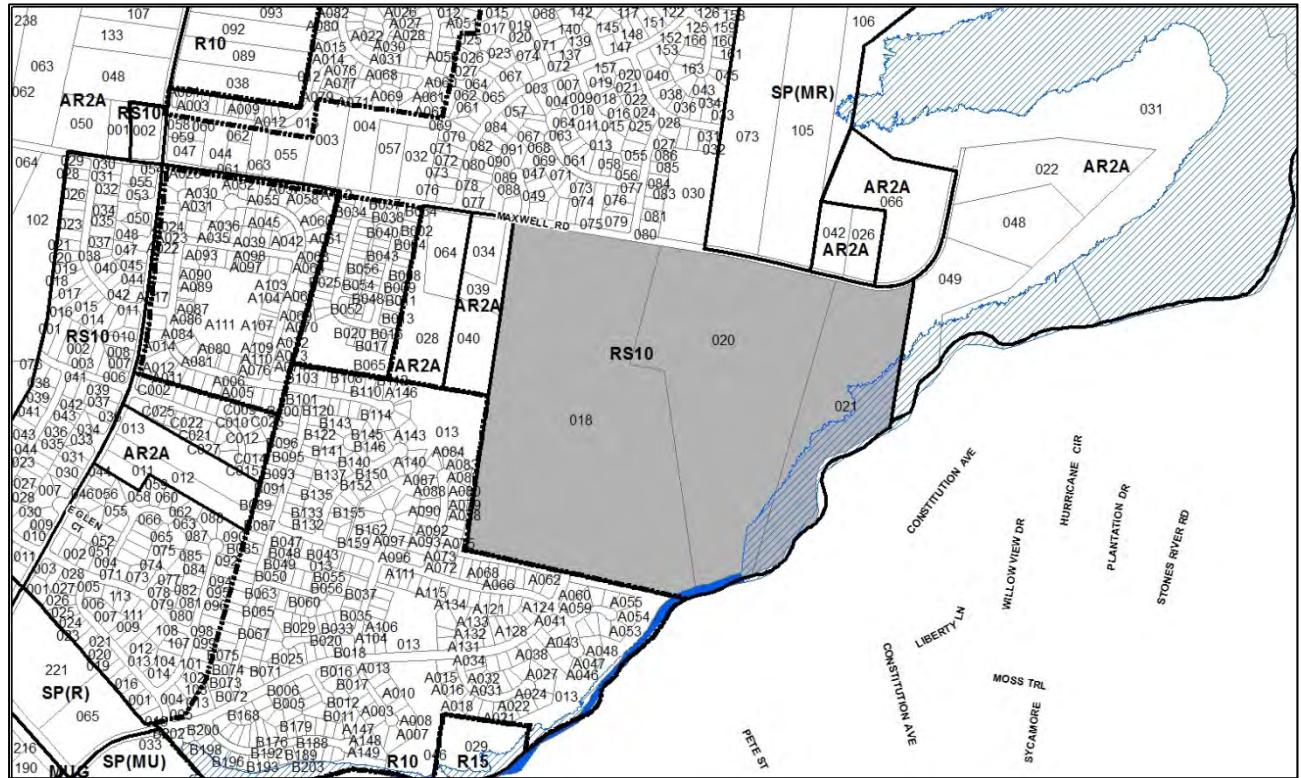
A request for concept plan approval to create 108 single-family lots on properties located at Old Hickory Boulevard (unnumbered), at the northeast corner of Old Hickory Boulevard and Legacy Drive, zoned Single-Family Residential (RS10) (34.06 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 8, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting 2/22/2018



**2017S-271-001**  
**JENKINS PROPERTY**  
Map 176, Parcel(s) 018, 020-021  
13, Antioch – Priest Lake  
33 (Antoinette Lee)



**Project No.** Concept Plan 2017S-271-001  
**Project Name** Jenkins Property  
**Council District** 33- Lee  
**School District** 6 – Hunter  
**Requested by** Gresham Smith and Partners, applicant; Donald and Maud Jenkins, owners.

**Deferrals** This item was deferred at the January 11, 2018, and the February 8, 2018, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Concept plan approval to create 421 single-family lots.**

Concept Plan

A request for concept plan approval to create up to 421 single-family lots on properties located at 4309, 4335 and 4381 Maxwell Road, south of the terminus of Flagstone Drive, zoned Single-Family Residential (RS10) (117.28 acres).

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 434 units based on acreage alone.*

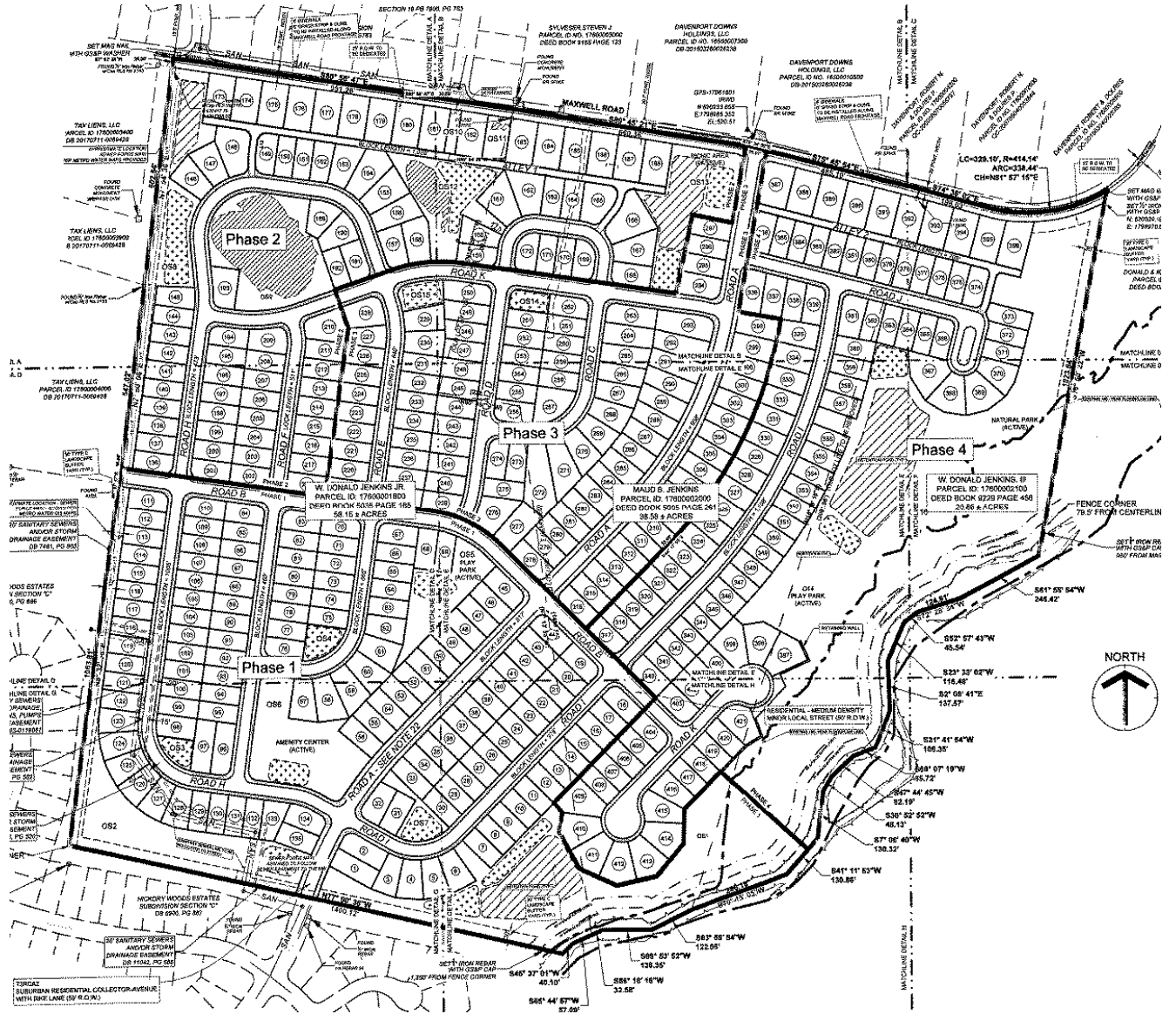
**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal 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 2/22/2018



