



METROPOLITAN PLANNING COMMISSION MINUTES

Thursday, February 26, 2015

4:00 pm Regular Meeting

700 Second Avenue South
(between Lindsley Avenue and Middleton Street)
Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

The Planning Commission guides growth and development as Nashville and Davidson County 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.

Commissioners Present:

Jim McLean, Chair
Greg Adkins, Vice Chair
Stewart Clifton
Hunter Gee
Derrick Dalton
Jeff Haynes
Lillian Blackshear
Jessica Farr
Andree LeQuire
Councilman Walter Hunt

Staff Present:

Doug Sloan, Deputy Director
Kelly Adams, Administrative Services Officer III
Bob Leeman, Planning Manager II
Kathryn Withers, Planning Manager II
Carrie Logan, Planner III
Cindy Wood, Planner III
Jason Swaggart, Planner II
Tifinie Capehart, Planner II
Greg Claxton, Planner II
Stephanie McCullough, Planner II
Melissa Sajid, Planner II
Latisha Birkeland, Planner II
Lisa Milligan, Planner II
Jen Nalbantyan, Planner I
Alex Deus, Planner I
Lora Fox, Legal
Craig Owensby, Public Information Officer

Richard C. Bernhardt, FAICP, CNU-A

Secretary and Executive Director, Metro Planning Commission
Metro Planning Department of Nashville and Davidson County
800 2nd Avenue South P.O. Box 196300 Nashville, TN 37219-6300

Notice to Public

Please remember to turn off your cell phones.

The Commission is a 10-member body, nine of whom are appointed by the Metro Council and one of whom serves as the mayor's representative. The Commission meets on the 2nd and 4th Thursday of each month at 4:00 p.m., unless otherwise noted. The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, the Commission recommends an action to the Metro Council (e.g. zone changes, specific plans, overlay districts, and mandatory referrals). The Metro Council can accept or not accept the recommendation.

Agendas and staff reports can be viewed on-line at www.nashville.gov/mpc/agendas or weekdays from 7:30 a.m. to 4:00 p.m. at the Planning Department office located at 800 2nd Avenue South, downtown Nashville. Also, at the entrance to this meeting room, a binder of all staff reports has been placed on the table for your convenience.

Meetings on TV can be viewed live or shown at an alternative time on Channel 3. Visit www.nashville.gov/calendar for a broadcast schedule.

Writing to the Commission

You can mail, hand-deliver, fax, or e-mail comments on any agenda item to the Planning Department. For the Commission to receive your comments, prior to the meeting, you must submit them by **noon the day of the meeting**. Otherwise, you will need to bring 14 copies of your correspondence to the meeting and during your allotted time to speak, distribute your comments.

Mailing Address: Metro Planning Department, 800 2nd Avenue South, P.O. Box 196300, Nashville, TN 37219-6300
Fax: (615) 862-7130
E-mail: planningstaff@nashville.gov

Speaking to the Commission

If you want to appear in-person before the Commission, view our tips on presentations on-line at www.nashville.gov/mpc/pdfs/mpc_mtg_presentation_tips.pdf and our summary regarding how Planning Commission public hearings are conducted at www.nashville.gov/mpc/docs/meetings/Rules_and_procedures.pdf. Briefly, a councilmember may speak at the very beginning of the commission meeting, after the individual item is presented by staff, or after all persons have spoken in favor or in opposition to the request. Applicants speak after staff presents, then, those in favor speak followed by those in opposition. The Commission may grant the applicant additional time for a rebuttal after all persons have spoken. Maximum speaking time for an applicant is 10 minutes, individual speakers is 2 minutes, and a neighborhood group 5 minutes, provided written notice was received prior to the meeting from the neighborhood group.

- Day of meeting, get there at least 15 minutes ahead of the meeting start time to get a seat and to fill-out a "Request to Speak" form (located on table outside the door into this meeting room).
- Give your completed "Request to Speak" form to a staff member.
- For more information, view the Commission's Rules and Procedures, at www.nashville.gov/mpc/pdfs/main/rules_and_procedures.pdf

Legal Notice

As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.



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MEETING AGENDA

A. CALL TO ORDER

The meeting was called to order at 4:02 p.m.

B. ADOPTION OF AGENDA

Chairman McLean moved and Ms. Blackshear seconded the motion to adopt the agenda. (7-0)

C. APPROVAL OF FEBRUARY 12, 2015, MINUTES

Mr. Haynes moved and Mr. Dalton seconded the motion to approve the February 12, 2015, minutes. (7-0)

Ms. LeQuire arrived at 4:03 p.m.

D. RECOGNITION OF COUNCILMEMBERS

Councilman McGuire spoke in opposition to Item 20 and stated that the neighbors wish to maintain the area as is.

Ms. Farr arrived at 4:06 p.m.

Councilman Baker spoke in favor of Item 14.

Council Lady Dowell spoke in favor of Items 7a, 7b, and 7c.

Councilman Bedne spoke in favor of Items 7a, 7b, 7c, and 13.

E. NASHVILLENEXT UPDATE

Mr. Claxton presented the NN Update.

F. ITEMS FOR DEFERRAL / WITHDRAWAL

1a. 2015CP-003-001

BORDEAUX-WHITES CREEK PLAN AMENDMENT

1b. 2015SP-012-001

NASHVILLE READY MIX VASHTI STREET OPERATION

3a. 2015CP-010-002

GREEN HILLS-MIDTOWN PLAN AMENDMENT

3b. 2015SP-010-001

BRISTOL 12 SOUTH

4. 2015SP-017-001

PILLOW STREET COTTAGES

6. 2015S-008-001

920 CURDWOOD BOULEVARD

21. 2015S-024-001

RESUB. LOT 6, THE ROBERT H. DEMOSS 69- ACRE TRACT

Ms. Blackshear recused herself from Items 1a, 1b, 3a, and 3b.

Chairman McLean moved and Mr. Gee seconded the motion to approve the Deferred & Withdrawn items. (8-0-1)

G. CONSENT AGENDA

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

5. 2014S-035-001
SOLDIER'S REST

7a. 2015CP-012-001
SOUTHEAST NASHVILLE COMMUNITY PLAN AMENDMENT

7b. 2015SP-005-001
BEAMAN & TURNER PROPERTIES

7c. 51-87P-001
HICKORY HOLLOW MARKET PLACE

10. 2015SP-019-001
121 LUCILE STREET

11. 2015SP-020-001
CROLEYWOOD PARK

12. 2015SP-021-001
GRACE AT ELLISTON

14. 2015Z-004PR-001

16. 2015Z-009PR-001

17. 2015Z-010PR-001

18. 304-84P-001
FAIRHAVEN PLACE

19. 2008S-061U-12
BRENTWOOD BRANCH ESTATES (CONCEPT PLAN EXTENSION #6)

22. New employment contract for Brett Thomas

26. Accept the Director's Report and Approve Administrative Items

Ms. Blackshear recused herself from Items 7a, 7b, 7c, and 16.

Mr. Haynes moved and Mr. Dalton seconded the motion to approve the Consent Agenda. (8-0-1)

H. PREVIOUSLY DEFERRED ITEMS

The items below were deferred from a previous Planning Commission meeting at the request of the applicant or by the commissioners. For Community Plan Policy items, see I. Community Plan Policy Changes and Associated Cases.

Community Plan Amendments

1a. 2015CP-003-001

BORDEAUX-WHITES CREEK PLAN AMENDMENT

Map 071-14, Parcel(s) 380, 387

Council District 02 (Frank R. Harrison)

Staff Reviewer: Stephanie McCullough

A request to amend the Bordeaux-Whites Creek Community Plan by changing the Community Character Policy from District Industrial policy to an Impact policy for properties located at 1311 and 1325 Vashti Street, (6.94 acres), requested by Gresham, Smith and Partners, applicant; Steve Meadows, owner (See Also Specific Plan Case No. 2015SP-012-001).

Staff Recommendation: Defer to the March 12, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015CP-003-001 to the March 12, 2015, Planning Commission meeting. (8-0-1)

1b. 2015SP-012-001

NASHVILLE READY MIX VASHTI STREET OPERATION

Map 071-14, Parcel(s) 380, 387

Council District 02 (Frank R. Harrison)

Staff Reviewer: Jennifer Nalbantyan

A request to rezone from IWD to SP-IND zoning for properties located at 1311 and 1325 Vashti Street, north of Cowan Street and located within the Floodplain Overlay District (6.94 acres), to permit the development of a concrete batch plant, requested by Gresham, Smith and Partners, applicant; Steve Meadows, owner (See Also Community Plan Amendment Case No. 2015CP-003-001).

Staff Recommendation: Defer to the March 12, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015SP-012-001 to the March 12, 2015, Planning Commission meeting. (8-0-1)

2a. 2015CP-005-001

EAST NASHVILLE PLAN AMENDMENT

Map 083-07, Parcel(s) 032-036

Council District 06 (Peter Westerholm)

Staff Reviewer: Tifinie Capehart

A request to amend the East Nashville Community Plan to change the Land Use Policy from Urban Neighborhood Maintenance policy (T4 NM) to Urban Neighborhood Evolving policy (T4 NE) for properties located at the corner of Porter Road and Tillman Lane, requested by Littlejohn, applicant; Josephine Lynn Colley, owner. (See also Specific Plan Case No. 2015SP-008-001)

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend land use policy from Urban Neighborhood Maintenance (T4 NM) to Urban Neighborhood Evolving (T4 NE).

Minor Plan Amendment

A request to amend the East Nashville Community Plan to change the Land Use Policy from Urban Neighborhood Maintenance policy (T4 NM) to Urban Neighborhood Evolving policy (T4 NE) for properties located at the corner of Porter Road, Tillman Lane and Powers Avenue.

CRITICAL PLANNING GOALS

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

The application of Urban Neighborhood Evolving policy on properties located at the corner of Porter Road and Tillman Lane creates walkable neighborhoods, provides a range of housing choices, and supports infill development and transit options.

The Urban Neighborhood Evolving policy creates walkable neighborhoods by promoting the location of housing within walking distance to neighborhood commercial centers and transit options. The Urban Neighborhood Evolving policy also encourages housing choice, thus fostering neighborhoods that support aging-in-place, transit, and successful neighborhood market places.

Providing a range of housing types is most often facilitated by infill development. Infill development most often utilizes existing infrastructure and should be designed to provide appropriate transitions in massing, height, and scale. The application of Urban Neighborhood Evolving policy on the subject properties creates opportunity for the use of existing infrastructure, and would provide guidance for appropriate transitions along the side streets of Tillman Lane and Powers Avenue.

EAST NASHVILLE COMMUNITY PLAN

Current Policy

Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

Proposed Policy

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

NashvilleNext Policy Considerations

At the January 8, 2015, meeting, the Planning Commission requested that staff analyze the appropriateness of Neighborhood Evolving policy for a larger area. Through the NashvilleNext process, the application of T4 Urban Neighborhood Evolving is being considered in the locations shown on the map below. Locations appropriate for the application of T4 Urban Neighborhood Evolving include properties near T4 Urban Neighborhood Center policy areas. The application of T4 Urban Neighborhood Evolving policy near the centers supports additional housing choice, and places people within walking distance of essential goods and services. Identifying these key locations for Urban Neighborhood Evolving creates opportunities for varied housing types, which helps to preserve housing types within surrounding neighborhoods, particularly in areas identified as T4 Urban Neighborhood Maintenance areas.

COMMUNITY PARTICIPATION

An early postcard notification announcing the plan amendment and a regular notice communicating the time and date of the Planning Commission Public Hearing was sent to property owners within 600 feet of the potential plan amendment area. A community meeting was not required for this plan amendment request.

A public hearing was held at the January 8, 2015, Planning Commission meeting. The Planning Commission deferred the request and requested additional information from staff. Staff has worked with the applicant to update the request to apply only to properties on Porter Road. The properties on Powers Avenue are recommended to remain Neighborhood Maintenance.

ANALYSIS

Physical Site Conditions

There is a stream that runs parallel to Porter Road and Powers Avenue that should be avoided during the development of these properties. There is no associated floodplain or floodway.

Land Use

The subject properties are currently classified as a vacant, single family, and two family. Land uses adjacent to the subject property include single family residential. Two family residential land uses are located sporadically throughout the area surrounding the subject properties.

Existing Development Pattern

The development pattern is urban, primarily due to the linear block structure and existence of alleys. Lot sizes in the area vary due to the existence of a stream that runs parallel to Porter Road, bisecting many properties into irregular shapes and sizes. Setbacks in the area are generally between 30 feet in depth.

Access

There is existing unbuilt alley right-of-way. The right-of-way is for a segment that would run parallel to Porter Road and another segment that would run perpendicular to Tillman Lane. If not built, the intent of the alley system should be replicated with new development; access should be from the rear, with limited curb cuts on surrounding streets. With regard to pedestrian, bike, and transit access – there are multiple transit stops, a bike lane, and a sidewalk along Porter Road. There is no sidewalk along Tillman Lane and Powers Avenue. New sidewalks should be provided to provide safe access to transit routes and to facilitate the safe travel of pedestrians throughout the area.

Historic Features

The subject properties were not identified as historic features. The Eastwood Historic Conservation Overlay is applied to the neighborhood west of the subject properties; the overlay's most eastern boundary is the west side of Porter Road. Development on the subject properties with frontage on the east side of Porter Road should consider the Eastwood Historic Conservation Overlay with regard to design and building form.

Summary

The Urban Neighborhood Evolving policy supports the creation of walkable neighborhoods, increased housing choice, and infill development. Under the guidance of Urban Neighborhood Evolving policy, the aforementioned may be achieved through infill development. Appropriate locations for infill development in Urban Neighborhood Evolving include areas along corridors or near neighborhood centers. For these reasons the application of Urban Neighborhood Evolving on properties fronting onto Porter Road is appropriate in this location.

The subject properties are an appropriate location for infill development under the guidance of Urban Neighborhood Evolving policy. Located along Porter Road and 0.3 miles from a significant neighborhood center, the subject properties are close to transit and neighborhood services. The subject properties also provide opportunity for appropriate transitions with regard to building type, massing, scale, and setbacks; higher intensity development is appropriate along Porter Road and should transition in intensity and scale along Tillman Lane and Powers Avenue. Walkability can be enhanced by providing additional pedestrian facilities along Tillman Lane and Powers Avenue. For these reasons the application of Urban Neighborhood Evolving is appropriate along Porter Road.

STAFF RECOMMENDATION

Staff recommends approval.

Ms. Blackshear stepped out of the room at 4:30 p.m.

Ms. Capehart presented the staff recommendation of approval.

Items 2a and 2b were heard and discussed together.

In order for each commissioner not present at the January 8, 2015 planning commission meeting to vote, Mr. Adkins asked each to confirm that they watched the video.

Jeff Heinze, Littlejohn Engineering, spoke in favor of the application and noted that the height is consistent with what would be allowed under the current regulations, it meets planning goals, and it is very sensitive to the context of the neighborhood.

Matt Gardner, Imagine One Development Company, spoke in favor of the application due to the much needed improvements it will bring to the area such as additional sidewalks and widening of Tillman and Powers as well as over parking for the area.

Jolyn Colley, 822 Porter Road, spoke in favor of the application and stated that it will help the community continue to have diversity both in its people and its housing.

Brad Naylor, 828 Porter Road, spoke in favor of the application due to the thought and care put into the development by the applicant.

Lynn Harris, 2023 Benjamin St, spoke in favor of the application and noted that this area needs affordable housing.

Jere Holt, 104 Meadowpointe West, spoke in favor of the application due to the many needed improvements it will bring to the area.

Breanna Yeagar, 1521 Forrest Ave, spoke in favor of the application because it will provide much needed affordable and diverse housing options.

Laura Batson, 604 Joyce Lane, spoke in favor of the application and noted that there are currently not many affordable options to choose from.

Jean Zelle, 827 Porter Road, spoke in favor of the application.

Elizabeth Smith, 1800 Russell Street, asked to be included in any public meetings involving Lockeland Springs.

Brett Withers, 1113 Granada Ave, spoke in opposition to the application and asked to slow down the process in order for staff to work on a design plan for the entire area.

Raeanne Rubenstein, 1101 Porter Road, spoke in opposition to the application.

Kristi Seehafer, 800 Porter Road, spoke in opposition to Item 2a; needs to be discussed first with the community.