**Proposed Concept Plan**





## Metro Planning Commission Meeting 2/22/2018

### PLAN DETAILS

The property is approximately 117 acres and is located south of Maxwell Road, east of Maxwell Place. The majority of the site is vacant. The property is surrounded by single-family residential uses to the north and west of the site. A stream is located along the east side of the site. This proposal is being developed under the existing zoning entitlements. No change of zoning is required or requested.

#### Concept Plan

The concept plan proposes up 421 clustered single-family lots. Lot sizes range from 5,500 square feet to 11,732 square feet. All of the 421 lots will front on to existing or new public roads.

The concept plan proposes to extend Hickory Woods Drive from the south to Maxwell Drive to the north. The Hickory Woods Drive extension will be constructed as a collector street and will provide a six foot wide sidewalk and a six foot wide grass strip, per the Major and Collector Street Plan standards. Proposed lots with frontage along the new collector street will require shared access drives to reduce access points and comply with the Subdivision Regulations. New streets will include a five foot wide sidewalk and a four foot wide grass strip, consistent with local street standards. New lots along Maxwell Road will be accessed via an alley along the rear of the lots, requiring the new single-family residential units to orient Maxwell Road. The proposed lots along Maxwell Road are at least 9,000 square feet, per the requirements of the Metro Zoning Code for cluster lots along an existing street.

A 20 foot C-3 landscape buffer is proposed along all property lines that abut existing lots. Four amenity areas are provided in the development, which meets the requirements of the Zoning Code for the cluster lot option. Three of the amenity areas are identified as active recreational facilities. Active recreational facilities will include a pool, community center, park, and tot lot. The passive recreational facility will include trails, picnic facilities, etc.

### ANALYSIS

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in Single-Family (RS) and One and Two-Family (R) zoning districts. To promote creative designs, single family lots are allowed to contain less land area than what is normally required by the base zoning district. Perimeter lots oriented towards an existing street shall be at least 90% of the minimum lot size required by the zoning districts. Therefore, lots along Maxwell Road require a minimum of 9,000 square feet. The minimum lot area within a cluster subdivision for all other lots can be reduced down two smaller base zone districts. With this plan, the applicant is proposing to cluster the lots to 5,000 square foot minimum lot sizes. The cluster lot option does not allow more density than what would be allowed under RS10 zoning. In cluster lot subdivisions, a minimum of 15 percent of the development shall be open space. Of the total 117 acres, 32.99 acres will remain as open space, or 28% of total area.

- Stormwater facilities, such as bio swales and detention ponds, included in the open space, occupy 5.93 acres of open space.
- Landscaping buffer occupies 2.61 acres of open space.
- Total usable open space is 23.45 acres or 20% of total area.



## **Metro Planning Commission Meeting 2/22/2018**

Developers are also required to install recreational facilities within a portion of the open space. The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision. The proposed plan provides for street connectivity by extending Hickory Woods Drive and by providing future stub street to the west, if those properties redevelop in the future.

### **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.

### **METRO PARKS**

#### **Approve with conditions**

- Parks requests a public greenway easement of 75 feet from the top of floodway

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Provide adequate intersection and stopping sight distance at the project access drive onto Maxwell Road per AASHTO standards for the posted speed limit
- Developer shall conduct a signal warrant analysis for the Maxwell Road and LaVergne Couchville Pike intersection as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal if approved by the Traffic and Parking Commission.
- Developer shall conduct a signal warrant analysis for the Murfreesboro Pike and Hickory Woods Drive intersection as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal if approved by the Traffic and Parking Commission.
- With the submittal of the 200th and 400th lots, developer shall conduct additional traffic analysis to determine the need and constructability of a WBRT lane on Murfreesboro Pike at Hickory Woods Drive. If it is warranted and feasible, developer shall construct the WBRT lane with 150ft of storage and transitions per AASHTO standards.
- Extend the existing two-way left-turn lane east on the westbound approach of Hickory Woods Drive at the intersection with Murfreesboro Pike by approximately 80 feet to the.
- Developer shall improve Maxwell Road along the project site's frontage to provide one-half of Metro's standard ST-252 cross section.