Brandi Prewitt, 1516 Rosebank Ave, spoke in opposition to the application.

Rick Puncocchar, 818 Porter Road, spoke in opposition to the application.

Mark (last name unclear), 719 Powers Ave, spoke in opposition to the application due to traffic concerns and lack of community consultation.

Sharp (last name unclear), 200 Tillman Lane, spoke in opposition to the application and noted that the entire process has been a one way conversation.

John (last name unclear), 807 McCarns St, spoke in opposition to the application and asked that traffic needs to be considered for the entire area, not just one intersection.

John Madole, 609 Shady Lane, spoke in opposition to the application.

Craig Kennedy, 1432 Greenwood Ave, spoke in opposition to the application and asked the commission to consider if the policy is right for the corridor.

Jeff Heinze noted that this is an appropriate transition; the Colley family is committing to a quality development.

Councilmember Westerholm spoke in favor of the application and noted that this project is a good fit for the location.

Mr. Adkins closed the Public Hearing.

Mr. Gee stated that he likes the plan as it really represents what was discussed in the earlier NashvilleNext Update, but inquired if this is the right change now without considering the entire street and taking it through the public process.

Chairman McLean spoke in favor of the application as long as the SP is adhered to.

Mr. Haynes spoke in favor of the application.

Ms. Farr stated that this may be better than what could be, but should the entire area be considered.

Ms. LeQuire also inquired if the entire area should be considered.

Ms. Capehart clarified that with the controversy surrounding this area, staff feels that it would be best to wait until after NashvilleNext to revisit this larger area.

Chairman McLean moved and Mr. Haynes seconded the motion to approve Item 2a. (5-3) Ms. LeQuire, Ms. Farr, and Mr. Dalton voted against.

The motion failed as six affirmative votes are needed to change the policy.

Chairman McLean moved and Councilmember Hunt seconded the motion to defer.

Mr. Dalton left the meeting at 5:46 p.m.

Mr. Sloan clarified that if deferred, staff will not be available for any community meetings to discuss policy for several months due to NashvilleNext.

Ms. Farr inquired if it's possible to move this forward without changing the policy – a zoning change versus a policy change.

Ms. Capehart explained the difference between neighborhood evolving and neighborhood maintenance. The reason this is neighborhood maintenance is because they are introducing a very new building type to the area. The applicant would have to drastically change their plan for it to be neighborhood maintenance.

Ms. LeQuire noted that her main reason for concern was that a policy the public helped put into place would be changed; from a planning perspective, this is of interest.

Mr. Gee noted that when the translation was made from LUPA policies to CCM policies, it seemed that there were many places all over town that the translation didn't necessarily make sense. The term "maintenance" that was never in our LUPA policy was introduced in places where evolution, transition, and more intensity made a lot of sense. This plan and policy makes sense in this location on Porter Road.

Ms. LeQuire asked if the policy could be approved but the development could be deferred.

Mr. Haynes stated to that point, we run the risk of the property owner selling to a developer who isn't in the neighborhood who wants to accept the existing policy and throw 20 units up in a really heinous manner. We need to remember that this is a long standing resident owner that is trying to do something correctly instead of doing the easy thing, which would be to sell.

Ms. LeQuire asked if the commission could reconsider the vote for Item 2a.

Chairman McLean withdrew his motion to defer and Councilmember Hunt withdrew his second.

Ms. LeQuire moved and Ms. Farr seconded the motion to reconsider Item 2a. (7-0)

Mr. Haynes moved and Chairman McLean seconded the motion to approve Item 2a. (6-1) Ms. Farr voted against.

Resolution No. RS2015-49

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015CP-005-001 is Approved. (6-1)"

2b. 2015SP-008-001

821 PORTER ROAD MULTIFAMILY

Map 083-07, Parcel(s) 032-039

Council District 06 (Peter Westerholm)

Staff Reviewer: Melissa Sajid

A request to rezone from R6 to SP-R zoning for properties located at 821, 827, 829, and 831 Porter Road, Porter Road (unnumbered), 2109 Tillman Lane, 809 Powers Avenue, and Powers Avenue (unnumbered), located north of Tillman Lane between Porter Road and Powers Avenue, (2.2 acres), to permit up to 54 stacked flats and 9 detached residential units, requested by Littlejohn, applicant; Josephine Lynn Colley, owner. (See also Community Plan Amendment Case No. 2015CP-005-001)

Staff Recommendation: Approve with conditions and disapprove without all conditions, subject to approval of the policy amendment.

APPLICANT REQUEST

Preliminary SP to permit up to 54 stacked flats and 9 detached residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 821, 827, 829, and 831 Porter Road, Porter Road (unnumbered), 2109 Tillman Lane, 809 Powers Avenue, and Powers Avenue (unnumbered), located north of Tillman Lane between Porter Road and Powers Avenue, (2.2 acres), to permit up to 54 stacked flats and 9 detached 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 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 15 lots with 3 duplex lots for a total of 18 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices

The proposed SP creates an opportunity for infill housing in an area that is served by existing infrastructure and introduces an additional housing type to the area. In addition, the site is served by an existing bus routes that run along Porter Road which will be supported by the additional units proposed by the SP.

EAST NASHVILLE COMMUNITY PLAN

Existing Policy

Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

DRAFT Preferred Future Policy

No change is proposed.

Proposed Policy

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

Consistent with Policy?

The part of the SP located along Powers Avenue that includes 9 detached residential units are recommended to remain in the Urban Neighborhood Maintenance policy. That part of the SP is consistent with the Urban Neighborhood Maintenance policy which is intended to preserve the character of the existing neighborhood. The SP proposes detached dwelling units, which reflects the predominant development pattern along Powers Avenue.

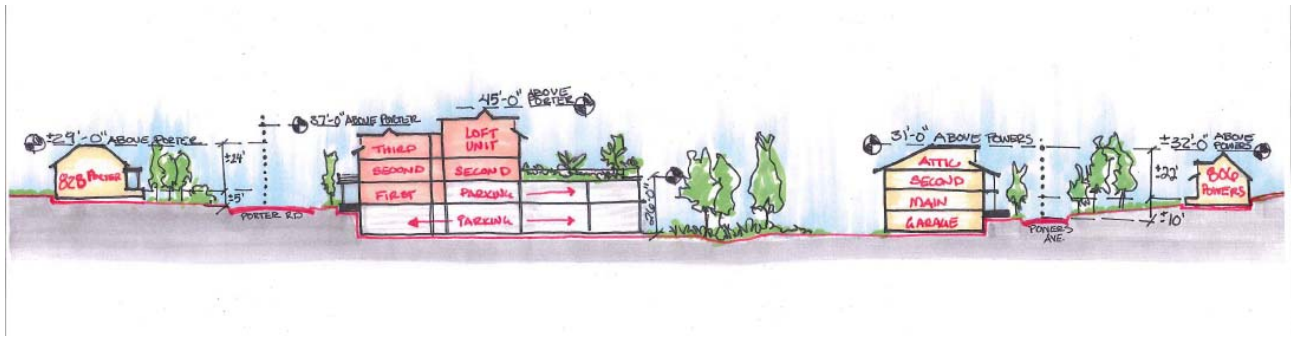
The portion of the SP that includes two buildings of stacked flats is not consistent with the existing policy. A community plan amendment (2015CP-005-001) has been requested to change the policy from Urban Neighborhood Maintenance (T4 NM) to Urban Neighborhood Evolving (T4 NE). This part of the proposed SP is consistent with the T4 NE policy as it introduces an additional housing option to those currently available in the immediate area. In addition, the proposed development is located adjacent to existing transit which will support residential use proposed by the SP.

PLAN DETAILS

The site is located at the northeast corner of the intersection of Porter Road and Tillman Lane and consists of eight parcels that front on Porter Road, Tillman Lane and Powers Avenue. Currently, five structures are located on the site; all of which are proposed to be demolished. Surrounding zoning includes R6 and CN, and the primary uses in the area are one and two-family residential.

Site Plan

The plan proposes 54 stacked flats and 9 detached residential units. The stacked flats are located in two buildings. The larger of the two buildings of stacked flats anchors the corner of Porter Road and Tillman Lane, and the smaller building is oriented toward Porter Road. Nine detached units are located along Powers Avenue and are setback to maintain the existing context along that street. The maximum building height for the multi-family structures is 4 stories in 60 feet; however at Porter Road, the height will be 37' above the street at the front setback and step back to 45' above the street to accommodate the proposed loft units. The detached residences along Powers Avenue shall not exceed 3 stories in 41 feet to the roof ridgeline. Plans utilize site topography to achieve the proposed maximum height without overwhelming the surrounding area. A site section that illustrates the proposed building height in relation to existing structures on Porter Road and Powers Avenue is included with the SP and shown below.



Site Section through Porter Road and Powers Avenue

The SP proposes three access points to the site. The multi-family buildings are accessed via driveways off Porter Road and Tillman Lane, and the detached units have a shared drive off Powers Avenue. Two unimproved alleys are currently located on the site and are proposed to be abandoned by mandatory referral. There is a stream located on the site that runs parallel to Porter Road near Alley #766 and prohibits construction of the alleys. Ample parking for the multi-family units is located on parking decks on the lower and first levels. Parking for the units on Powers Avenue is provided through tuck under garages at the rear of the units.

Sidewalks are currently located along the Porter Road frontage. However, the SP proposes to improve the existing sidewalks on Porter Road and add sidewalks along Tillman Lane and Porter Road to meet the standards of the Major and Collector Street Plan. In addition, the SP is located along an existing transit route that runs along Porter Road.

Architectural elevations included with the SP indicate that the design is to take cues from the Eastwood Neighborhood located to the west. Elements of Arts and Crafts -style architecture are incorporated in the design, and materials shown on the representative architectural images appear to primarily include cementitious lap siding and architectural shingles.

ANALYSIS

The proposed SP is consistent with the proposed Urban Neighborhood Evolving on Porter Road and existing Neighborhood Maintenance policy on Powers Avenue, and the plan meets several critical planning goals.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review

STORMWATER RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only, on the condition the applicant submits an updated availability study reflecting the latest layout (latest study on file shows less units than this SP shows.) Depending on the final layout, public utility relocation may be required. If so, these public construction plans must be approved before Final SP stage.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Prior to Final SP, submit application, i.e. Mandatory Referral, to abandon alleys 766 and 767. Application at: https://www.nashville.gov/portals/0/SiteContent/pw/docs/permits/permits_streetalley.pdf
- Prior to Final SP, indicate installation of MPW standard ST200 curb and gutter and widen street to 22' of asphalt. ~ On Tillman, indicate curb and gutter with 22' of asphalt. On Porter, 20' of asphalt is shown, widen to 22 feet (i.e. do not count the gutter pans in travel way. Lip of gutter should be placed at the existing EOP, unless the street is being widened.
- Prior to Final SP, dedicate ROW to the back for the public sidewalk on all streets, as necessary, prior to building permits.
- Prior to Final SP, submit to Traffic and Parking Commission to install no parking signage on Porter and Tillman or add 8' parking lane on each street.

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)	2.2	7.26 D	18 U*	173	14	19

*Based on three two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.2	-	63 U	506	35	53

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
-	-	-	+ 45 U	+333	+21	+34

SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 5 Elementary 3 Middle 3 High

The proposed SP-R zoning district would generate eight more students than what is typically generated under the existing R6 zoning district. Students would attend Rosebank Elementary School, Bailey Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions, subject to approval of the policy amendment.

CONDITIONS

1. Uses within the SP shall be limited to up to 54 stacked flats and 9 detached residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
4. Proposed alley abandonments must be approved by mandatory referral prior final plat approval.
5. The height of all buildings on Porter Road and Powers Avenue shall not exceed the heights shown on the provided site section, nor shall they increase the height as compared to the structures across Porter Road or Powers Avenue from the provided site section. The proposed step back in height on Porter Road shall be required with the final site plan.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The 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.

Ms. Blackshear stepped out of the room at 4:30 p.m.

Ms. Sajid presented the staff recommendation of approval with conditions and disapproval without all conditions, subject to approval of the policy amendment.

Items 2a and 2b were heard and discussed together.

In order for each commissioner not present at the January 8, 2015 planning commission meeting to vote, Mr. Adkins asked each to confirm that they watched the video.

Jeff Heinze, Littlejohn Engineering, spoke in favor of the application and noted that the height is consistent with what would be allowed under the current regulations, it meets planning goals, and it is very sensitive to the context of the neighborhood.

Matt Gardner, Imagine One Development Company, spoke in favor of the application due to the much needed improvements it will bring to the area such as additional sidewalks and widening of Tillman and Powers as well as over parking for the area.

Jolyn Colley, 822 Porter Road, spoke in favor of the application and stated that it will help the community continue to have diversity both in its people and its housing.

Brad Naylor, 828 Porter Road, spoke in favor of the application due to the thought and care put into the development by the applicant.

Lynn Harris, 2023 Benjamin St, spoke in favor of the application and noted that this area needs affordable housing.

Jere Holt, 104 Meadowpointe West, spoke in favor of the application due to the many needed improvements it will bring to the area.

Breanna Yeagar, 1521 Forrest Ave, spoke in favor of the application because it will provide much needed affordable and diverse housing options.

Laura Batson, 604 Joyce Lane, spoke in favor of the application and noted that there are currently not many affordable options to choose from.

Jean Zelle, 827 Porter Road, spoke in favor of the application.

Elizabeth Smith, 1800 Russell Street, asked to be included in any public meetings involving Lockeland Springs.

Brett Withers, 1113 Granada Ave, spoke in opposition to the application and asked to slow down the process in order for staff to work on a design plan for the entire area.

Raeanne Rubenstein, 1101 Porter Road, spoke in opposition to the application.

Kristi Seehafer, 800 Porter Road, spoke in opposition to Item 2a; needs to be discussed first with the community.

Brandi Prewitt, 1516 Rosebank Ave, spoke in opposition to the application.

Rick Puncochar, 818 Porter Road, spoke in opposition to the application.

Mark (last name unclear), 719 Powers Ave, spoke in opposition to the application due to traffic concerns and lack of community consultation.

Sharp (last name unclear), 200 Tillman Lane, spoke in opposition to the application and noted that the entire process has been a one way conversation.

John (last name unclear), 807 McCarns St, spoke in opposition to the application and asked that traffic needs to be considered for the entire area, not just one intersection.

John Madole, 609 Shady Lane, spoke in opposition to the application.

Craig Kennedy, 1432 Greenwood Ave, spoke in opposition to the application and asked the commission to consider if the policy is right for the corridor.

Jeff Heinze noted that this is an appropriate transition; the Colley family is committing to a quality development.

Councilmember Westerholm spoke in favor of the application and noted that this project is a good fit for the location.

Mr. Adkins closed the Public Hearing.

Mr. Gee stated that he likes the plan as it really represents what was discussed in the earlier NashvilleNext Update, but inquired if this is the right change now without considering the entire street and taking it through the public process.

Chairman McLean spoke in favor of the application as long as the SP is adhered to.

Mr. Haynes spoke in favor of the application.

Ms. Farr stated that this may be better than what could be, but should the entire area be considered.

Ms. LeQuire also inquired if the entire area should be considered.

Ms. Capehart clarified that with the controversy surrounding this area, staff feels that it would be best to wait until after NashvilleNext to revisit this larger area.

Chairman McLean moved and Mr. Haynes seconded the motion to approve Item 2a. (5-3) Ms. LeQuire, Ms. Farr, and Mr. Dalton voted against.

The motion failed as six affirmative votes are needed to change the policy.

Chairman McLean moved and Councilmember Hunt seconded the motion to defer.

Mr. Dalton left the meeting at 5:46 p.m.

Mr. Sloan clarified that if deferred, staff will not be available for any community meetings to discuss policy for several months due to NashvilleNext.

Ms. Farr inquired if it's possible to move this forward without changing the policy – a zoning change versus a policy change.

Ms. Capehart explained the difference between neighborhood evolving and neighborhood maintenance. The reason this is neighborhood maintenance is because they are introducing a very new building type to the area. The applicant would have to drastically change their plan for it to be neighborhood maintenance.

Ms. LeQuire noted that her main reason for concern was that a policy the public helped put into place would be changed; from a planning perspective, this is of interest.