## **Metro Planning Commission Meeting 2/22/2018**

### **WATER SERVICES**

#### **Approve with conditions**

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

### **STAFF RECOMMENDATION**

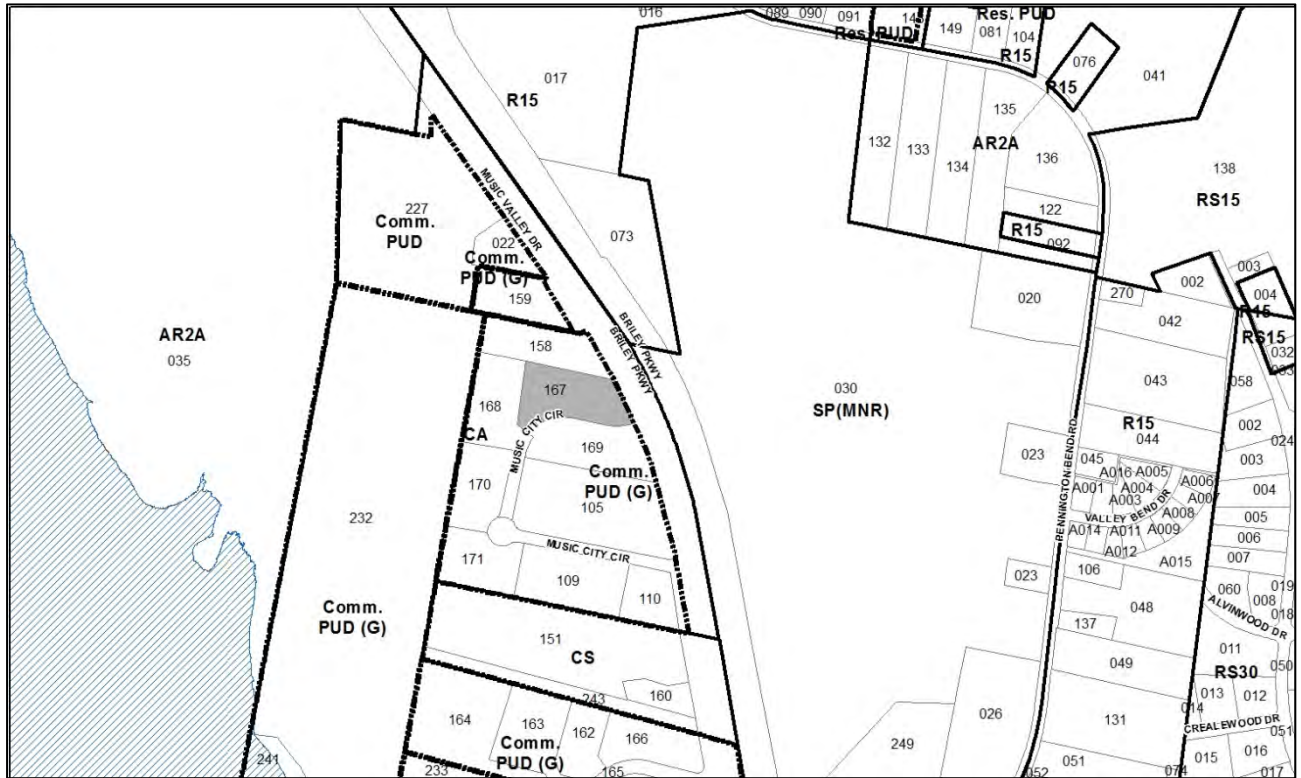
Staff recommends approval with conditions.

### **CONDITIONS**

1. Remove 169-172 and provide open space in this location.
2. Add the following note to the corrected set: Any lots with access to an alley must provide vehicular access from the ally only.
3. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
4. Add the following note to the plan/plat: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. Must comply with all conditions and requirements of all Metro agencies.



# Metro Planning Commission Meeting 2/22/2018



## 5-73P-004

2510 MUSIC VALLEY DRIVE PUD (AMENDMENT)

Map 062, Parcel(s) 167

14, Donelson – Hermitage – Old Hickory

15 (Syracuse)



**Project No.** **Planned Unit Development 5-73P-004**  
**Project Name** **2510 Music Valley Drive PUD (Amendment)**  
**Council District** 15 – Syracuse  
**School District** 4 – Shepherd  
**Requested by** Dale and Associates, applicant; Rae Allen Gleason,  
Trustee, owners.

**Deferrals** This item was deferred at the February 8, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**  
**Amend a PUD.**

Amend PUD

A request to amend a Planned Unit Development on property located at 2510 Music Valley Drive, at the northwest corner of Music Valley Drive and Music City Circle, zoned Commercial Amusement (CA) (2.19 acres), to permit a hotel.

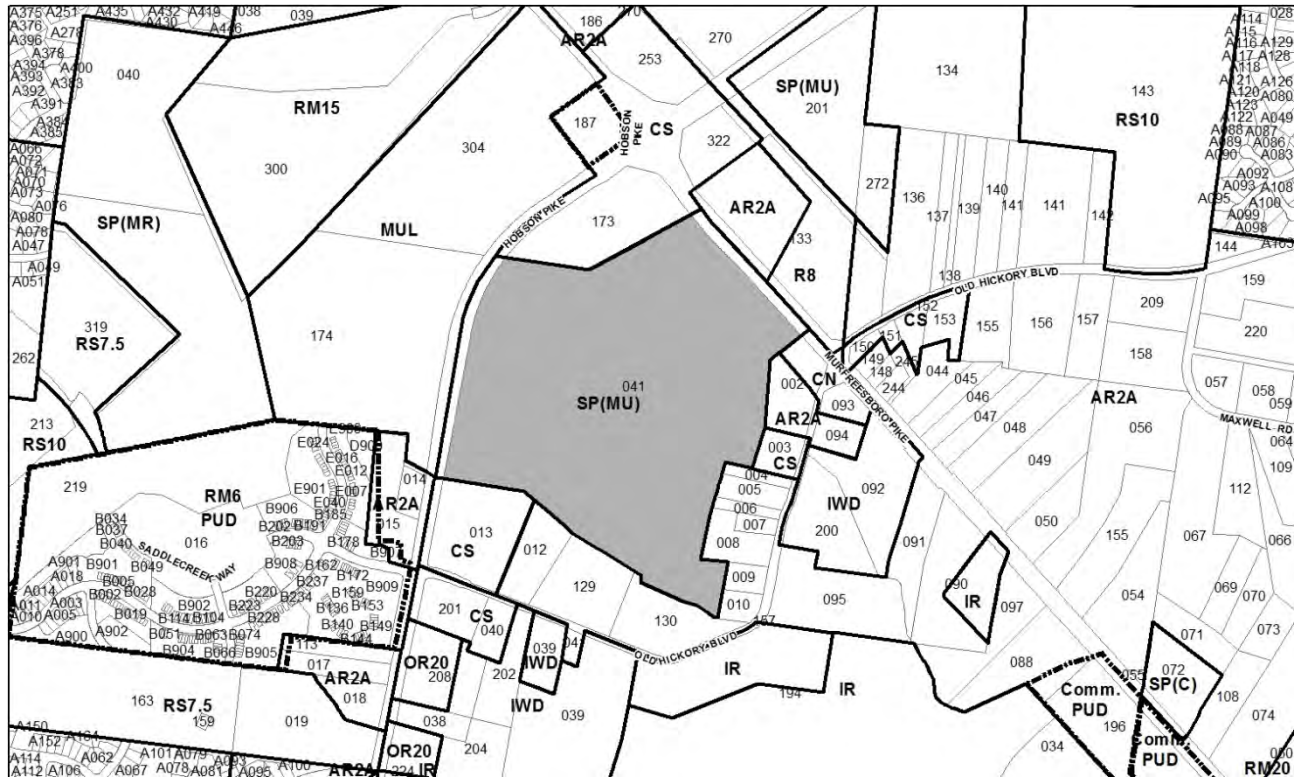
**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting 2/22/2018