Mr. Gee noted that when the translation was made from LUPA policies to CCM policies, it seemed that there were many places all over town that the translation didn't necessarily make sense. The term "maintenance" that was never in our LUPA policy was introduced in places where evolution, transition, and more intensity made a lot of sense. This plan and policy makes sense in this location on Porter Road.

Ms. LeQuire asked if the policy could be approved but the development could be deferred.

Mr. Haynes stated to that point, we run the risk of the property owner selling to a developer who isn't in the neighborhood who wants to accept the existing policy and throw 20 units up in a really heinous manner. We need to remember that this is a long standing resident owner that is trying to do something correctly instead of doing the easy thing, which would be to sell.

Ms. LeQuire asked if the commission could reconsider the vote for Item 2a.

Chairman McLean withdrew his motion to defer and Councilmember Hunt withdrew his second.

Ms. LeQuire moved and Ms. Farr seconded the motion to reconsider Item 2a. (7-0)

Mr. Haynes moved and Chairman McLean seconded the motion to approve Item 2b with conditions and disapprove without all conditions. (6-1) Ms. Farr voted against.

Resolution No. RS2015-50

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-008-001 is **Approved with conditions and disapproved without all conditions. (6-1)**"

CONDITIONS

- 1. Uses within the SP shall be limited to up to 54 stacked flats and 9 detached residential units.**
- 2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.**

3. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
4. Proposed alley abandonments must be approved by mandatory referral prior final plat approval.
5. The height of all buildings on Porter Road and Powers Avenue shall not exceed the heights shown on the provided site section, nor shall they increase the height as compared to the structures across Porter Road or Powers Avenue from the provided site section. The proposed step back in height on Porter Road shall be required with the final site plan.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The 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.

Ms. Blackshear stepped back in the room at 6:00 p.m.

Chairman McLean left the meeting at 6:00 p.m.

The commission took a break from 6:00 – 6:14 p.m.

3a. 2015CP-010-002

GREEN HILLS-MIDTOWN PLAN AMENDMENT

Map 105-13, Parcel(s) 198, 200-203, 420
Council District 17 (Sandra Moore)
Staff Reviewer: Anita McCaig

A request to amend the 12th Avenue South Detailed Neighborhood Design Plan (DNBP) element of the Green Hills-Midtown Community Plan: 2005 Update by changing the Community Character Policy from Urban Neighborhood Evolving and Urban Neighborhood Center policies with Special Policies to Urban Residential Corridor policy for property located at 2206, 2208, 2212, 2214, 2218, and 2220 12th Avenue South, (1.87 acres), requested by Littlejohn Engineering Associates for Tabernacle Baptist Church, owner.

Staff Recommendation: Defer to the March 12, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015CP-010-002 to the March 12, 2015, Planning Commission meeting. (8-0-1)

3b. 2015SP-010-001

BRISTOL 12 SOUTH

Map 105-13, Parcel(s) 198, 200-203, 420
Council District 17 (Sandra Moore)
Staff Reviewer: Lisa Milligan

A request to rezone from CS and R8 to SP-R zoning for properties located at 2206, 2208, 2212, 2214, 2218 and 2220 12th Avenue South, approximately 105 feet south of Lawrence Avenue (1.87 acres), to permit a multifamily residential development containing up to 164 dwelling units, requested by Littlejohn, applicant; Tabernacle Baptist Church, owner (See Also Community Plan Amendment Case No. 2015CP-010-002).

Staff Recommendation: Defer to the March 12, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015SP-010-001 to the March 12, 2015, Planning Commission meeting. (8-0-1)

Specific Plans

4. 2015SP-017-001

PILLOW STREET COTTAGES

Map 105-07, Parcel(s) 136-137
Council District 17 (Sandra Moore)
Staff Reviewer: Lisa Milligan

A request to rezone from R6 to SP-R zoning for properties located at 1318 and 1322 Pillow Street, at the northeast corner of Pillow Street and Merritt Avenue, (0.618 acres), to permit up to 10 residential units, requested by E3 Construction Services, LLC, applicant; Globex, Inc, Charles LeMay, and Judy Ragsdale, owners.

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred 2015SP-017-001 indefinitely. (9-0)

Subdivision: Final Plats

5. 2014S-035-001

SOLDIER'S REST

Map 044-15, Parcel(s) 001
Council District 11 (Larry Hagar)
Staff Reviewer: Melissa Sajid

A request for final plat approval to create seven lots and open space on property located at Bryan Street (unnumbered), at the southwest corner of Bryan Street and Donelson Avenue, zoned OR20 and R6 (1.34 acres), requested by K & A Land Surveying, applicant; Mary Michele Batson, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Create 7 lots and open space.

Final Plat

A request for final plat approval to create seven lots and open space on property located at Bryan Street (unnumbered), at the southwest corner of Bryan Street and Donelson Avenue, zoned Office and Residential (OR20) and One and Two-Family Residential (R6) (1.34 acres).

Existing Zoning

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

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

The proposed subdivision creates infill housing opportunity in an area that is served by existing infrastructure and promotes walkable neighborhoods by proposing sidewalks in an area not currently served by sidewalks.

SUBDIVISION REGULATIONS

The request will create seven lots and open space from two existing lots that total 1.34 acres and that are located at the southwest corner of Bryan Street and Donelson Avenue in Old Hickory. The subdivision was submitted last year under the LUPA policies. Lots 1-6 are not evaluated as infill as these lots are zoned OR20. At the time the request was filed, the land use policy for proposed Lot 7 was Single-Family Detached in Neighborhood General. Therefore, Lot 7 is evaluated under the provisions of Section 3-5.3 of the Subdivision Regulations.

PLAN DETAILS

The plan proposes to create seven lots and open space at the corner of Bryan Street and Donelson Avenue. The existing house on Lot 7 is to remain, and Lot 7 is to be limited to detached single-family residential. Lots 1-3 are oriented to Donelson Avenue, and Lots 4-7 front Bryan Street. The open space is located behind Lots 4-6 and will include a bioretention area and other elements required for stormwater management. Access to the lots is consolidated to one driveway located between

Lots 3 and 4 that curves to the south behind Lots 4-7. Sidewalks are existing, but are substandard. Sidewalk improvements would be evaluated under the Zoning Code, not the Subdivision Regulations, since the property is Zoned OR20.

ANALYSIS

Zoning Code

Proposed Lots 1-6 meet the minimum standards of the OR20 zoning district while Lot 7 meets the standards of the R6 zoning district.

Street Frontage

All proposed lots have frontage on a public street.

Agency Review

All review agencies recommend approval.

Special Policy

The applicant proposes to limit Lot 7 to single-family detached which complies with the Special Policy.

The proposed subdivision is consistent with the Subdivision Regulations and Zoning Code. The applicant has proposed to plat a contextual front setback of 20 feet on Lots 1-6, limit access to one shared access located between Lots 3 and 4, limit building height to 2 stories in 35 feet, and prohibit garages doors from facing a public street. In addition, the applicant will install the required sidewalk and planting strip prior to the issuance of any building permits.

FIRE MARSHAL RECOMMENDATION

Approved

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approval is contingent on construction and completion of Metro Project # 14-SL-118. If choosing to record the plat before completion of this project, please post bond of \$23,000.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

PUBLIC WORKS RECOMMENDATION

Conditional if approved

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- If sidewalks are required, then they should be shown on the plan per Public Works standards with the required curb and gutter and grass strip. Sidewalks must be located within public ROW.

STAFF RECOMMENDATION

Staff finds that the subdivision is consistent with the Subdivision Regulations and the Zoning Code. Therefore, staff recommends approval with conditions.

CONDITIONS

1. The existing driveway on Lot 7 shall be removed prior to recordation of the plat.
2. Approval is contingent on construction and completion of Metro Project # 14-SL-118. If choosing to record the plat before completion of this project, please post bond of \$23,000.

Approve with conditions. (9-0), Consent Agenda

Resolution No. RS2015-51

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014S-035-001 is **Approved with conditions. (9-0)**”

CONDITIONS

1. The existing driveway on Lot 7 shall be removed prior to recordation of the plat.
2. Approval is contingent on construction and completion of Metro Project # 14-SL-118. If choosing to record the plat before completion of this project, please post bond of \$23,000.

6. 2015S-008-001

920 CURDWOOD BOULEVARD

Map 061-11, Parcel(s) 064

Council District 08 (Karen Bennett)

Staff Reviewer: Alex Deus

A request for final plat approval to create three lots on property located at 920 Curdwood Boulevard, approximately 300 feet west of Burrus Street, zoned RS7.5 (0.73 acres), requested by Roger Harrah, applicant; Robert L. Scruggs, owner.

Staff Recommendation: Defer to the March 12, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015S-008-001 to the March 12, 2015, Planning Commission meeting. (9-0)

I. COMMUNITY PLAN POLICY CHANGES AND ASSOCIATED CASES

The Planning Commission will make the final decision on a Community Plan Amendment. The Commission will make a recommendation to the Metro Council on any associated cases(s). The Metro Council will make the final decision to approve or disapprove the associated case(s).

Community Plan Amendments

7a. 2015CP-012-001

SOUTHEAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 163, Parcel(s) 341

Map 174, Parcel(s) 024.01, 023, 024, 053, 184, 213, 218-219

Council District 32 (Jacobia Dowell)

Staff Reviewer: Tifinie Capehart

A request to amend the Southeast Community Plan by changing the Community Character policies from T3 Suburban Neighborhood Evolving and Conservation policies to Conservation and District Destination Retail policies with Special Policies for properties located at 3135 and 3185 Old Franklin Road, 5570 and 5580 Cane Ridge Road and Cane Ridge Road (unnumbered), on the west side of Interstate 24 (approximately 286 Acres), requested by D3 Hickory Hollow, LLC, applicant; Ralph and Lisa Maxson, Lee Beaman, Robert Morton et ux, H.C. Turner Family Limited Partnership, Mary Jane Hurt, Nancy Turner Morton and Clarence Hurt et ux, owners (See Also Specific Plan Case No. 2015SP-005-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Change the policy from Suburban Neighborhood Evolving and Conservation with Special Policies to District Destination Retail and Conservation with Special Policies.

Major Plan Amendment

A request to amend the Southeast Community Plan by changing the Community Character policies from T3 Suburban Neighborhood Evolving and Conservation policies to Conservation and District Destination Retail policies with Special Policies for properties located at 3135 and 3185 Old Franklin Road, 5570 and 5580 Cane Ridge Road and Cane Ridge Road (unnumbered), on the west side of Interstate 24 (approximately 292 acres).

SOUTHEAST COMMUNITY PLAN

Current Policies

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

Suburban Neighborhood Evolving (T3 NE) policy is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

Special Policies

The T3 NE policy supports new suburban-style residential development, but with more housing options, more intensity, and a higher level of connectivity and greater transportation choice. During the Antioch-Priest Lake Community Plan Update process,

stakeholders expressed a need for more 'move-up housing' to attract and retain growing families and professionals. The housing in southeast Davidson County must also remain attractive for changing demographics (Gen Y, smaller families, and Baby Boomers looking to downsize). The Lenox Village model of suburban development is an attractive option that meets these needs.

T3 NE policy is appropriate in this location because of its locational assets; the area is adjacent to Hickory Hollow, The Crossings and is easily accessed by Old Franklin Road and Cane Ridge Road. The location provides opportunities for additional housing at upper price points that may serve as a relocation incentive for companies.

T3 NE policy is also applied to an existing commercial Planned Unit Development (PUD) within the amendment area. The Bell Road/Hickory Hollow portion of the Southeast Community Plan did see a decline in retail due to the recession. If developed, the existing commercial PUD would have the scale of a large regional shopping center. Rather than encourage additional commercial development, the Plan encourages revitalization of existing commercial areas. The T3 NE policy is applied to encourage commercial redevelopment in existing areas. It should be noted that the T3 NE policy would not preclude the inclusion of neighborhood-oriented retail as part of a comprehensive traditional neighborhood development with exceptional design.

Transportation Infrastructure Deficiency Area Policy

Half of this site lies within the adopted Transportation Infrastructure Deficiency Area (TIDA), which has special policies regarding required transportation improvements. The TIDA policy states that:

“Consideration of any zoning or other land use change should include an evaluation of the presence, availability, and adequacy of all infrastructure, especially those elements identified on the facing page. Approval of any zone change requests in the areas identified as having transportation and/or school deficiencies should give strong consideration to the presence or timing of improvements to alleviate the deficient infrastructure.”

DRAFT Preferred Future Policy

No changes proposed.

Requested Policy (New Policy Category)

District Destination Retail (D DR) policy is intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D Destination Retail Districts are characterized by the presence of one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. These uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.

Special Policies

Development within this special policy area should provide a mixture of land uses that are designed to function as a walkable, mixed use center. During the 2012 Antioch – Priest Lake Community Plan Update, the policies for the subject properties located in the Southeast Community were amended. The community character policy was changed from Neighborhood Urban to Suburban Neighborhood Evolving with special policies encouraging traditional neighborhood design. It was the intent of the new policy to encourage a mixture of uses such as neighborhood retail and mixed-residential designed as a traditional neighborhood development. Therefore, the supportive uses permitted in this Destination Retail Policy should be designed to function as a traditional neighborhood development. Pedestrian, bike, greenway, and vehicular connectivity are necessities within and between the sub-districts. Building form, location, façade articulation, landscaping, and signage should be designed to create a pedestrian friendly environment throughout.

1. Residential Sub-District:

- a. This sub-district should provide a transition from the residential land uses on Cane Ridge Road to more intense land uses within the Destination Retail District.
- b. The sub-district should provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
- c. To avoid buildings looming over other buildings at lower elevations, building height, location and topography should be considered but should not exceed 5 stories.
- d. Where street connectivity cannot be provided due to topography, pedestrian, bike, and greenway connections should still be applied. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.

2. Retail Sub-District:

- a. No special policies are needed. Base Destination Retail District Policy applies to this district.

3. Neighborhood Transition Sub-District:

- a. This sub-district should provide a transition from residential land uses on Cane Ridge Road to more intense land uses within the Destination Retail District.
- b. Mixed use buildings should front onto public streets or internal drives that are visible to the public.

- c. The district should provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
- d. To avoid buildings looming over other buildings at lower elevations, building height, location and topography should be considered but should not exceed 5 stories.
- e. Where street connectivity cannot be provided due to topography, pedestrian, bike, and greenway connections should still be applied. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.

4. Office Concentration Sub-District:

- a. This sub-district should be predominately office space, with supportive, residential, retail and services uses for employees and visitors.
- b. Buildings in this district are oriented to the street. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares should be oriented to the streets with setbacks that are moderate too deep to match the surrounding T3 area.

5. Mixed Use Sub-District:

- a. This district should be designed to function as a town center where the predominant building types are vertical mixed use buildings. The development pattern within this sub-district is compact, with internal streets that are designed to privilege the pedestrian and not the automobile.
- b. To create pedestrian friendly streets within this sub-district, mixed use buildings should share street frontage to the highest extent possible. When mixed use buildings share street frontage, parking should be located behind or beside the building. In limited instances mixed-use buildings may share street frontage with a big-box building form. In which case there may be two rows of parking in front of the mixed use building with ample landscaping and buffering along the frontages.

BACKGROUND

When the Southeast Community Plan was last updated in 2004, the properties in the proposed amendment area were placed in two high-intensity mixed use policies: Neighborhood Urban and Regional Activity Center. Both of these policies have since been phased out. The Neighborhood Urban policy was similar to the current Urban Mixed Use Neighborhood policy in terms of the mix of uses and intensity it supported and the urban design standards it contained. The Regional Activity Center policy was similar to the current Center Super Regional Center policy. When the adjacent Antioch-Priest Lake Community Plan was updated in 2012, the subject site was included in a portion of the Southeast Community Plan that was discussed as part of the Antioch-Priest Lake process and amended to the current Conservation and Suburban Neighborhood Evolving policies with Special Policies. The reasons for analyzing this area in concert with the Antioch-Priest Lake Community Plan Update included its proximity to the Hickory Hollow commercial area, its access to The Crossings via Old Franklin Pike, and development opportunity (large properties with singular property ownership). For these reasons, development in this area of the Southeast Community could have significant impacts on the Antioch-Priest Lake Community and vice versa.