6



## 2008SP-002 -003

STARWOOD TOWN CENTER SP (AMENDMENT)

Map 164, Parcel(s) 041

13, Antioch – Priest Lake

33 (Antoinette Lee)



<b>Project No.</b>	<b>Specific Plan 2008SP-002-003</b>
<b>Project Name</b>	<b>Starwood Town Center SP (Amendment)</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	6 - Hunter
<b>Requested by</b>	Barge Design Solutions, applicant; PBR&T Partnership, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend a mixed use development.**

SP Amendment

A request to amend a Specific Plan on property located at 3839 Murfreesboro Pike, at the southeast corner of Hobson Pike and Murfreesboro Pike, zoned Specific Plan-Mixed Use (SP-MU) and within the Murfreesboro Pike Urban Design Overlay District (65.1 acres), to permit up to 200 single-family residential units, up to 350 multi-family residential units, and 421,500 square feet of non-residential uses.

**Existing Zoning**

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

**Proposed Zoning**

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

Murfreesboro Pike Urban Design Overlay (UDO) is intended to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design.

**History**

In June 2008, the Metro Planning Commission recommended approval of an SP to permit up to 250 multi-family residential units and up to 421,500 square feet of commercial uses at 3839 Murfreesboro Pike. The applicant is currently proposing to amend the SP to revise the layout and allow 300 more residential units. The proposed commercial square feet maximum has not changed.



# Metro Planning Commission Meeting 2/22/2018



**Proposed Site Plan**





## Metro Planning Commission Meeting 2/22/2018

### **ANTIOCH-PRIEST LAKE NASHVILLE COMMUNITY PLAN**

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

T3 Suburban 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.

#### Consistent with Policy?

Yes. The proposed development is consistent with the Conservation policy and the T3 Suburban Community Center policy. The Conservation area consists of a stream buffer along the northern and southern portion of this site. The proposed development is located away from the stream buffer. The proposal is located at the southeast corner of Hobson Pike and Murfreesboro Pike. The site is surrounded by vacant land as well as single-family residential uses.

The proposal includes a variety of commercial uses, housing types, and incorporates a multi-use trail, sidewalks and design standards intended to enhance the pedestrian realm and increase connectivity. The proposed SP is designed to incorporate large areas of open space. The design of the SP serves to integrate different types of development into an underdeveloped area meeting the goals of the Community Center policy.

### **PLAN DETAILS**

The site encompasses approximately 65 acres at the southeast corner of Hobson Pike and Murfreesboro Road. The property is currently vacant land.

#### Site Plan

The plan proposes a total of 421,500 square feet of non-residential uses and a maximum of 200 single-family residential units and 350 multi-family residential units. The plan proposes flexibility in the layout and location of buildings by proposing five phases and a set of Building Typologies which contain architectural and design standards that would regulate the form, setbacks, and other aspects of the buildings and parking design. The 5 phases are mapped on the following page. Each phase of the SP includes a range of proposed uses, as outlined in the table below. Proposed uses will be all permitted and conditional uses as defined by the MUL-A zoning district.



## Metro Planning Commission Meeting 2/22/2018

Phase	Uses	Building Forms
Phase 1- Residential Subdistrict	Per MUL Zoning	<ul style="list-style-type: none"> <li>• Commercial buildings</li> <li>• Multi-family attached</li> <li>• Attached and detached single-family</li> </ul>
Phase 2- Residential Subdistrict	Per RM-9 Zoning	<ul style="list-style-type: none"> <li>• Attached and detached single-family</li> </ul>
Phase 3 – Mixed-use Subdistrict	Per MUL Zoning	<ul style="list-style-type: none"> <li>• Commercial and residential mixed use buildings</li> </ul>
Phase 4 – Mixed-use Subdistrict	Per MUL Zoning	<ul style="list-style-type: none"> <li>• Commercial buildings</li> <li>• Multi-family attached</li> </ul>
Phase 5 - Park	Recreation Facilities; Outside Commercial Amusement (Temporary)	<ul style="list-style-type: none"> <li>• Recreation facilities</li> <li>• Temporary commercial outdoor use</li> </ul>



**Phasing Plan**



## **Metro Planning Commission Meeting 2/22/2018**

The plan provides character design guidelines for both the Residential Subdistrict and the Mixed Use Subdistrict that will guide the building form within the phases. Bulk standards are established for each building typology, including setbacks, build-to zones, height, and glazing requirements. The overall SP regulations include architectural standards requiring avoidance of blank facades through incorporation of articulations or changes in material.

Vehicular access is provided from three points on Hobson Pike and two points on Murfreesboro Pike. The SP proposes public streets for both the commercial and residential portions of the plan. An eight-foot wide sidewalk and six-foot wide planting strip, consistent with the MCSP, shall be provided along Murfreesboro Pike. A transit stop will be installed along Murfreesboro Pike. A 12 foot wide multi-use path and a six foot wide grass strip will be installed along Hobson Pike, consistent with the MCSP. New interior public streets will include a six-foot wide sidewalk and a four-foot wide planting strip, exceeding the local street standards.

### **ANALYSIS**

The SP is consistent with the existing T3 Suburban Community Center policy, which calls for a mixture of uses that provide a transition to the adjoining area with improved vehicular and pedestrian connectivity. The SP provides a transition from mixed use subdistricts along the corridors to the residential subdistricts located in the middle of site and along the southeastern property line.

The proposed SP is organized into five phases, each of which is intended for a different range of uses and intensities. The phasing plan is described as preliminary and subject to revisions based on the Final SP. Detailed design conditions regarding the layout and orientation of buildings, access and circulation, and other issues, should be expected at the Final SP for each phase of the project.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- As our original comments have been addressed with the latest SP revision (stamped-received 1/31/18), approval is granted 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**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting 2/22/2018

Developer shall construct the following roadway improvements for phase 1.