In late 2012, the applicants began holding discussions about a proposed large mixed-use development with the District Councilmember, local residential and business stakeholders on both sides of I-24, and other District Councilmembers in the area. The proposed development would be centered on a significant large-footprint, retail component with a regional draw. The applicants later filed community plan amendment and Specific Plan applications for the site. The applicants met several times with Planning staff about policy and design issues. It was eventually decided that there were no current policy categories that could accommodate the operational and design characteristics of the proposed development, which is driven by the unique needs of one or more very large-footprint retail uses that draw from a regional or even multi-state trade area. Some examples of these unique needs and characteristics are difficulties in articulating unusually long building facades that accompany very large, open floor plates and the need to provide large quantities of surface parking. Staff developed the proposed District Destination Retail Policy in response to these unique characteristics and needs and developed Special Policies to better guide the design of this specific site. The new District Destination Retail policy addresses these unique needs and characteristics by including alternative ways of providing walkability to those called for in the T3 Suburban and T5 Center policies that would typically be used for major retail areas. The District Destination Retail policy can also be used for other appropriate sites for this type of large-footprint retail development in the future.

Staff also discussed with the applicants the level and types of site access and internal vehicular, pedestrian, and bicycle networks that would be needed to support of development of the magnitude being proposed. The resulting District Destination Retail policy and accompanying Special Policies therefore also guide access, vehicular, bicycle, and pedestrian connectivity.

COMMUNITY PARTICIPATION

Community Meeting Notices were mailed out to property owners within 1,300 feet of the proposed amendment area on November 24, 2014. Public Hearing Notices were mailed out to property owners within 1,300 feet on February 6, 2015. Local neighborhood associations were notified of both the community meeting and the public hearing. Copies of the notices were also placed on the Planning Department website.

A community meeting was held on December 8, 2014, to discuss the community plan amendment request. Approximately 100 people attended the meeting, along with the applicants and the Councilmember. Attendees at the meeting were mostly supportive of the proposal, especially the potential for unique retailers and the proposed open space and trail system.

ANALYSIS

Providing opportunities for large mixed use developments that include one or more unique retailers that draw from regional trade areas can provide economic benefits to the county and desired shopping opportunities to residents. The proposed District Destination Retail policy not only supports and provides design guidance for these unique retail uses, but also provides opportunities for a range of supportive uses that can also provide economic development and employment benefits. The inclusion of high density residential among the uses supported by the policy helps create an environment where people can live, work, shop, and play in a unique type of mixed use community with its own distinct characteristics. The proposed new District Destination Retail policy provides guidance for access and connectivity for vehicles, pedestrians, and bicyclists. In particular, the proposed new policy calls for the areas to which it is applied to be served by major arterial boulevard streets, interstate interchanges, and mass transit. A zone change application that provides any of these elements that are not in place serves not only the development itself, but provides benefits to the surrounding area, thus meeting its intent of the TIDA.

The proposed text for the new District destination Retail policy and the Special Policies that would apply to this particular development are below:

District Destination Retail

Policy Intent

Enhance, and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant.

General Characteristics

D Destination Retail Districts are characterized by the presence of one or more large-footprint retail uses that are typically surrounded by large surface parking lots. Supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large-footprint establishment. Office and high density residential are also significant supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas. These uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time.

Large-footprint retail buildings are generally single story and are located with direct access to large areas of surface parking. D Destination Retail Districts are served by major arterial boulevard streets, interstate interchanges, and mass transit. The edges of D Destination Retail Districts are firm with clearly distinguishable boundaries.

Application

D Destination Retail Policy is applicable to areas with the specific characteristics contained herein and are desired to have large footprint, auto-centric retail activities as their primary attractor. D Destination Retail policy is applied to locations with direct access from major arterial boulevard streets within 1/2 mile of an interstate or freeway interchange. However, internal mass transit circulation is not expected to be present.

Commonly used boundaries to define D Destination Retail Districts include, but are not limited to: boundaries defined by existing or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional).

Examples of Appropriate Land Uses (In order of appropriateness)

- Required Uses:
 - Large-footprint retail
- Other Uses:
 - Commercial, Educational, Medical, Multifamily Residential, Recreational/Entertainment, Transportation

Design Principles

Access, Block Structure, and Connectivity –D Destination Retail areas have frontage on or and direct access to major arterial boulevards with interstate access within 1/2 mile of the entrance to the site. Although the streets bounding a D Destination Retail area are expected to be designed to move destination and through vehicular traffic efficiently, they must include wide sidewalks, bikeways and access to available transit.

Access to the D Destination Retail area is controlled through a comprehensive access management plans.

Access to the major arterial is consolidated to the highest extent possible to avoid multiple curb cuts and pedestrian, bicyclist and vehicular conflict points and to optimize the operation of the arterial for all modes of transportation. Internal circulation and all other forms of access are provided by side streets, alleys or service lanes. Access to individual parcels and establishments within the D Destination Retail area is aligned with access points for development across the street. Cross access between multiple developments within a D Destination Retail area is required. Coordinated access and circulation create a District that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

Blocks along the edges of the development will vary in length according to the adjacent Transect areas. Blocks internal to the development will vary and be designed to promote the operation of the uses within the D Destination Retail area. An internal

block structure is formed within the District to move people efficiently and safely within it, aid them in finding their destinations, and to help create a sense of place and a distinct identity for the District.

Pedestrian and bicycle connections to surrounding neighborhoods are frequent to provide maximum access. Pedestrian and bicycle connections within the development are high. In both cases, these connections are provided in the form of sidewalks or multi-use paths and bikeways. All buildings in the District are accessible by sidewalks. Crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Vehicle connections to surrounding neighborhoods and corridors are moderate to high. D Destination Retail Areas are located along major arterial boulevard streets within 1/2 mile of interstate or freeway interchanges. Connectivity within the D Destination Retail Area is provided through coordinated access and circulation, which may include the construction of new streets or internal drives. All major internal drives within the District have sidewalks or multi-use paths along both sides. Pedestrian and multi-use facilities along major internal drives will be sized and designed to be consistent with comparably scaled public streets as required by the Major and Collector Street Plan.

Building Form, Mix, and Site Design – Building height, form, and orientation varies with the type of building within the District. Within a D Destination Retail district large-footprint retail use(s) are required. For the purposes of this policy, large-footprint retail uses are defined as buildings with individual first floor tenant spaces in excess of 150,000 square feet. The location of at least one large-footprint retail use shall be designated and preserved for this use. In cases where more than one location is identified for a large-footprint use, at least one of the potential sites shall be preserved until a large-footprint use is actually constructed within the district. These large-footprint primary retail buildings are generally single story but are taller than most single-story retail buildings. Large-footprint primary retail buildings are typically oriented to internal drives, with direct access to parking areas, or open space. Building entrances and walkways along long, blank building walls create a pedestrian friendly environment through the use of wide walkways, generous landscaping and trees, benches, art, plazas, and other similar enhancements.

Single-story retail buildings in D Destination Retail areas that are not large-footprint are oriented to public streets, internal drives, parking areas, or open space. At the boundary of a D Destination Retail area such buildings should be oriented to public streets. In cases where these buildings are oriented to public streets, no more than two rows of parking are placed between the building and the public street.

Commercial buildings that are not large-footprint but which contain more than 70,000 square feet of individual first floor tenant space:

- Articulate their front façades and include such elements as windows and doors;
- Design parking areas in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
- Provide wide walkways, generous landscaping and trees, benches, and other similar enhancements such as art;
- Located smaller outparcel buildings between the large footprint commercial buildings and internal drives or public streets to frame those interfaces; and,
- Place no more than two rows of parking in front of those smaller outparcel buildings.

One or more areas of publicly accessible, usable, and inviting open space within the development shall be provided within each designated development area.

Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms.

Within the District, building heights for office, hotel, mixed-use and residential uses may be up to mid-rise in height but should not exceed 15 stories except for particularly significant locations identified as part of a community planning process. Buildings become lower as they get closer to surrounding lower-scale Community Character policy areas such that a seamless transition is formed.

Smaller scale residential, office and mixed-use buildings may serve as a transition from taller commercial or mixed use activities in the District to smaller scale Community Character areas near the District.

Office buildings are generally oriented to internal streets or drives, open spaces, or public streets external to the development. Parking should generally be limited to two rows between buildings and streets or drives, with additional parking located beside or behind.

Regardless of their location within the District, residential buildings are oriented to the street or to an open space. Residential building setbacks are generally moderate and consistent, with minimal spacing between buildings. Foundations are raised to provide privacy and stoops are provided.

D Destination Retail areas also provide inviting, functional, and accessible open space as an integral part of the development. These open spaces serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities. Multi-use paths and greenways within the District connect to similar systems outside of the district in order to contribute to a larger network.

Some D Destination Retail District sites may contain sensitive natural features, cultural features, and easements that can present constraints to development and may require flexibility in building and site design while still remaining consistent with the Policy Intent and General Characteristics of D Destination Retail policy.

Landscaping – Landscaping is provided in the form of street trees and other plantings and is especially important in breaking up the large expanses of surface parking and providing relief from the heat and watershed impacts caused by the high impervious surface character of D Destination Retail areas. Low Impact Development (LID) stormwater management techniques shall be employed.

Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives.

Lighting – Lighting is provided to enhance the safety and operation of the D Destination Retail District. Lighting is used for safety at buildings and parking areas and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is projected downward. Lighting is designed to enhance the character of the D Destination Retail District, does not intrude onto adjacent residential uses or neighborhoods.

Parking – Parking is generally provided in the form of surface lots but may also be provided in above- or below-ground parking structures. Parking may be located in front of, behind, beside or beneath the primary building. Surface parking areas are heavily screened from adjacent Community Character policy areas and public streets at the boundaries of the District through generous landscaping, trees, berms and walls. Structured parking along public streets at the boundaries of the district or internal drives that are directly visible to the public is generally screened by liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing such streets and drives so as to resemble other buildings with other types of uses. On-street parallel parking along major internal drives that offsets parking needs and creates a buffer between the drive and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking shall be provided.

Service Area – D Destination Retail areas serve the Middle Tennessee region and beyond.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the D Destination Retail District or the streetscape. Interstate signs and main entrance signs are consistent with signage for big-box retail commonly found in similar locations in the County. The design and location of signage complements and contributes to the envisioned character of the District. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles and pedestrians and building mounted signs, projecting signs, awning signs and monument signs are appropriate. Pillar signs may be considered subject to factors such as the overall signage needs of the District, their locations, and their sizes. Any lighting on signage is minimal and complies with the lighting design principles above.

Utilities – Utilities are placed underground. If this cannot be accomplished, they are placed at low-visibility locations within the District, such as behind buildings. Small utilities that cannot be placed in these locations are carefully screened from public view.

Zoning Districts

Because of the special characteristics of D Destination Retail areas, Specific Plan (SP) zoning should be used to implement the policy. The SP will need to establish multiple subdistricts in the case of large D Destination Retail areas that contain a wide mixture of uses in order to be consistent with the policy.

Destination Retail Special Policies (Note: The numbered areas correspond with the Sub-Districts on the proposed Specific Plan Zone Change 2015SP-005-001 that accompanies this plan amendment)

Development within this special policy area should provide a mixture of land uses that are designed to function as a walkable, mixed use center. During the 2012 Antioch – Priest Lake Community Plan Update, the policies for the subject properties located in the Southeast Community were amended. The community character policy was changed from Neighborhood Urban to Suburban Neighborhood Evolving with special policies encouraging traditional neighborhood design. It was the intent of the new policy to encourage a mixture of uses such as neighborhood retail and mixed-residential designed as a traditional neighborhood development. Therefore, the supportive uses permitted in this Destination Retail Policy should be designed to function as a traditional neighborhood development. Pedestrian, bike, greenway, and vehicular connectivity are necessities

within and between the sub-districts. Building form, location, façade articulation, landscaping, and signage should be designed to create a pedestrian friendly environment throughout.

1. Residential Sub-District:

- a. This sub-district should provide a transition from the residential land uses on Cane Ridge Road to more intense land uses within the Destination Retail District.
- b. The sub-district should provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
- c. To avoid buildings looming over other buildings at lower elevations, building height, location and topography should be considered but should not exceed 5 stories.
- d. Where street connectivity cannot be provided due to topography, pedestrian, bike, and greenway connections should still be applied. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.

2. Retail Sub-District:

- a. No special policies are needed. Base Destination Retail District Policy applies to this district.

3. Neighborhood Transition Sub-District:

- a. This sub-district should provide a transition from residential land uses on Cane Ridge Road to more intense land uses within the Destination Retail District.
- b. Mixed use buildings should front onto public streets or internal drives that are visible to the public.
- c. The district should provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
- d. To avoid buildings looming over other buildings at lower elevations, building height, location and topography should be considered but should not exceed 5 stories.
- e. Where street connectivity cannot be provided due to topography, pedestrian, bike, and greenway connections should still be applied. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.

4. Office Concentration Sub-District:

- a. This sub-district should be predominately office space, with supportive, residential, retail and services uses for employees and visitors.
- b. Buildings in this district are oriented to the street. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares should be oriented to the streets with setbacks that are moderate too deep to match the surrounding T3 area.

5. Mixed Use Sub-District:

- a. This district should be designed to function as a town center where the predominant building types are vertical mixed use buildings. The development pattern within this sub-district is compact, with internal streets that are designed to privilege the pedestrian and not the automobile.
- b. To create pedestrian friendly streets within this sub-district, mixed use buildings should share street frontage to the highest extent possible. When mixed use buildings share street frontage, parking should be located behind or beside the building. In limited instances mixed-use buildings may share street frontage with a big-box building form. In which case there may be two rows of parking in front of the mixed use building with ample landscaping and buffering along the frontages.

STAFF RECOMMENDATION

Staff recommends approval of the amendment.

Approved (8-0-1), Consent Agenda

Resolution No. RS2015-52

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015CP-012-001 is Approved. (8-0-1)”

7b. 2015SP-005-001

BL2015-1037\Dowell

BEAMAN & TURNER PROPERTIES

Map 163, Parcel(s) 341

Map 174, Parcel(s) 024.01, 023, 024, 053, 184, 213, 218-219

Council District 32 (Jacobia Dowell)

Staff Reviewer: Lisa Milligan

A request to rezone from AR2a and SCR to SP-MU zoning for properties located at 3135 and 3185 Old Franklin Road, 5570 and 5580 Cane Ridge Road and Cane Ridge Road (unnumbered), west of Interstate 24, (approximately 286 acres), to permit a mixed use development, requested by D3 Hickory Hollow, LLC, applicant; various property owners (See Also Community Plan Amendment Case No. 2015CP-012-001).

Staff Recommendation: Approve with conditions and disapprove without all condition, subject to approval of the associated Community Plan amendment. If the associated Community Plan amendment is not approved, Staff recommends disapproval.

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) and Shopping Center Regional (SCR) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 3135 and 3185 Old Franklin Road, 5570 and 5580 Cane Ridge Road and Cane Ridge Road (unnumbered), west of Interstate 24, (approximately 286 acres), to permit a mixed use development with up to 1,300 residential units. (See Also Community Plan Amendment Case # 2015CP-012-001 and PUD Cancellation Case #51-87P-001).

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.

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Preserves Sensitive Environmental Features
- Creates Walkable Neighborhoods

The proposed SP supports several critical planning goals. A range of housing choices is being provided within the development. Sidewalks pedestrian paths are being provided throughout the development to create a walkable, pedestrian friendly environment. Sensitive environmental features, including streams, are being preserved in open space. The plan is also working with the natural topography of the land.

SOUTHEAST COMMUNITY PLAN

Existing Land Use Policy

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

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

DRAFT Preferred Future Land Use Policy

No changes proposed.

Requested Land Use Policy

District Destination Retail (D DR) policy is intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D Destination Retail Districts are characterized by the presence of one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. These uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended

periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.

Special Policies

Development within this special policy area should provide a mixture of land uses that are designed to function as a walkable, mixed use center. During the 2012 Antioch – Priest Lake Community Plan Update, the policies for the subject properties located in the Southeast Community were amended. The community character policy was changed from Neighborhood Urban to Suburban Neighborhood Evolving with special policies encouraging traditional neighborhood design. It was the intent of the new policy to encourage a mixture of uses such as neighborhood retail and mixed-residential designed as a traditional neighborhood development. Therefore, the supportive uses permitted in this Destination Retail Policy should be designed to function as a traditional neighborhood development. Pedestrian, bike, greenway, and vehicular connectivity are necessities within and between the sub-districts. Building form, location, façade articulation, landscaping, and signage should be designed to create a pedestrian friendly environment throughout.