### Phase 1\* (8881 ADT)

#### Murfreesboro Pike & Hobson Pike

- Developer shall reconstruct the intersection of Murfreesboro Pike & Hobson Pike.
- Developer shall construct new recommended laneage per TIS, including a second through lane for the northbound and southbound approach as well as adding a second northbound left turn lane;
- Convert right-turn “slip lanes” to traditional right-turn pocket lanes with appropriate storage and transition;
- Install pedestrian signals and crosswalks at all approaches;
- Reconstruct traffic signal for new intersection geometry
- Developer shall design signal plans and submit to metro traffic engineer for approval and install signal modifications with reconstruction of Hobson Pk and Murfreesboro Pk intersection.

#### Murfreesboro frontage

- Developer shall construct both proposed access roads along the Murfreesboro Pike frontage:
- Intersection 11, the western access, shall be constructed with installation of traffic signal including pedestrian signals and crosswalks when warranted and with 1 entering and 2 exiting travel lanes with adequate storage. Access driveways to phase 1 development shall be located an appropriate distance from signalized intersection.
- Developer shall design signal plans and submit to metro traffic engineer for approval and install signal modifications with construction of project access roads along Murfreesboro Pk. when directed by MPW traffic engineer.
- Intersection 12, the eastern driveway, shall be constructed with side-street stop control with 1 entering and 2 exiting travel lanes.
- Coordinate with Nashville Metropolitan Transit Authority to include transit Stop/shelter accommodations along Murfreesboro Pike for outbound and inbound transit stops.
- Enhance Murfreesboro Pike along the property frontage:
- Construct sidewalks;
- Construct right-turn lanes on Murfreesboro Pk at access roads with adequate storage and transitions. Widening of Murfreesboro Pk shall provide adequate transition to existing road section.
- Construct improvements to bicycle facilities subject to further coordination with MPW, potentially including a buffered bike lane and/or enhanced signage/markings at mixing zones with right-turning traffic.
- Provide cross access street to Corner parcel 173.
- Developer shall prepare road construction plans for MPW and TDOT approval.

Developer shall construct the following roadway improvements with phase 2 construction.

### Phase 2\* 588 ADT

#### Remaining Townhomes

- Developer shall connect the Phase 1 and 2 development to Hobson Pike via proposed construction of Street “A”
- Developer shall construct Intersection 14, the center Hobson Pike road access, as a signalized intersection with pedestrian signals and crosswalks and a right-turn deceleration lane on



## Metro Planning Commission Meeting 2/22/2018

Hobson Pk and additional pavement for a future westbound through lane on street "A" to access future property development opposite Hobson Pike frontage.

- Access driveways to phase 3 and phase 4 development shall be located an appropriate distance from signalized intersection.
- Developer shall construct half of the ultimate 5-lane section along Hobson Pike frontage which shall be striped to operate as a 3-lane section until the road is completed by other developments in area. Hobson Pk widening shall provide adequate transition to reconstructed Murfreesboro Pk and Hobson Pk intersection. Developer shall dedicate additional ROW for future 5 lane x section.
- Construct sidewalks
- Developer shall prepare road construction plans for MPW approval.
- Access Roads and intersections in Starwood Commons shall provide adequate sight distance. Additional traffic analysis shall be provided to determine appropriate laneage and intersection designs.
- Developer shall Update TIS to determine the appropriate on site road x sections and intersection traffic control. If additional traffic signals are warranted within Starwood Commons development, Developer shall design traffic signal and submit plans to MPW traffic engineer and install signal when approved by T&P.
- Developer shall determine if traffic officers will be necessary at major site intersections or drives accessing parking facilities. Parking spaces shall comply with metro code.
- All loading zones and parking spaces shall be in accordance with Metro Code.
- Valet services shall be provided on site or off side streets or parking lots and not along major roads. Any temporary loading facilities along public roads for parcel post and deliveries will require T&P approval and signage.

### Phases 3,4,5

Prior to construction of phases 3-5, the developer will be required to conduct additional traffic analysis to evaluate the levels of service along the Hobson Pike/Old Hickory Boulevard corridor. As determined by these studies and agreed upon by Metro, additional offsite improvements and coordination may be required to mitigate the impacts of these phases.

### Phase 3\* 2939 ADT

#### Hobson Frontage

- Developer shall construct Intersection 15, the southern Hobson Pike driveway, with side street stop control and a right-turn deceleration lane and a minimum of 1 entering and 2 exiting travel lanes.

### Phase 4\* 5030 ADT

#### Remaining Mixed-Use

- Developer shall construct Intersection 13, the northern Hobson Pike driveway, with side street stop control and a right-turn deceleration lane and a minimum of 1 entering and 2 exiting travel lanes.



## Metro Planning Commission Meeting 2/22/2018

### Phase 5\*

#### Park

- All roadway improvements shall be constructed prior to Park construction. Provide parking spaces as necessary for park facilities.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	32.55		250 U	1639	127	156

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	32.55		421,500 S.F.	17301	360	1668

#### 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)	32.55		550 U	3457	274	321

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	32.55		421,500 S.F.	17301	360	1668

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1,818	+147	+165

### **METRO SCHOOL BOARD REPORT**

The proposed SP zoning is expected to generate 535 students, or 229 more students than the existing SP-MU zoning, assuming that the SP incorporates 200 single-family residential units and up to 350 multi-family residential units. Students would attend Cane Ridge Elementary School, Antioch Middle School and Cane Ridge High School. Cane Ridge Elementary has been identified as over-capacity. There is capacity within the cluster for elementary school students. 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.



## Metro Planning Commission Meeting 2/22/2018

### CONDITIONS

1. Permitted uses shall be limited a maximum of 200 single-family residential units, up to 350 multi-family residential units and 421,500 square feet of non-residential uses. Non-residential uses shall be as specified on the plan.
2. On the corrected set, indicate that uses within Phase 5 (Park) shall be limited to Recreation Facilities and Outside Commercial Amusement (Temporary).
3. On the corrected set, add the following condition: Outside Commercial Amusement events shall be limited to a maximum 12,000 people. All facilities and structures needed for the temporary event shall be portable, and permanent structures for the temporary event shall not be permitted.
4. The applicant shall coordinate with MTA to determine the transit stop location along Murfreesboro Pike prior to submission of Final Site Plan application.
5. Comply with all conditions from Public Works and Traffic and Parking.
6. With final site plan for Phase 1, the applicant shall analyze with Planning and Public Works the feasibility of a pedestrian refuge for the pedestrian crossing at the signal on Murfreesboro Pike. If determined feasible, install a pedestrian refuge in accordance with Metro Public Works and Planning.
7. With final site plan for Phase 1, the applicant shall analyze with Planning and Public Works the feasibility of reducing the number of deceleration lanes at all access points. If determined feasible, work with Metro Public Works and Planning to determine locations of deceleration lanes.
8. The developer shall work with staff at Final SP to ensure that buildings orient toward streets and open space to the greatest extent possible.
9. At Final SP for each phase the applicant shall be required to provide an exact breakdown of the number of units and number of bedrooms so that parking and other requirements can be accurately reviewed.
10. Elevations for all building types consistent with the bulk and architectural standards in the Preliminary SP shall be provided with the submittal of the Final Site plan for each phase for review and approval by staff.
11. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the applicable request or application:
  - Mixed Use Subdistrict: MUL-A
  - Residential Subdistrict: RM9-A
13. 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
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.
15. 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



## **Metro Planning Commission Meeting 2/22/2018**

through this enacting ordinance, or add vehicular access points not currently present or approved.