1. Residential Sub-District:
 - a. This sub-district should provide a transition from the residential land uses on Cane Ridge Road to more intense land uses within the Destination Retail District.
 - b. The sub-district should provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
 - c. To avoid buildings looming over other buildings at lower elevations, building height, location and topography should be considered but should not exceed 5 stories.
 - d. Where street connectivity cannot be provided due to topography, pedestrian, bike, and greenway connections should still be applied. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.
2. Retail Sub-District:
 - a. No special policies are needed. Base Destination Retail District Policy applies to this district.
3. Neighborhood Transition Sub-District:
 - a. This sub-district should provide a transition from residential land uses on Cane Ridge Road to more intense land uses within the Destination Retail District.
 - b. Mixed use buildings should front onto public streets or internal drives that are visible to the public.
 - c. The district should provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
 - d. To avoid buildings looming over other buildings at lower elevations, building height, location and topography should be considered but should not exceed 5 stories.
 - e. Where street connectivity cannot be provided due to topography, pedestrian, bike, and greenway connections should still be applied. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.
4. Office Concentration Sub-District:
 - a. This sub-district should be predominately office space, with supportive, residential, retail and services uses for employees and visitors.
 - b. Buildings in this district are oriented to the street. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares should be oriented to the streets with setbacks that are moderate to deep to match the surrounding T3 area.
5. Mixed Use Sub-District:
 - a. This district should be designed to function as a town center where the predominant building types are vertical mixed use buildings. The development pattern within this sub-district is compact, with internal streets that are designed to privilege the pedestrian and not the automobile.
 - b. To create pedestrian friendly streets within this sub-district, mixed use buildings should share street frontage to the highest extent possible. When mixed use buildings share street frontage, parking should be located behind or beside the building. In limited instances mixed-use buildings may share street frontage with a big-box building form. In which case there

may be two rows of parking in front of the mixed use building with ample landscaping and buffering along the frontages.

Consistent with Policy?

The intensity and uses within the proposed plan are consistent with the proposed District Destination Retail policy. However, there are parts of the plan that are inconsistent with the proposed Special Policies, which will be detailed throughout this report. In order to make the plan consistent with policy, staff is recommending conditions which will be outlined throughout the report.

PLAN DETAILS

The site is located at the Hickory Hollow parkway interchange of Interstate 24. The site is approximately 286 acres located west of Interstate 24, east of Cane Ridge Road and north of Old Franklin Road.

Site Plan

The plan proposes a master plan including a variety of uses and building types in five subdistricts. The subdistricts include: Residential, Retail, Neighborhood Transition, Office Concentration, and Mixed Use. Each subdistrict includes specific standards for building location, intensity, height, signage, etc. All subdistrict indicate that facades shall be identified during the Final SP process.

Residential Subdistrict

The residential subdistrict will occupy between 26 and 29 acres on the northern end of the site. The subdistrict would allow up to 300 multi-family residential units. The maximum height of buildings is proposed at 5 stories.

If oriented as such, pedestrian entrance facades have a 0-20 feet build to zone from the back of sidewalk of a parkway, street, internal drive, or landscape buffer yard. Parking between a parkway and a residential building is not preferred but could be allowed.

Consistency with Special Policies In general, the subdistrict meets the Special Policies. However, the Special Policy states that the subdistrict should provide a mixture of housing units. While a mixture of housing units is possible, it is not required and there is no assurance of such.

Staff Recommended Conditions

- The Residential subdistrict shall require a mixture of housing types including, but not limited to stacked flats and townhomes.
- The Residential subdistrict shall prohibit parking between a Residential building and parkway.

Retail Subdistrict

The Retail subdistrict will occupy between 74 and 81 acres south of the Residential subdistrict. The Retail subdistrict has frontage along Interstate 24 and the internal parkway. The intent of the subdistrict is to provide for community and regional retail opportunities. The intensity of development will be determined by the provided floor area ratio (1.0). Maximum height is 80 feet.

The uses allowed within the Retail subdistrict are all uses allowed within the SCR zoning district, excluding Cash Advance, Check Cashing, and Title Loan. Outparcels are not shown but could be included with Final SP.

If oriented as such, pedestrian entrance facades have a 0-20' build to zone from the back of sidewalk of a parkway, street or internal drive. Pedestrian entrance facades of Big Box buildings shall be oriented toward an internal drive with parking beyond. For buildings larger than 200,000 square feet a designated pedestrian walkway will be provided through the parking lot to the pedestrian façade entrance. Big Box buildings may comply with the building articulation standards of the CCM on the pedestrian entrance façade and if not 10' sidewalks with shade trees would be provided. All other facades will not meet the recommendation of articulation.

Signage standards have been limited to the standards of the SCR zoning district, except for buildings larger than 200,000 square feet. A site with interstate frontage meeting the criteria of building size (over 200,000 square feet) and frontage (over 500 feet) could have 12,600 square foot of various types of ground signage. Additionally, up to 40% of each façade is allowed to be signage. Staff recommends that the standards allowed by the zoning ordinance for SCR be used for the entire subdistrict. Signage in excess of the allowances of the zoning district, which are liberal for SCR zoned properties, is not appropriate.

Consistency with Special Policies There are no Special Policies for the Retail Subdistrict.

Staff Recommended Conditions

- The Retail subdistrict shall limit signage to as per the SCR zoning district.

Neighborhood Transition Subdistrict

The Neighborhood Transition subdistrict will occupy between 56 and 61 acres on the western edge of the site near the southern boundary. The intent of the subdistrict is to develop as housing or smaller scale commercial uses. Building types allowed include Outparcels, Storefront, Mixed Use and Residential buildings. Up to 700 multi-family dwelling units are allowed in this subdistrict. The intensity of the nonresidential units will be determined by the allowed floor area ratio (1.0). Maximum height is 5 stories.

The build to zone of public facades facing parkways have no restrictions. If oriented as such, pedestrian entrance facades have a 0-20' build to zone from the back of sidewalk of a parkway, street or internal drive. In relation to parkways, buildings may be located behind one double-loaded aisle of parking. No parking is allowed between a parkway and a residential building. However, if the site is constrained it may be allowed.

The uses allowed within the Neighborhood Transition subdistrict are all uses allowed within the MUL zoning district, excluding Cash Advance, Check Cashing, and Title Loan. Outparcels are not shown but could be included with Final SP. The subdistrict specifies that at least 2 residential types will be included in this subdistrict.

Consistency with Special Policies The Neighborhood Transition Special Policy states that mixed use buildings should front onto public streets or internal drives that are visible to the public. There is no requirement that would ensure that this is accomplished.

Staff Recommended Conditions

- The Neighborhood Transition subdistrict shall require that Mixed Use buildings face onto a public street or internal drive that is visible to the public. Final location must be approved with the Final SP.

Office Concentration Subdistrict

The Office Concentration subdistrict will occupy between 63 and 69 acres on the southern end of the site, adjacent to Interstate 24. The intent of the subdistrict is to provide for need office space within the region. Building types allowed include Hotel, Office, and Mixed Use. The intensity of development will be determined by the allowed floor area ratio (5.0). Maximum height ranges from 8 stories to 15 stories. Only properties with frontage along the interstate would be allowed to have heights over 8 stories.

The build to zone of public facades facing parkways have no restrictions. If oriented as such, pedestrian façade entrances have a 0-20' build to zone from the back of sidewalk of a parkway, street or internal drive. Pedestrian entrance facades of Office and Mixed Use buildings may be oriented toward an internal drive with parking beyond. In relation to parkways, buildings may be located behind one double-loading aisle of parking. Hotel and Office buildings may include drop off facilities on the pedestrian entrance façade. A minimum of 50% of the buildings will have a public façade that faces a public street or parkway.

The uses within the Office Concentration subdistrict are all uses allowed within the MUI zoning district, excluding Cash Advance, Check Cashing and Title Loan.

Consistency with Special Policies A Special Policy for the Office Concentration subdistrict states that the subdistrict should be predominantly office space, with supportive residential, retail, and services. While Mixed Use buildings area allowed, no residential dwelling unit are identified indicating that no residential is included. There is also no requirement for office to be the predominant use.

Staff Recommended Conditions

- The Office Concentration subdistrict shall require that 70% of the allowed building area within the subdistrict must be office.
- The Office Concentration subdistrict shall specify the number of residential dwelling units that will be allowed. If no number is provided, no units will be allowed.

Mixed Use Subdistrict

The Mixed Use subdistrict will occupy 69 to 75 acres in the middle of the site. The intent of the subdistrict is for it to be the heart of the development. Building types allowed include Big Box, Storefront, Outparcels, Hotel, Office, Mixed Use, and Residential buildings. A maximum of 300 multi-family dwelling units are allowed in this subdistrict. The intensity of nonresidential development will be determined by the allowed floor area ratio (5.0). Maximum heights range from 8 stories to 15 stories. Only properties with frontage along the interstate would be allowed to have heights over 8 stories.

If oriented as such, pedestrian façade entrances have a 0-20' build to zone from the back of sidewalk of a parkway, street or internal drive. In relation to parkways, buildings may be located behind one double-loading aisle of parking. Pedestrian entrance facades of Big Box buildings may be oriented toward an internal drive with parking beyond. Hotel buildings may include drop off facilities on the pedestrian entrance façade. A public façade and a pedestrian façade shall be provided for a minimum of 50% of the buildings that front Parkway 2 (east/west) for a specific length of the parkway.

The uses within the Mixed Use subdistrict are all uses within MUI, excluding Cash Advance, Check Cashing and Title Loan. Big Box developments are limited to 50% of the total subdistrict (acreage).

Consistency with Special Policies The Special Policies state that the district should be designed to function as a town center where the predominant building types are vertical mixed use. The subdistrict allows up to 50% of the acreage for Big Box

buildings and there is no requirement on the remaining buildings to be vertically mixed use.

Staff Recommended Conditions

- The Mixed Use subdistrict shall limit the acreage allowed for Big Box buildings to a maximum of 25 acres.
- The Mixed Use subdistrict shall limit Big Box buildings to land between the parkway and Interstate 24 only.
- The Mixed Use subdistrict shall require that 50% of the buildings (excluding Big Box) shall be vertically mixed use.

Vehicular and Pedestrian Connections and Access

The project proposes for primary access to sites to be from a series of parkways. Internal drives are utilized for circulation as well. Several cross sections have been provided for internal drives including options with sidewalks and on-street parking. Sidewalks are being provided throughout the site on parkways, streets and internal drives. A multi-use path is proposed within the stream buffer. This will provide for additional connectivity and pedestrian options.

Infrastructure Deficiency Area

In 2004, a community plan update was prepared for the Southeast Community Plan. As part of the update, the Planning Commission noted that there were certain portions of the community that had insufficient infrastructure to meet development demands and expected growth. An Infrastructure Deficiency Area was established and any proposed developments within this area are required to improve major roadways, or construct an equivalent transportation improvement, to accommodate additional traffic volumes created by the development. Given the level of improvements, including a new interstate interchange, the development has met the intent of the Infrastructure Deficiency Area policy.

Analysis

With any large scale development it is necessary to ensure that development standards that are being put in place can achieve the outcome that is presented by the applicant to the public at large. Certain images and plans have been presented to the public in regards to this development. Staff has concerns that the standards, as proposed, may not necessarily result in the development as presented in imagery. Therefore, staff is recommending approval with multiple conditions to try to clarify the standards and provide more certainty. Additionally, staff finds that there are parts of the Special Policies that are not being met with the proposal. Specific conditions have been included to ensure that the Subdistricts meet the Special Policies and to further the goal of meeting the imagery of the plan that has been presented.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues for the structures will be addressed at permit application review

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP stage. The required 30% capacity fees must be paid prior to Final SP approval.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- A Mandatory Referral will be required to be approved by Metro Council to relocate the existing Cane Ridge Road.
- ROW dedications for the proposed roadways and the relocations are required to be recorded prior to the building permit approval. The ROW dedications are to be to the back of the proposed sidewalks/ multi use path.
- The preliminary SP plan as submitted indicates that all roadway improvements are to be constructed in the initial phase, i.e. with the new interstate interchange installation. If roadway construction is to be phased then a revised TIS will be required to support the proposed phasing scheme.
- All the proposed and realigned roads must meet the design standards of AASHTO and MUTCD. Additionally, the roadways constructed within this development shall comply with the Complete Streets Policy as adopted by Metro Nashville.
- The ROWs shown in the SP submittal may need to be adjusted with final development to facilitate additional improvements. The requirements, if any, of additional improvements are to be determined at the Final SP submittal with a detailed TIS, as required by Metro Traffic Engineer.
- All construction within the proposed and existing ROW is to meet MPW standards. Roads, are to be constructed per ST-261 pavement cross section, Sidewalks/ multi use paths, per ST-210, Curb and gutter per ST-200, ADA ramps per MPW standard drawings, etc. The sidewalk/ multi use path widths should be per the Preliminary SP submittal.
- The access to the Sub-areas as defined in the SP shall be restricted to the C1.01 Road Plan as submitted with Preliminary SP, these access points may be amended with the submittal of a detailed TIS with each Final SP.
- The road intersections as submitted on Sheet C7.01, should be amended to reflect the plan north and the laneage from the approved TIS from the MPW Traffic Engineer.
- The final cross sections of Cane Ridge Road, Old Franklin Road, and intersections adjoining the proposed development are to be determined prior to the submittal of the Final SP.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

In accordance with TIS findings and per the Metro Traffic Engineer, Developer shall comply with the following recommendations and construct the following road layout and interchange prior to the development of project structures.

- A full interchange at Exit 60 consistent with approvals from TDOT and FHWA shall be constructed prior to phase 1 initial development.
- Developer shall construct and provide a route for site traffic to move to and from the eastbound ramps of the Interstate directly onto the site's local street via a full grade separation (i.e., a tunnel) at the extension of the Hickory Hollow Parkway. (Ramps serving traffic going to and from Hickory Hollow Parkway itself would still intersect with the parkway at grade.)

- Developer shall construct a separate channelized right turn lane on the northbound approach of Hickory Hollow Parkway to Crossings Boulevard.
- Developer shall extend Hickory Hollow Parkway as a multi-lane facility with landscaped median from the interchange to Cane Ridge Road.
- Developer shall construct a new multi-lane Cane Ridge Parkway from a point on the existing Cane Ridge Road through the site, through a new at-grade intersection with the extended Hickory Hollow Parkway, and terminating at a new signalized intersection with Old Franklin Road. Any additional access to existing public roads may require turn lanes and additional traffic analysis and signal warrant analysis by developer and result in additional road improvements
- Developer shall construct a two-lane roundabout at the new intersection of Cane Ridge Road and Cane Ridge Parkway, as well as two-lane approaches on Cane Ridge Road itself.
- Developer shall construct a second two-lane roundabout at the new intersection of the extended Hickory Hollow Parkway with Cane Ridge Road. The section of road between the second roundabout and the intersection of Cane Ridge Road and Old Franklin Road will require two through lanes in each direction. Eastbound Cane Ridge Road will require two approach lanes to the roundabout.
- The developer shall signalize the intersection of Cane Ridge Road and Old Franklin Road when warrants are met. The eastbound approach should include at a minimum a dedicated left turn lane, a through lane, and a channelized right turn lane. The westbound approach of Cane Ridge Road should include at a minimum a left turn lane, a through lane, and a channelized right turn lane. The northbound approach of Old Franklin Road should include at a minimum a left turn lane. The southbound approach of Old Franklin Road should include at a minimum a left turn lane and a channelized right turn lane. Developer shall construct the turn lanes at this intersection and install the traffic signal when a submitted signal plan is approved by metro traffic engineer.
- The developer shall construct a left turn lane for the northbound approach of Preston Road at Cane Ridge Road and a channelized right turn lane for the eastbound approach of Cane Ridge Road onto Preston Road.
- The developer shall construct the new intersection of Cane Ridge Parkway East at Old Franklin Road. It shall include at a minimum an eastbound left turn lane and separate right turn lane. The two lanes will be separated by a distance sufficient for two through lanes to be constructed by others in the future when Cane Ridge Parkway is extended further east to serve other new development. The southbound approach of Old Franklin Road will feature a channelized right turn lane. The northbound approach of Old Franklin Road will feature a separate left turn lane. Westbound Cane Ridge Parkway departing the intersection and going toward Hickory Hollow Parkway will feature two through lanes. The developer shall signalize this intersection when warrants are met and a submitted signal plan is approved by metro traffic engineer.
- Developer shall conduct a signal warrant study for the intersection of Old Hickory Boulevard and Burkitt Road and install any pertinent roadway improvements and signal when determined by metro traffic engineer.
- Developer shall design pedestrian and bike facilities at the new interchange and within the site development. Site developers should discuss the potential for future transit service with transit representatives and include such design items as bus turn-outs, queue jump lanes, and other infrastructure as needed to accommodate future public transit service. Agreements for buses to enter private roads of the development may also be needed.
- Developer shall provide curb and gutter on all public roads within the development itself.
- Developer shall provide a 30-foot wide landscaped median to accommodate dual left turn lanes at major access points within the development. At other locations a 16-foot wide landscaped median will be sufficient.
- Developer shall provide sufficient right of way width to accommodate necessary improvements described in the approved plan.
- Developer shall prepare a freight and truck movement plan prior to roadway design and include sufficient radii for large truck movements within the site. Appropriate loading and parking facilities shall be provided for land uses per metro code.
- Developer shall provide marked crosswalks and pedestrian signals at all signalized intersections; provide crosswalk markings across minor streets at their intersections with major streets. Include detectable warning strips and all other ADA requirements for pedestrian facilities.
- Developer shall provide timing and phasing of signals to accommodate pedestrian movements. Where necessary, provide sufficient median width for refuge and pedestal push-button controls for pedestrian signals at each handicapped ramp and at refuge islands if full pedestrian phasing is not offered.
- Developer shall meet standards of the Manual on Uniform Traffic Control Devices.
- Developer shall provide a bike route plan, bike route markings, and bike racks within the development.
- As land use plans are finalized, developer shall submit more detailed access plans for parcels detailing length of queues for individual access points, number and location of turn lanes, and forms of traffic control to be utilized at the access point. This traffic analysis report will be the basis for the individual access plans.
- Developer shall provide at a minimum, pavement design and accompanying study with projection of truck traffic over a 40 year pavement life cycle to justify pavement design.
- Developer shall provide street lighting plan on public rights of way.
- As development plans become finalized, developer shall determine location of access points and review with Metro Public Works staff prior to submission of design plans. This initial study will be the basis for access point location with respect to final layout of major signalized intersections. If left turn lanes are being utilized at an un-signalized intersection, developer's traffic engineer shall review the impact of the access point on nearby signalized intersections and submit findings to Metro Public Works.
- An updated TIS will be required when the projected traffic generated by the development reaches 25 percent of total projected traffic generated by the original approved SP plan. Traffic conditions may be subject to change pending the recommendations of the updated traffic analysis.

- Where feasible, Developer shall provide cross access to the parcels fronting the unimproved Cane Ridge Rd section.
- Focused TIS studies will be required when specific parcel final site plans are submitted to determine if additional intersection/driveway modifications are required.
- Developer shall identify a specific phasing plan and triggers to install off- site road improvements and to conduct signal warrant analysis and install traffic signals at appropriate locations when approved by Metro traffic engineer.
- Private internal roads shall be designed to allow adequate laneage at intersections with the Public Roads to allow installation of traffic signals if warranted.
- Developer shall develop wayfinding signage plan for parking facilities.
- Specific development projects shall provide all loading, valet, and delivery areas on site and out of Public ROW.
- Developer shall signalize Crossings Blvd and Old Franklin Rd intersection when warrants are met.

No traffic table was prepared. A Traffic Study was completed for the project which depicts the projected traffic counts.

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 64 Elementary 40 Middle 41 High

Projected student generation proposed SP-MU district: 141 Elementary 100 Middle 90 High

The proposed SP-MU zoning district could generate 186 more students than what is typically generated under the existing AR2a zoning district. Students would attend A.Z. Kelley Elementary School, Marshall Middle School, and Cane Ridge High School.

A.Z. Kelley Elementary and Cane Ridge High School have been identified as over capacity. There is capacity within the cluster for elementary school students, but there is no capacity within adjacent clusters for high school students. This information is based upon data from the school board last updated October 2014.

The fiscal liability of 90 new high school students is \$3,240,000 (90 X \$36,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

School Site Dedication

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students.

This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Cane Ridge High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the draft preferred future policy and meets several critical planning goals.

CONDITIONS

1. Permitted land uses shall be limited as follows:
 - Residential subdistrict limited to up to 300 multi-family residential units.
 - Retail subdistrict limited to uses allowed in SCR, excluding Cash Advance, Check Cashing and Title Loan
 - Neighborhood Transition subdistrict limited to up to 700 multi-family residential units and all other uses allowed in MUL, excluding Cash Advance, Check Cashing and Title Loan
 - Office Concentration subdistrict limited to uses allowed in MUI, excluding Cash Advance, Check Cashing and Title Loan
 - Mixed Use subdistrict limited to up to 300 multi-family residential units and all other uses allowed in MUI, excluding Cash Advance, Check Cashing and Title Loan
2. All Public Facades shall also be Pedestrian Entrance Facades.
3. Raised foundations of a minimum of 18" and a maximum of 36" are required for all residential buildings. Add this standard to all districts that allow residential dwelling units.
4. The Residential subdistrict shall require a mixture of housing types including, but not limited to, stacked flats and townhomes.
5. The Residential subdistrict shall prohibit parking between a Residential building and parkway.
6. The Neighborhood Transition subdistrict shall require that Mixed Use buildings face onto a public street or internal drive that is visible to the public. Final location must be approved with the Final SP.
7. The Office Concentration subdistrict shall require that 70% of the allowed building area within the subdistrict must be office.

8. The Office Concentration subdistrict shall specify the number of residential dwelling units that will be allowed. If no number is provided, no units will be allowed.
9. The Mixed Use subdistrict shall limit the acreage allowed for Big Box buildings to a maximum of 25 acres.
10. The Mixed Use subdistrict shall limit Big Box buildings to land between the parkway and Interstate 24 only.
11. The Mixed Use subdistrict shall require that 50% of the buildings (excluding Big Box) shall be vertically mixed use.
12. The Retail subdistrict shall limit signage to as per the SCR zoning district.
13. All building forms shall require building entrances and walkways along long, blank building walls to create a pedestrian friendly environment through the use of wide walkways, generous landscaping and trees, benches, art, plazas, and other similar enhancements.
14. As per the Major and Collector Street Plan, provide the following sidewalks along Cane Ridge Road: 6' planting strip and 8' sidewalks.
15. Sidewalk locations will be determined at final site plan and may be located inside or outside of the right of way in pedestrian easements.
16. Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. The school site does not have to be on the subject property.
17. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the application request or application:
 - Residential subdistrict – RM20
 - Retail subdistrict – SCR
 - Neighborhood Transition subdistrict – MUL
 - Office Concentration subdistrict – MUI
 - Mixed Use subdistrict – MUI
18. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
19. 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.
20. 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.
21. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
22. All final site plans shall be reviewed by Metro agencies and approved by the Planning Commission or Department in accordance with Section 17.40.170 of the Zoning Code. All roadway plans shall be consistent with the Complete Streets Executive Order and should incorporate NACTO guidelines where possible.
23. A Mandatory Referral will be required to be approved by Metro Council to relocate the existing Cane Ridge Road.
24. ROW dedications for the proposed roadways and the relocations are required to be recorded prior to the building permit approval. The ROW dedications are to be to the back of the proposed sidewalks/ multi use path.
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31. The final cross sections of Cane Ridge Road, Old Franklin Road, and intersections adjoining the proposed development are to be determined prior to the submittal of the Final SP.
32. In accordance with TIS findings and per the Metro Traffic Engineer, Developer shall comply with the following recommendations and construct the following road layout and interchange prior to the development of project structures:
 - A full interchange at Exit 60 consistent with approvals from TDOT and FHWA shall be constructed prior to phase 1 initial development.

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- Developer shall develop wayfinding signage plan for parking facilities.
- Specific development projects shall provide all loading, valet, and delivery areas on site and out of Public ROW.
- Developer shall signalize Crossings Blvd and Old Franklin Rd intersection when warrants are met.

Approved with conditions and disapproved without all conditions (8-0-1), Consent Agenda

Resolution No. RS2015-53

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-005-001 is **Approved with conditions and disapproved without all conditions. (8-0-1)**"

CONDITIONS

1. Permitted land uses shall be limited as follows:

- Residential subdistrict limited to up to 300 multi-family residential units.
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- Office Concentration subdistrict limited to uses allowed in MUI, excluding Cash Advance, Check Cashing and Title Loan
- Mixed Use subdistrict limited to up to 300 multi-family residential units and all other uses allowed in MUI, excluding Cash Advance, Check Cashing and Title Loan

2. All Public Facades shall also be Pedestrian Entrance Facades.

3. Raised foundations of a minimum of 18" and a maximum of 36" are required for all residential buildings. Add this standard to all districts that allow residential dwelling units.

4. The Residential subdistrict shall require a mixture of housing types including, but not limited to, stacked flats and townhomes.

5. The Residential subdistrict shall prohibit parking between a Residential building and parkway.

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• **Mixed Use subdistrict – MUI**

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turn lane. The southbound approach of Old Franklin Road should include at a minimum a left turn lane and a channelized right turn lane. Developer shall construct the turn lanes at this intersection and install the traffic signal when a submitted signal plan is approved by metro traffic engineer.

- The developer shall construct a left turn lane for the northbound approach of Preston Road at Cane Ridge Road and a channelized right turn lane for the eastbound approach of Cane Ridge Road onto Preston Road.
- The developer shall construct the new intersection of Cane Ridge Parkway East at Old Franklin Road. It shall include at a minimum an eastbound left turn lane and separate right turn lane. The two lanes will be separated by a distance sufficient for two through lanes to be constructed by others in the future when Cane Ridge Parkway is extended further east to serve other new development. The southbound approach of Old Franklin Road will feature a channelized right turn lane. The northbound approach of Old Franklin Road will feature a separate left turn lane. Westbound Cane Ridge Parkway departing the intersection and going toward Hickory Hollow Parkway will feature two through lanes. The developer shall signalize this intersection when warrants are met and a submitted signal plan is approved by metro traffic engineer.
- Developer shall conduct a signal warrant study for the intersection of Old Hickory Boulevard and Burkitt Road and install any pertinent roadway improvements and signal when determined by metro traffic engineer.
- Developer shall design pedestrian and bike facilities at the new interchange and within the site development. Site developers should discuss the potential for future transit service with transit representatives and include such design items as bus turn-outs, queue jump lanes, and other infrastructure as needed to accommodate future public transit service. Agreements for buses to enter private roads of the development may also be needed.
- Developer shall provide curb and gutter on all public roads within the development itself.
- Developer shall provide a 30-foot wide landscaped median to accommodate dual left turn lanes at major access points within the development. At other locations a 16-foot wide landscaped median will be sufficient.
- Developer shall provide sufficient right of way width to accommodate necessary improvements described in the approved plan.
- Developer shall prepare a freight and truck movement plan prior to roadway design and include sufficient radii for large truck movements within the site. Appropriate loading and parking facilities shall be provided for land uses per metro code.
- Developer shall provide marked crosswalks and pedestrian signals at all signalized intersections; provide crosswalk markings across minor streets at their intersections with major streets. Include detectable warning strips and all other ADA requirements for pedestrian facilities.
- Developer shall provide timing and phasing of signals to accommodate pedestrian movements. Where necessary, provide sufficient median width for refuge and pedestal push-button controls for pedestrian signals at each handicapped ramp and at refuge islands if full pedestrian phasing is not offered.
- Developer shall meet standards of the Manual on Uniform Traffic Control Devices.
- Developer shall provide a bike route plan, bike route markings, and bike racks within the development.
- As land use plans are finalized, developer shall submit more detailed access plans for parcels detailing length of queues for individual access points, number and location of turn lanes, and forms of traffic control to be utilized at the access point. This traffic analysis report will be the basis for the individual access plans.
- Developer shall provide at a minimum, pavement design and accompanying study with projection of truck traffic over a 40 year pavement life cycle to justify pavement design.
- Developer shall provide street lighting plan on public rights of way.
- As development plans become finalized, developer shall determine location of access points and review with Metro Public Works staff prior to submission of design plans. This initial study will be the basis for access point location with respect to final layout of major signalized intersections. If left turn lanes are being utilized at an un-signalized intersection, developer's traffic engineer shall review the impact of the access point on nearby signalized intersections and submit findings to Metro Public Works.
- An updated TIS will be required when the projected traffic generated by the development reaches 25 percent of total projected traffic generated by the original approved SP plan. Traffic conditions may be subject to change pending the recommendations of the updated traffic analysis.
- Where feasible, Developer shall provide cross access to the parcels fronting the unimproved Cane Ridge Rd section.
- Focused TIS studies will be required when specific parcel final site plans are submitted to determine if additional intersection/driveway modifications are required.
- Developer shall identify a specific phasing plan and triggers to install off- site road improvements and to conduct signal warrant analysis and install traffic signals at appropriate locations when approved by Metro traffic engineer.
- Private internal roads shall be designed to allow adequate laneage at intersections with the Public Roads to allow installation of traffic signals if warranted.
- Developer shall develop wayfinding signage plan for parking facilities.
- Specific development projects shall provide all loading, valet, and delivery areas on site and out of Public ROW.
- Developer shall signalize Crossings Blvd and Old Franklin Rd intersection when warrants are met.

7c. 51-87P-001

BL2015-1030\Dowell

HICKORY HOLLOW MARKET PLACE

Map 163, Parcel(s) 341 Map 174, Parcel(s) 023

Council District 32 (Jacobia Dowell)

Staff Reviewer: Lisa Milligan

A request to cancel the Planned Unit Development for properties located at Cane Ridge Road (unnumbered), on the east side of Cane Ridge Road, (124.82 acres), requested by Barge Waggoner Sumner & Cannon, Inc., applicant; Lee A. Beaman, owner (See also SP Case No. 2015SP-005-001).

Staff Recommendation: Approve if the associated SP is approved. If the associated SP is not approved, staff recommends disapproval.

APPLICANT REQUEST

Cancel an existing Planner Unit Development.

Cancel PUD

A request to cancel the Planned Unit Development for properties located at Cane Ridge Road (unnumbered), on the east side of Cane Ridge Road, approved for a 874,076 square feet of retail, restaurant and theater uses (124.82 acres).

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

SOUTHEAST COMMUNITY PLAN

Existing Land Use Policy

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

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

DRAFT Preferred Future Land Use Policy

No changes proposed.

Requested Land Use Policy

District Destination Retail (D-DR) is intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant.

Consistent with Policy?

The requested PUD cancellation is consistent with the requested land use policy. The PUD cancellation is being requested to accommodate a new proposed development (See Case #2015SP-005-001 Staff Report for additional details).

PLAN DETAILS

The site is located at 0 Cane Ridge Road, on the east side of Cane Ridge Road. The request is being made to remove the property from an existing PUD to allow for development of a new SP on the property. The PUD was approved for 874,076 square feet of retail, restaurant, and theater space. The PUD was approved at Metro Council in May 1996. No revisions or amendments have been made since this approval. (See Case #2015SP-005-001 for additional details.)

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES
N/A

PUBLIC WORKS RECOMMENDATION
N/A

TRAFFIC AND PARKING RECOMMENDATION
No exception taken

STAFF RECOMMENDATION

Staff recommends approval of the PUD cancellation if the associated SP is approved. If the associated SP is not approved, Staff recommends disapproval of the PUD cancellation.

Approved (8-0-1), Consent Agenda

Resolution No. RS2015-54

"BE IT RESOLVED by The Metropolitan Planning Commission that 51-87P-001 is Approved. (8-0-1)"

J. RECOMMENDATIONS TO METRO COUNCIL

The Planning Commission will make a recommendation to the Metro Council on the requests below. The Metro Council will make the final decision to approve or disapprove the request.