16. 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.

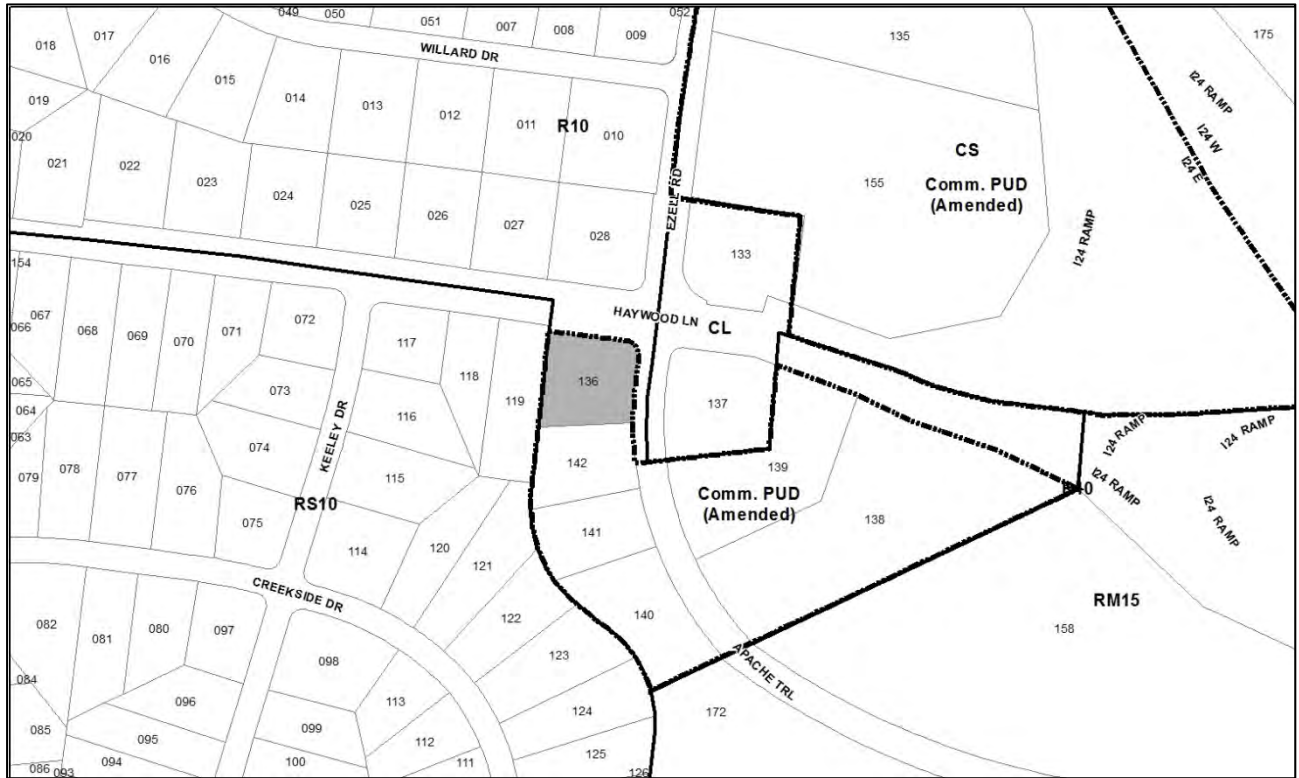




**SEE NEXT PAGE**



# Metro Planning Commission Meeting 2/22/2018



## 80-72P-002

APACHE TRAIL COMMERCIAL (REVISION AND FINAL)

Map 148-10, Parcel(s) 136

12, Southeast

30 (Jason Potts)



**Project No.** **Planned Unit Development 80-72P-002**  
**Project Name** **Apache Trail Commercial (Revision and Final)**  
**Council District** 30 – Potts  
**School District** 2 – Brannon  
**Requested by** Barge Cauthen and Associates, Inc. applicant; Hafiz Yafai and Rashid Mushin, owners.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the March 8, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions.*

**APPLICANT REQUEST**

**Revise the preliminary plan and final site plan for a portion of a Planned Unit Development.**

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development on property located at 3901 Apache Trail, at the southwest corner of Apache Trail and Haywood Lane (0.70 acres), zoned One and Two-Family Residential (R10), to permit a 5,320 square foot retail building.