Zoning Text Amendments

8. 2015Z-002TX-001

BL2015-1038\Stites

BOAT STORAGE AMENDMENT

Staff Reviewer: Jason Swaggart

A request to amend Section 17.16.070 of the Metropolitan Code, Zoning Regulations, pertaining to the conditions applicable to boat storage facilities, requested by Councilman Josh Stites.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Modify Zoning Code to remove specific conditions required for boat storage facilities.

ZONING TEXT AMENDMENT

A request to amend Section 17.16.070 of the Metropolitan Code, Zoning Regulations, pertaining to the conditions applicable to boat storage facilities.

CRITICAL PLANNING GOALS

N/A

EXISTING ZONING CODE

The Zoning Code permits "boat storage" in the CL zoning district with conditions. It is not permitted in any other zoning district.

The code defines boat storage as "the use of property for the commercial parking or storage of boats. Such parking/storage is not intended to include boats for sale."

The conditions are as follows:

1. The boat storage facility must be located on a lot that does not exceed four acres in size.
2. No more than one hundred boat slips shall be permitted on the premises.
3. Landscape buffer. Screening in the form of a landscape buffer yard, standard "B" shall be applied along all residential zone districts and districts permitting residential uses. Further a twenty-five foot vegetation buffer shall be provided between any storage building and the closest residential property line. The maintenance standards set forth in Section 17.24.080 shall be applicable to all required landscaping.
4. No building on the property may exceed eighteen feet in height.
5. The boat storage facility must be located within two miles of a public boat launching ramp. Such boat launching ramp shall provide access to a lake maintained by the U.S. Army Corps of Engineers. The parcel of land upon which the boat storage facility is located must be within a Planned Unit Development Overlay District (PUD) explicitly allowing boat storage as a permitted use.

PROPOSED ZONING CODE

The proposed text amendment would remove the first two conditions limiting such facilities to four acres and the total number of slips to a hundred. No other changes are proposed.

BACKGROUND

In 2012, Council adopted an ordinance (BL2012-158), which created “boat storage facilities” as a use category in the Zoning Code and specified conditions with which the use is permitted. Prior to the ordinance boat storage was classified as “self-service storage” which was and currently is permitted in the CF, DTC, IWD, IR and IG zoning districts and permitted with conditions in the CS zoning district. The original bill would have permitted boat storage in the same districts that self-service storage was permitted but also added CL, CA, SCC and SCR districts. The bill was later amended to only permit the use in the CL zoning district with conditions.

The text amendment was directly related to a proposed amendment and zone change to a portion of the Larchwood PUD located along Percy Priest Drive, approximately 1,075 feet west of Bell Road. The proposals were to change the zoning from CL to CS and amend the PUD to permit the storage of boats which was then was classified as self-service storage and was not permitted by the base zoning district or the PUD. Staff recommended disapproval of that the proposed zone change and amendment because the proposed use was not consistent with the intent of the original PUD. The Commission did not adopt staff’s recommended but recommended that Council approve the zone change and amendment. Council subsequently deferred the proposed zone change to CS indefinitely (BL2012-179), but approved the amendment to the PUD (BL2012-180).

After the amendment was adopted, the amendment to the Zoning Code creating boat storage facilities as a permitted use was adopted. When the final site plan for the proposed boat storage facility in the Larchwood PUD was submitted, it had to be in compliance with the conditions for the boat storage facility use.

ANALYSIS

The proposed amendment removes restrictions that are intended to minimize the impact these facilities can have on surrounding property. In 2012, staff recommended disapproval of the proposal to create boat storage facilities and the Commission adopted staff’s recommendation. In 2012, staff found that the proposed boat storage use was not appropriate in the CL zoning district because it was intended to permit lower intensity uses that are less impactful on surrounding properties. As stated above, the storage of boats was then classified as self-service storage just prior to the approval of the previous text amendment. Self-service storage was and is currently permitted in the CF, DTC, IWD, IR and IG zoning districts and permitted with conditions in the CS zoning district.

Staff still finds that boat storage is akin to self-service storage and like self-service storage, it is more appropriate in the more impactful zoning districts where self-service storage is permitted. The Zoning Code specifically states that CL is “designated to provide for a limited range of commercial uses primarily concerned with retail trade and consumer services, general and fast food restaurants, financial institution, administrative and consulting offices”. It is not intended for uses that would be more appropriate in the CS district or industrial districts. The proposed amendment would remove specific conditions that were intended to lessen the impact these facilities may have on surrounding properties.

Also, like the 2012, amendment creating boat storage as a use, this amendment is directly related to the Larchwood PUD. Once the original amendment was passed, a final site plan for the boat storage facility was submitted and use exists today. Now the owner of the facility would like to expand on property in the PUD, but the PUD and the conditions pertaining to boat storage would prohibit the expansion. While the amendment is directly related to the desired expansion of the boat storage facility in the Larchwood PUD, it could have impacts elsewhere in the county.

There are other tools that could provide the owner with the means to increase the size of the boat storage facility. The PUD could be canceled and the property in question could be rezoned to SP that could include specific standards to minimize any impact the facility could have on the surrounding properties. This would also remove a use that is not consistent with the original council approved PUD. While staff may not support the cancellation or rezoning, it would be a more appropriate path from a policy perspective.

Staff recommends disapproval.

ORDINANCE NO. BL2015-1038

An ordinance amending Section 17.16.070 of the Metropolitan Code, Zoning Regulations, pertaining to the conditions applicable to boat storage facilities (Proposal No. 2015Z-002TX-001).

BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY: Section 1. Section 17.16.070 of the Metropolitan Code, Zoning Regulations, is hereby amended by amending subsection 1., Boat Storage, by deleting subsections 1. and 2. pertaining to the maximum lot size and limitation on boat slips, and by re-numbering the remaining subsections accordingly.

Section 2. That this Ordinance shall take effect from and after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.
Sponsored by: Josh Stites

Mr. Swaggart presented the staff recommendation of disapproval.

Tom White, 36 Old Club Court, spoke in favor of the application.

Mr. Adkins closed the Public Hearing.

Ms. Blackshear noted that staff's analysis is persuasive – it seems bad form to amend the zoning code for just one property.

Mr. Gee spoke in favor of disapproval due to not fully understanding the county-wide impact.

Mr. Clifton arrived at 6:27 p.m.

**Mr. Gee moved and Ms. Farr seconded the motion to disapprove. (5-2) Mr. Haynes and Mr. Adkins voted against.
Resolution No. RS2015-55**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015Z-002TX-001 is Disapproved. (5-2)"

Specific Plans

9. 2015SP-018-001

WEDGEWOOD & CARVELL

Map 105-11, Parcel(s) 196-197
Council District 17 (Sandra Moore)
Staff Reviewer: Melissa Sajid

A request to rezone from R6 to SP-R zoning for properties located at 1712 Carvell Avenue and 524 Wedgewood Avenue, at the southeast corner of Carvell Avenue and Wedgewood Avenue, (0.69 acres), to permit up to eight residential dwelling units, requested by Dale & Associates, applicant; Max Khazanov and David & Judith Baker, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit up to 8 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 1712 Carvell Avenue and 524 Wedgewood Avenue, at the southeast corner of Carvell Avenue and Wedgewood Avenue, (0.69 acres), to permit up to eight residential dwelling 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 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 5 lots with 1 duplex lot for a total of 6 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Supports a Variety of Transportation Choices

The proposed SP creates an opportunity for infill housing in an area that is served by existing infrastructure. In addition, the site is served by an existing bus route that runs which will be supported by the additional density proposed by the SP.

SOUTH NASHVILLE COMMUNITY PLAN

Existing Policy

Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

DRAFT Preferred Future Policy

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

Consistent with Policy?

Yes, the SP is consistent with both the existing Urban Neighborhood Maintenance policy and the draft Urban Neighborhood Evolving policy. The Urban Neighborhood Maintenance policy is intended to preserve the character of the existing neighborhood in terms of its development pattern, building form, land use and the public realm while the Urban Neighborhood Evolving policy is intended to create neighborhoods that are compatible with the general character of urban neighborhoods while anticipating changes such additional density and the introduction of additional housing types. The neighborhood surrounding the site is characterized by a variety of land uses that already includes a mixture of housing types as well as institutional, commercial and office uses. In addition, the subject property is located along Wedgewood Avenue which is classified as an arterial street.

PLAN DETAILS

The site is located at the northwest corner of the intersection of Wedgewood Avenue and Carvell Avenue. Surrounding zoning includes R6, CS, OR20 and SP, and the area is characterized by a variety of land uses including Fall-Hamilton Elementary School which is located across Carvell Avenue to the east of the site. Access to the subject property is from Carvell Avenue.

Site Plan

The plan proposes eight residential units and includes a mixture of attached and detached units. The maximum height for all units is 3 stories in 35' to the roof ridgeline. Four driveways are proposed on Carvell Avenue and are to be shared by the proposed 8 units. The plan also incorporates a significant buffer between the site and the existing residential to the west.

The overall site layout includes six units facing Carvell Avenue and two detached units facing Wedgewood Avenue. Unit 2 includes a side façade oriented toward Carvell Avenue and incorporates additional glazing requirements for the side façade so that the building addresses both street frontages. Architectural images have not been included with the preliminary SP. The SP, however, includes notes that address design considerations for the SP. The design conditions address doorway placement, glazing, window orientation and porches. Also, EIFS and vinyl siding are not be permitted as building materials.

Parking is provided via a mixture of garage and surface parking and includes extra spaces for guest parking. The SP is located within easy walking distance of an existing transit route with a bus stop at the corner of Wedgewood Avenue and Bransford Avenue. The SP proposes to widen the road and construct sidewalks along the Carvell Avenue frontage and improve the existing sidewalk at Wedgewood Avenue to the standards of the Major and Collector Street Plan.

ANALYSIS

The proposed SP is consistent with both the existing Urban Neighborhood Maintenance and draft Urban Neighborhood Evolving land use policy, and the plan meets two critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- The unimproved portion of the street as it is 13.5' at the smallest portion will remain as is and be considered one-way traffic for FD access. Fire Code issues for the structures will be addressed at permit application review. No turnaround required for this project.

HISTORICAL COMMISSION

Approve

- Project includes demolition of a WOC building. MHZC recommends salvage.

STORMWATER RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approve

- Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final SP stage. This approval does not apply to the private utility layout, which must be submitted for review to MWS Permits. The required capacity fees (30%) must be paid prior to Final 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. Final design may vary based on field conditions.
- ROW must be dedicated prior to building permit issuance.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.69	7.26 D	6 U *	58	5	7

* Based on one two-family lot.

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)	0.69	-	8 U	77	6	9

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
-	-	-	+ 2 U	+19	+1	+2

SCHOOL BOARD REPORT

Projected student generation existing R6 district: 1 Elementary 0 Middle 0 High

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

The proposed SP-R zoning district would generate two more students than what is typically generated under the existing R6 zoning district. Students would attend Fall-Hamilton Elementary School, Cameron Middle School, and Glencliff High School. Fall-Hamilton Elementary School has been identified as over capacity. There is no capacity within the cluster for additional elementary school students. This information is based upon data from the school board last updated October 2014.

The fiscal liability of 2 new elementary students is \$43,000 (2 X \$21,500 per student). This is only for informational purposes to show the potential impact of this proposal; it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to 8 residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
4. 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.

5. 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.

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

Ms. Sajid presented the staff recommendation of approval with conditions and disapproval without all conditions.

Michael Garrigan, 516 Heather Place, spoke in favor of the application.

Heidi Basgall Favorite, 1711 Neal Terrace, spoke in opposition to the application due to height and density concerns.

Michael Garrigan noted that the plan is very appropriate and that community meetings will continue to be held.

Mr. Adkins closed the Public Hearing.

Mr. Clifton spoke in favor of the application based on the plan and the standards that the commission has approved.

Ms. Blackshear stated that the commission should support the application because of the plan however the neighbor's concerns are well taken.

Councilmember Hunt spoke in favor of the application and encouraged the applicant to have another community meeting.

Ms. LeQuire noted this is very compatible as a way to fit eight houses on the site and still meet a lot of criteria; creative plan for the site.

Ms. Farr spoke in favor of the application.

Mr. Clifton moved and Mr. Gee seconded the motion to approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2015-56

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-018-001 is **Approved with conditions and disapproved without all conditions. (8-0)**"

CONDITIONS

- 1. Uses within the SP shall be limited to 8 residential units.**
- 2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.**
- 3. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.**
- 4. 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.**
- 5. 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.**
- 6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.**

10. 2015SP-019-001

121 LUCILE STREET

Map 071-15, Parcel(s) 011

Council District 05 (Scott Davis)

Staff Reviewer: Latisha Birkeland

A request to rezone from RS5 to SP-R zoning for property located at 121 Lucile Street, approximately 440 feet east of Dickerson Pike, (1.42 acres), to permit up to eighteen detached residential dwelling units, requested by Dale & Associates, applicant; D224, LLC.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Zone change to permit 18 detached residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for property located at 121 Lucile Street, approximately 440 feet east of Dickerson Pike, (1.42 acres), to permit up to eighteen detached residential dwelling 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 12 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports infill development
- Supports a variety of transportation choices

The proposal meets several critical planning goals based on its location and design. This site is located in an area that is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Bus service is present along Dickerson Pike, one block away. Increased density through infill development makes bus service and similar transit services more feasible because it generates more riders. The proposal includes a much needed sidewalk along Lucile Street and Marie Street will provide an improved pedestrian connection.

EAST NASHVILLE COMMUNITY PLAN

Current Policy

Urban Residential Corridor (T4 RC) is intended to preserve, enhance and create urban residential corridors that support predominately residential land uses; are compatible with the general character of urban neighborhoods as characterized by development pattern, building form, land use, and associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

DRAFT Preferred Future Policy

Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

Detailed Policy- Cleveland Park West Design Plan (DNDP)

Mixed Housing (MH) is intended for single family and multi-family housing that varies on the size of the lot and the placement of the building on the lot. Housing units may be attached or detached, but are not encouraged to be randomly placed. Generally, the character should be compatible to the existing character of the majority of the street.

Consistent with Policy?

Yes. The Cleveland Park West Detailed Neighborhood Design Plan identifies the need to redevelop properties with a mixture of housing types, including cottages, townhomes, and stacked flats. The proposed detached units are compatible to the existing character of both Lucile and Marie Streets. The project will also provide sidewalk improvements to enhance the pedestrian connectivity of the area.

PLAN DETAILS

The site consists of one parcel located at 121 Lucile Street, just east of Dickerson Pike. This site has frontage on Lucile Street and Marie Street and is currently vacant. The proposed SP includes 18 detached residential dwelling units. Six units will have frontage along Lucile Street and six units will have frontage along Marie Street. The last six units will have frontage around an internal courtyard.

The 18 units will be accessed by a new 20 foot public alley to be located along the western property line, connecting Lucile Street to Marie Street. The units will not have individual driveways. A private drive will extend from the new alley and provide access all units by creating a "U" shape.

The plan provides 36 garage parking stalls and four parallel stalls for the 18 detached residential units. Additional landscaping has been added along the east property line to buffer the parking area from the existing residential units to the east. This SP includes new five foot sidewalks and a four foot planting streets along Lucile and Marie Streets.

Conceptual building elevation drawings were not provided within the SP, however architectural standards been included on the plan and shall be provided with the final site plan. The standards include façade requirements on buildings fronting a street or courtyard. Units 1 and 15 that abut the alley and Lucile Street and Marie Street, respectively, shall have façade requirements on both sides. Units that front along Lucile and Marie Street (units 1-6 and 10-15) shall have varied facades. The proposed residential units shall have a maximum height limitation of 35 feet measured to roofline.

ANALYSIS

The SP is consistent with the current T4 Urban Residential Corridor Policy and the proposed T4 Neighborhood Evolving Policy and meets several critical planning goals. The 18 detached residential units will provide a well-designed development along the Dickerson Pike corridor. The proposed SP is consistent with the land use polices and staff recommends approval with conditions.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review

STORMWATER RECOMMENDATION

Conditions if approved

- Project may require offsite storm improvements (to be determined during Construction Drawing Review).

WATER SERVICES RECOMMENDATION

Approved

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP stage. This approval does not apply to the private utility layout, which must be submitted for review to MWS Permits. The required capacity fees (30%) must be paid prior to Final SP approval.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- ROW must be dedicated prior to building permit issuance.