**Existing Zoning**

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

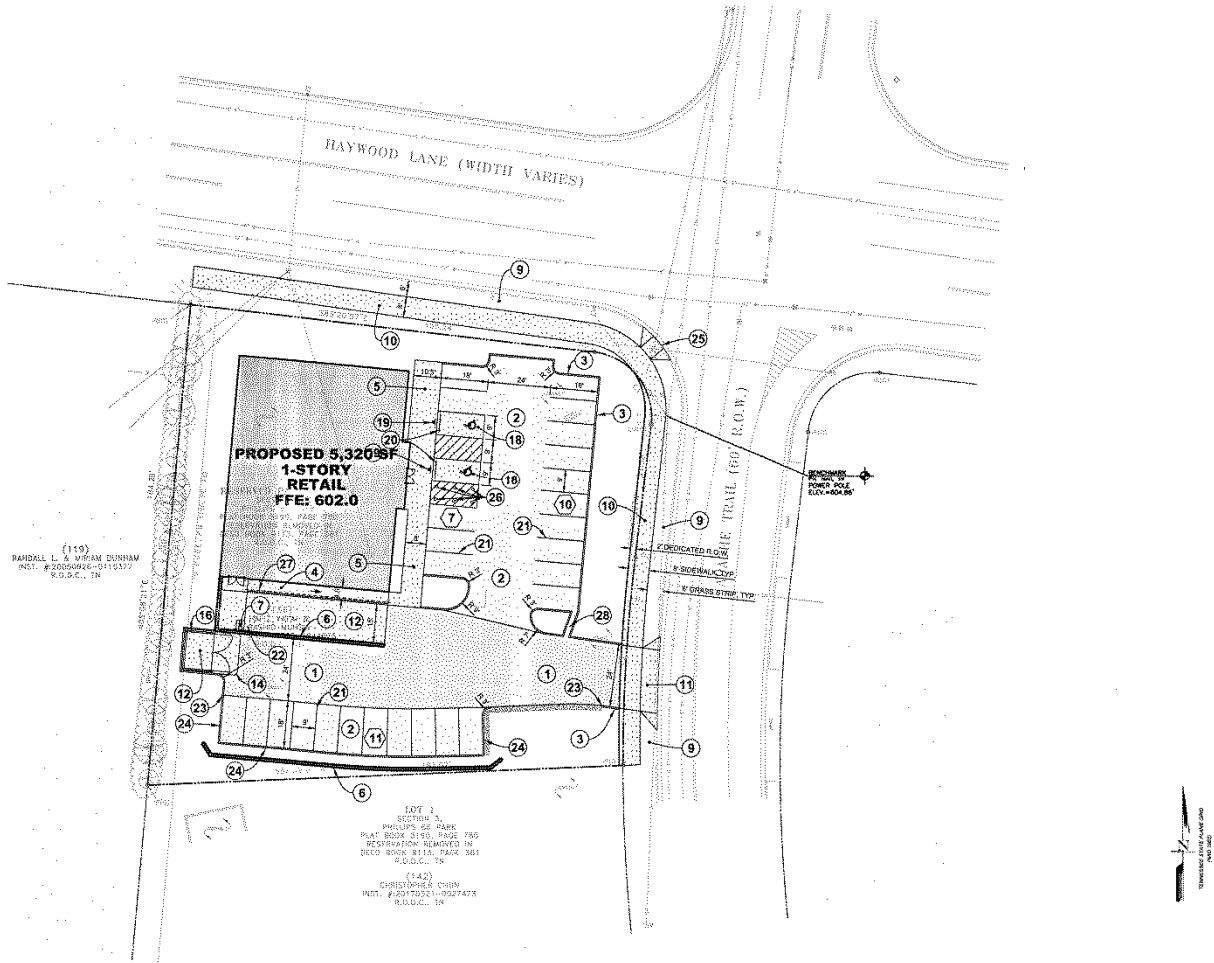
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**REQUEST DETAILS**

This is a request to revise the preliminary PUD plan for a portion of the Apache Trail PUD. Council approved the Apache Trail PUD in 1972, and it was last revised in 2016 to permit a 2,520 square foot addition to an existing office building at the project site and to use that building for retail uses. The PUD is currently approved for 67,929 square feet of office, general commercial, and recreation (bowling alley) uses.



# Metro Planning Commission Meeting 2/22/2018



Proposed Site Plan



## Metro Planning Commission Meeting 2/22/2018

Parcel 136 was recently revised to permit a 2,520 square foot addition to an existing building for a total of 5,320 square feet. The applicant is now requesting to construct a new building within the approved square footage and revise the approved site layout. The applicant has indicated the proposed use of the site as a market, which would be classified as a retail use. Retail uses are currently allowed under the PUD.

### PLAN DETAILS

The plan proposes the construction of a 5,320 square foot retail building. The parking lot will be expanded by 2 spaces for a total of 28 parking spaces, which meets the requirement of the Zoning Code for retail uses. The previously approved access driveway will provide a single point of ingress and egress from the site. The site plan also shows a new location for the refuse and dumpster. An 8 foot sidewalk and 6 foot planting strip will be provided along Haywood Lane and Apache Trail consistent with the Major and Collector Street Plan.

### ANALYSIS

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

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



## Metro Planning Commission Meeting 2/22/2018

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

This request can be considered a minor modification because the proposed building does not increase the total floor area more than ten percent beyond the total floor area which was last approved by Council for the PUD.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Returned for corrections**

- The signed and notarized DRC document.
- The Plan Review and Grading Permit Fees need to be paid.
- The discharge from the sump pump/inlet should be made as close to sheet flow was possible. I recommend re-grading to make the driveway as flat as possible and putting in a trench drain.
- If you're going to use a sump pump in the design, please incorporate it in the long term maintenance plan.
- Please submit pdf of plan set and drainage report.



## **Metro Planning Commission Meeting 2/22/2018**

### **WATER SERVICES**

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- See road comments.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 8, 2018, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.

### **CONDITIONS (if approved)**

1. A 10 foot wide, Type B landscape buffer shall be provided along the western property boundary. The required landscape buffer shall be provided on-site.
2. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.
3. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to the issuance of any permit for this property, and in any event no later than 120 days after the date of conditional approval by the Planning Commission. Failure to submit a corrected copy of the final PUD site plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. 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.
6. The building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



## **Metro Planning Commission Meeting 2/22/2018**

7. Comply with all conditions of Public Works and Traffic and Parking.
8. 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.
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.
10. 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.

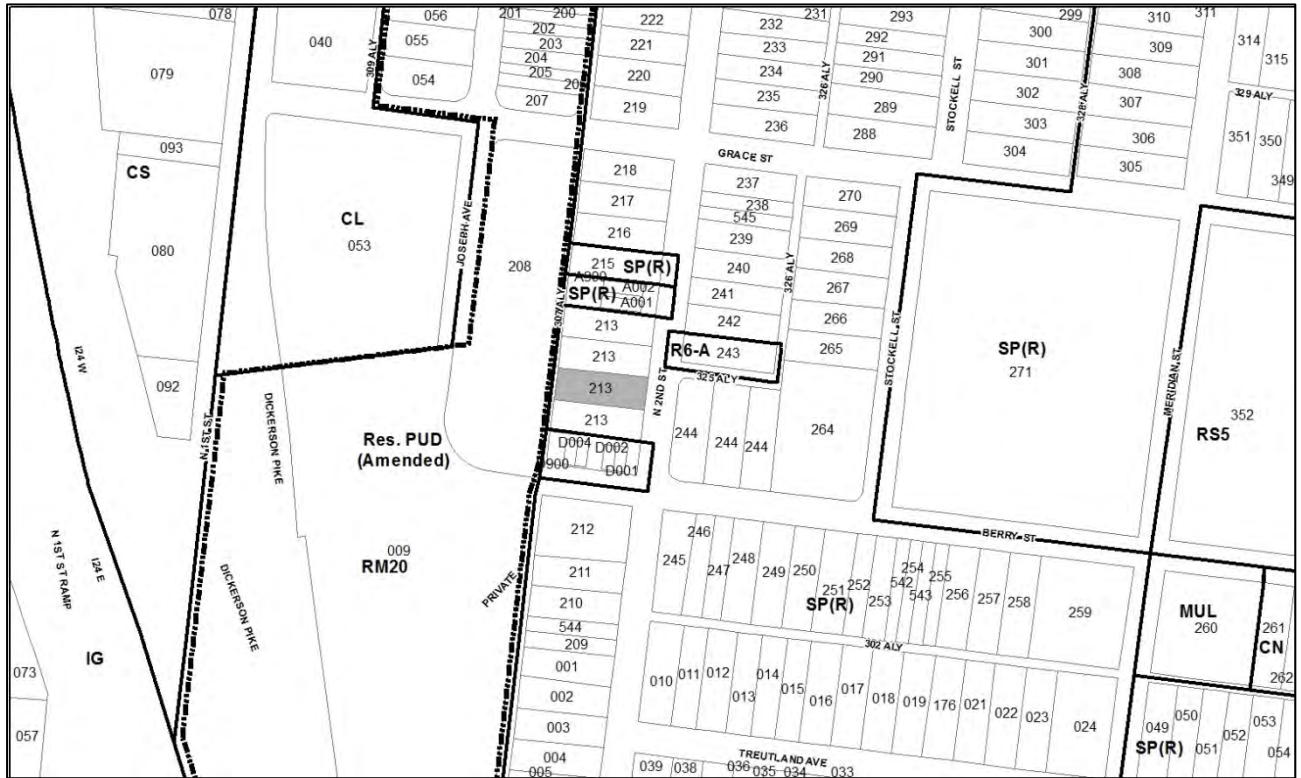




**SEE NEXT PAGE**



# Metro Planning Commission Meeting 2/22/2018



**2018Z-017PR-001**  
 Map 082-07, Parcel(s) 213  
 5, East Nashville  
 5 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-017PR-001</b>
<b>Council District</b>	05 - Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Joanne Walker, applicant and owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from SP-R to R6-A.**

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 606 North 2nd Street, approximately 350 feet south of Grace Street (0.17 acres).

**Existing Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The zoning district allows for all uses permitted by the RS5 zoning district, as well as detached accessory dwelling units. The existing SP permits one single-family residential structure and one detached accessory dwelling unit.*

**Proposed Zoning**

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

**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 zone change is consistent with policy at this location. The lot is located along North 2<sup>nd</sup> Street, south of Grace Street. The surrounding neighborhood contains a diverse mixture of residential uses. These uses include single-family, two-family, and multi-family. An improved alley



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is located at the rear of the lot and the proposed zoning district will require access to be taken from the alley. If the lot is determined to be duplex eligible, the proposed zone change would permit a two-family residential use. Determinations of duplex eligibility are made by the Metro Codes Department. Alternatively, a detached accessory dwelling unit may be allowed.

### ANALYSIS

The property contains 0.17 acres located on the western side of North 2nd Street, approximately 350 feet south of Grace Street. The standards required by the 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. Sidewalks, which meet the local street standards, will be required at the building permit stage with the redevelopment of these lots. The proposed rezoning is consistent with the goals and objectives of the T4 MU policy and the context of the surrounding neighborhood.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

Maximum Uses in Existing Zoning District: **SP-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)	0.17	8.71 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.17	7.26 D	2 U	20	2	3

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

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

### METRO SCHOOL BOARD REPORT

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

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

The proposed zoning is not expected to generate any additional students beyond the existing zoning. Students would attend Chadwell Elementary School, Gar-Mar 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 2017.



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### **STAFF RECOMMENDATION**

Staff recommends approval with conditions as the request is consistent with the T4 Urban Neighborhood Evolving policy at this location.

### **CONDITIONS**

1. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance No. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.



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**2018Z-020PR-001**  
Various Maps, Various Parcels  
05, East Nashville  
06 (Brett Withers)  
07 (Anthony Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-020PR-001</b>
<b>Council Bill</b>	BL2018-1084
<b>Council District</b>	06 – Withers
	07 – Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Councilmember Anthony Davis and Councilmember Brett Withers, applicants; various property owners.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Apply a Contextual Overlay District.**

Zone Change

A request to apply a Contextual Overlay District to various properties located along Riverside Drive, Porter Road, Creighton Avenue, Carter Avenue, Mckennell Drive, Greenwood Avenue and Peerman Drive, southeast of the intersection of Cahal Avenue and Porter Road, zoned One and Two-Family Residential (R6; R10) and Specific Plan –Residential (SP-R) (43.71 acres).

**Existing Zoning**

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

One and Two-Family Residential District (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.

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.

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

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



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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 Center (T4 NC) 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.

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 overlay area is supported by the various land use policies that cover the area. There is a fairly consistent housing type in regards to bulk and massing currently in the area proposed for the Contextual Overlay. The Contextual Overlay would help to preserve the general character of the existing neighborhood, with specific standards for new construction that are directly related to the existing residential structures in the area.

### **CONTEXTUAL OVERLAYS**

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

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

### **CONTEXTUAL OVERLAY STANDARDS**

A. Street setback. The minimum required street setback shall be the average of the street setback of the two developed lots abutting each side of the lot. When one or more of the abutting lots is vacant, the next developed lot on the same block face shall be used. The minimum provided in 17.12.030A and the maximum provided in 17.12.030C.3 shall not apply. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the minimum required street setback shall be calculated and met for each street.





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### B. Height.

1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.
2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.
3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.

### C. Maximum building coverage. The maximum building coverage (excluding detached garages and other accessory buildings) shall be a maximum of 150% of the average of the building coverage (excluding detached garages and other accessory buildings) of the two abutting lots on each side. When the abutting lot is vacant, the next developed lot shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum building coverage shall be calculated and met for each street.

### D. Access and driveways, garages and parking areas.

1. Access and Driveways.
  - a. Where existing, access shall be from an improved alley. Where no improved alley exists, a driveway within the street setback may be permitted.
  - b. For a corner lot, the driveway shall be located within 30 feet of the rear property line.
  - c. Driveways are limited to one driveway ramp per public street frontage.
  - d. Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width.
2. Garages.
  - a. Detached. The front of any detached garage shall be located behind the rear of the primary structure. The garage door of a detached garage may face the street.
  - b. Attached. The garage door shall face the side or rear property line.

### **STAFF RECOMMENDATION**

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