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)	1.42	8.71 D	12 U	115	9	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.42	-	18 U	173	14	19

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
-	-	-	+ 6 U	+58	+5	+6

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 3 Elementary 2 Middle 2 High

Projected student generation proposed SP-R district: 3 Elementary 2 Middle 1 High

Based on data from the Metro School Board last updated September 2014, the proposed SP permitting 18 residential dwelling units will not generate additional students from what is generated by the existing RS5 zoning district.

STAFF RECOMMENDATION

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

CONDITIONS

1. Uses within this SP shall be limited to a maximum of 18 detached residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. Building elevations for all street facing facades shall be provided with the final site plan. Buildings 1-6 and 10-15 shall varied facades. The following standards shall be met:
 - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
 - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormer windows.
 - c. EIFS and vinyl siding shall be prohibited.
 - d. Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 36 inches from the abutting average ground elevation.
 - e. Porches shall provide a minimum of six feet of depth.
4. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
5. 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.
6. 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.
7. 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.

Approved with conditions and disapproved without all conditions (9-0), Consent Agenda

Resolution No. RS2015-57

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-019-001 is **Approved with conditions and disapproved without all conditions. (9-0)**"

CONDITIONS

1. Uses within this SP shall be limited to a maximum of 18 detached residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. Building elevations for all street facing facades shall be provided with the final site plan. Buildings 1-6 and 10-15 shall varied facades. The following standards shall be met:
 - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
 - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormer windows.
 - c. EIFS and vinyl siding shall be prohibited.
 - d. Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 36 inches from the abutting average ground elevation.
 - e. Porches shall provide a minimum of six feet of depth.
4. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
5. 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.

6. 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.

7. 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.

11. 2015SP-020-001

CROLEYWOOD PARK

Map 090-12, Parcel(s) 269.01, 269
Council District 20 (Buddy Baker)
Staff Reviewer: Jason Swaggart

A request to rezone from R8 to SP-MR zoning for property located at 606 and 608 Croley Drive, approximately 250 feet north of Ivy Street, (2.33 acres), to permit up to 22 units, requested by Nashville Civil, applicant; Goodson Family Trust, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Mixed Residential (SP-MR) zoning for property located at 606 and 608 Croley Drive, approximately 250 feet north of Ivy Street, (2.33 acres), to permit up to 22 units.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 12 lots with three duplex lots for a total of 15 units.*

Proposed Zoning

Specific Plan-Mixed Residential (SP-MR) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes attached multi-family units as well as single-family lots.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices

This area is located in an area that is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure, such as substandard roads, water and sewer, because it does not burden Metro with the cost of upgrading or building new infrastructure. The request provides an additional housing option in the area. Additional housing options are important to serve a wide range of people with different housing needs.

WEST NASHVILLE COMMUNITY PLAN

Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

DRAFT Preferred Future Policy

No changes are proposed.

Consistent with Policy?

Yes. The policy supports residential development that is not inconsistent with the overall surrounding character. The character of the surrounding area does not have a consistent pattern of development, and contains a variety of land uses and residential forms (large and small residential lots as well as multi-family). The proposed development calls for residential building types that can be found in the area which includes single-family lots that are located along Croley Drive and at the back of the site, as well as groups of townhomes that are centrally located.

The subject site is adjacent to multi-family to the north, single-family to the south and west, and a park (Charlotte Park) to the east. The multi-family zoning district abutting the northern property line is zoned RM20. Properties in the district include single-

family as well as multi-family uses. Approximately 92 units would be permitted if the approximately 4.6 acres of land in the district were redeveloped. This development provides a transition from the RM20 district to the north and the less dense single-family development pattern south of the site. The plan calls for detached units along Croley Drive which is consistent with the development pattern across the street and south of the site. The internal townhomes are pushed back from the southern property line so that they should not overwhelm the adjacent single-family homes.

PLAN DETAILS

The approximately 2.3 acre site, which is made up of two lots, is located on the east side of Croley Drive just south of Robertson Avenue. Both lots are very deep (approximately 647 feet), and each contains a single-family home. The site is relatively flat and there are no known environmental constraints.

Site Plan

The plan proposes seven single-family lots and 15 townhomes. Three single-family lots are proposed along Croley Drive and four are proposed at the rear of the site. The three units along Croley Drive would front onto Croley, and the four units at the back of the site front onto Charlotte Park. The fifteen townhomes include three groups of five attached units. The fifteen townhomes are pushed back from the southern property line and front onto open space.

Access to the site is proposed from a private drive off of Croley Drive. The drive is located along the northern property line. As proposed the drive would provide access for all units including the single-family lots along Croley Drive and at the rear of the site. The plan calls for two parking spaces per unit (44 spaces) and is providing 56 spaces.

The plan calls for new public sidewalk along Croley Drive. The sidewalk is five foot in width and the plan also calls for a four foot wide planting strip.

The plan calls for landscaping within the open space areas. It also calls for a ten foot wide "B" buffer yard along the southern property line.

ANALYSIS

The proposed SP meets several critical planning goals, and is not in conflict with the T4 NM policy. One minor staff issue includes the proposed single-family lots. Staff is recommending that the lots be removed and that the plan require that the units along Croley as well as the units at the back of the site be detached and that the units be separated by at least ten feet.

The units at the front and the back of the site are proposed to be on individual lots. Given the design of the project this could be problematic. One concern is that the access to the single-family lots will be through the multi-family development which could cause future maintenance issues. Furthermore, the layout will require a variance from the Subdivision Regulations for the lots that don't have street frontage. Finally, the proposed lots along Croley would not meet the infill requirements of the Subdivision Regulations.

Requiring that the units be detached and providing spacing requirements permits the development to maintain the single-family detached character that is across the street and to the south of the site while addressing technical issues. Staff is recommending that the minimum spacing of the units along Croley be ten feet which is consistent with the existing R8 zoning district which requires five foot side setbacks. By requiring the units along Croley be detached and separated by at least ten feet, then the existing character is maintain as it would be with the proposed lots and not impact the plans consistency with the T4 NM policy.

FIRE MARSHAL'S OFFICE

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 2 Elementary 1 Middle 1 High

Projected student generation proposed SP-MR district: 3 Elementary 2 Middle 2 High

The proposed SP-MR zoning district would generate three additional students than what is typically generated under the existing R8 zoning district. Students would attend Cockrill Elementary, McKissack Middle School, and Pearl-Cohn High School. There is no capacity for additional elementary and middle school students, but, there is additional capacity for high school students. There is additional capacity for additional high school students in the adjacent Maplewood, Whites Creek, Hillsboro and Hillwood clusters. This information is based upon data from the school board last updated October 2014.

FISCAL LIABILITY

The fiscal liability of one elementary student is \$21,500 (1 x \$21,500). The fiscal liability of one middle school student is \$26,000 (1 X \$26,000 per student). This is only for informational purposes to show the potential impact of this proposal, and is not a staff condition of approval. This information is based upon data from the school board last updated September 2014.

STAFF RECOMMENDATION

Staff recommends that the proposed SP be approved with conditions and disapproved without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 22 multi-family units.
2. Single-family lots are not permitted and shall be removed with the final site plan.
3. Units along Croley Drive and at the rear of the site must be detached and be separated by at least ten feet.
4. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. The following standards shall be met:
 - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
 - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormer windows.
 - c. EIFS and vinyl siding shall be prohibited.
 - d. Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 36 inches from the abutting average ground elevation.
 - e. Porches shall provide a minimum of six feet of depth.
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 zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The 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.

Approved with conditions and disapproved without all conditions (9-0), Consent Agenda

Resolution No. RS2015-58

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-020-001 is **Approved with conditions and disapproved without all conditions. (9-0)**"

CONDITIONS

1. Uses shall be limited to a maximum of 22 multi-family units.
2. Single-family lots are not permitted and shall be removed with the final site plan.
3. Units along Croley Drive and at the rear of the site must be detached and be separated by at least ten feet.
4. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. The following standards shall be met:
 - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
 - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormer windows.
 - c. EIFS and vinyl siding shall be prohibited.
 - d. Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 36 inches from the abutting average ground elevation.
 - e. Porches shall provide a minimum of six feet of depth.
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 zoning district as of the date of the applicable request or application.

6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

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

8. **The 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.**

12. 2015SP-021-001

GRACE AT ELLISTON

Map 092-15, Parcel(s) 140, 142
Council District 21 (Edith Taylor Langster)
Staff Reviewer: Lisa Milligan

A request to rezone from MUG-A and ORI to SP-MU zoning for property located at 2305 and 2311 Elliston Place, approximately 250 feet north of 24th Avenue North, (1.3 acres), to permit a mixed use building with up to 320 residential units, requested by Barge Cauthen & Associates, applicant; West End Land Dev. Co., LP., owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a mixed use building.

Preliminary SP

A request to rezone from Mixed Use General – Alternative (MUG-A) and Office/Residential Intensive (ORI) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 2305 and 2311 Elliston Place, approximately 250 feet north of 24th Avenue North, (1.3 acres), to permit a mixed use building with up to 320 residential units.

Existing Zoning

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

Office/Residential Intensive (ORI) is intended for high intensity office and/or multifamily residential uses with limited retail opportunities.

Proposed Zoning

Specific Plan – Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility in 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 and nonresidential uses.

CRITICAL PLANNING GOALS

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

This proposal meets several critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project will intensify development on an infill site. Sidewalks are being improved to increase pedestrian access and walkability. A bike lane is also being provided to allow for alternate transportation choices. Bike parking is being provided on site for residents as well as the general public. The mixture of uses, including ground floor nonresidential uses, encourages walking in the area and provides for a vibrant streetscape.

GREEN HILLS MIDTOWN COMMUNITY PLAN

Existing Land Use Policy

Mixed Use Neighborhood (T5 MU) policy is intended to preserve and enhance urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and nonresidential land uses, and that are envisioned to remain or develop in a mixed use pattern. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include the County's major employment centers, representing several sectors of the economy including health care, finance, retail, the music industry, and lodging.

DRAFT Preferred Future Land Use Policy

No proposed changes.

Consistent with Policy?

The proposed SP zoning district would provide high density residential and supportive structured parking along with nonresidential uses that would support the already diverse mixed use area. The project is proposed to be 18 stories in height. The location of the project and the orientation of the tower element in relation to West End Avenue and the height limitation on Elliston Place is in line with the goals of the policies along Elliston Place and West End Avenue. The proposed development would provide additional opportunities for living in the urban core of the city and the nonresidential uses provide options for people living, working and visiting the area.

PLAN DETAILS

The site is located at 2305 and 2311 Elliston Place, south of Elliston Place and west of 23rd Avenue North. The site is approximately 1.3 acres in size. The current use of the property is a low rise retail building as well as vacant land.

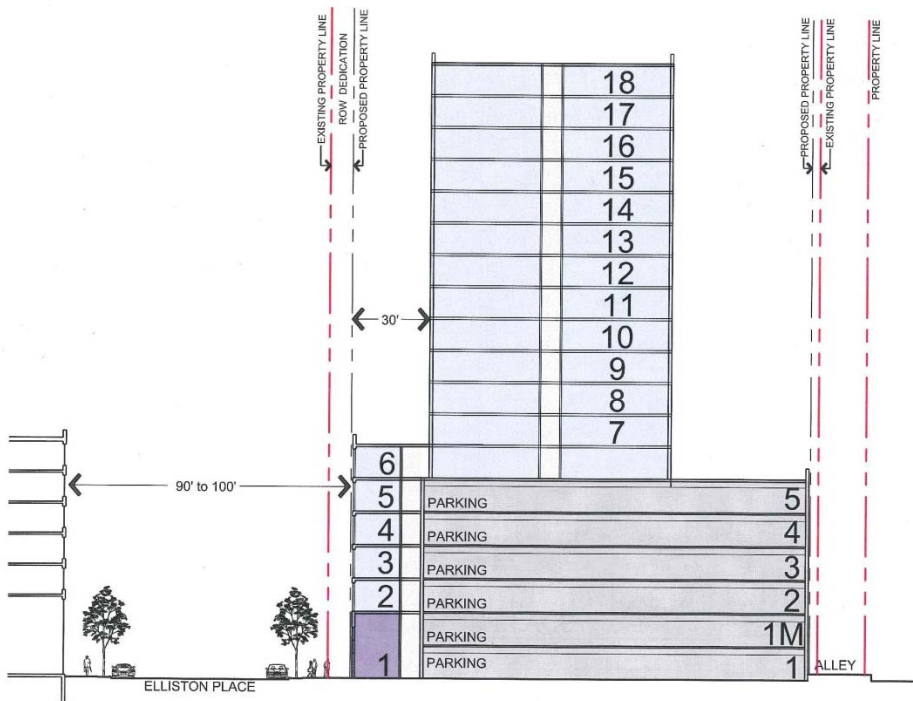
Site Plan

The plan proposes up to 320 multi-family residential units and up to 13,000 square feet of nonresidential uses. The permitted nonresidential uses are those allowed in MUG-A zoning.

The plan provides sidewalks along Elliston Place to be consistent with the adopted Major and Collector Street Plan consisting of a 4 foot planting strip and a 10 foot sidewalk. A bike lane is being provided along Elliston Place as well as on-street parking. Street trees are proposed along the entire frontage.

The building is proposed to be 6 stories feet at the build-to-line and go up to 18 stories. The tower element of the building is stepped back a minimum of 30 feet from the front build-to-line on the western end of the building up to a maximum of 95 feet from the front build-to-line on the eastern end of the building. The image below shows a rendering of the tower at its closest to Elliston Place.

The street level of the development is proposed to have non-residential uses with a storefront to provide for an activated public realm. Structured parking is included as a part of the development with a total of 500 spaces provided. Vehicular access to the site will be from Elliston Place and also from the alley to the rear of the proposed building.



ANALYSIS

In March 2012, the Midtown Study was prepared as part of the Green-Hills Midtown Community Plan. The Midtown Study provides specific guidance on the development of properties located in the Midtown area including height. The proposed site is located within the T5-MU-03 sub-area which specifies maximum heights of about 8 stories being generally most appropriate for the area. Punctuations of greater height may be appropriate at prominent locations, provided that the site and building design

meet the policy. The site is located in a wedge of property located south of Elliston Place that is immediately adjacent to areas that allow for heights of 20 stories and above. The height of the proposed building exceeds the general height specified for its specific sub-area. However, given the location and orientation of the tower portion of the development toward West End as opposed to Elliston Place, staff finds that the height is appropriate for this specific location within the sub-area.

The plan adds housing choice to an existing urban neighborhood and provides infill development on an underutilized urban lot. The plan meets several critical planning goals including creating a more pedestrian friendly, walkable streetscape.

FIRE DEPARTMENT RECOMMENDATION

Approved with Conditions

1. Fire Code issues for the structures will be addressed at permit application review

STORMWATER RECOMMENDATION

Conditions if Approved

1. Site shall discharge into an 18" or larger combination line or a dedicated storm structure downstream of site.

WATER SERVICES

Approved

1. Approved as a Preliminary SP only. This approval does not apply to the private utility layout, which must be submitted for review to MWS Permits. The required capacity fees (30%) must be paid prior to Final SP approval.

PUBLIC WORKS RECOMMENDATION

Approved with Conditions

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Prior to Final SP, recess doors along Elliston Pl, so that they do not swing into pedestrian path.
3. Prior to the submittal of the Final SP, a detailed road side cross section should be coordinated with MPW to ensure compliance with the standards of MPW and ADA. Proposed parking on Elliston should be recessed into the existing curb line, final design may vary slightly.

TRAFFIC AND PARKING RECOMMENDATION

Approved with Conditions

In accordance with TIS findings, Developer shall comply with the following conditions:

Elliston Place & Primary Site Access

- The primary site access drive on Elliston Place should be aligned with the Elliston23 access and should be designed to include a minimum of one entering lane and one exiting lane.
- The on-street parking on the south side of Elliston Place should be restricted for a minimum of 40 feet to the east and west side of the proposed access.

Elliston Place & 24th Avenue North

- In order to improve intersection sight distance for northbound left-turning vehicles at the intersection of 24th Avenue North and Elliston Place, the existing "No Parking to Corner" sign on the south side of Elliston Place east of 24th Avenue North should be relocated approximately 25 feet to the east, which will eliminate one existing on-street parking space.
- In order to improve intersection sight distance for northbound right-turning vehicles at the intersection of 24th Avenue North and Elliston Place, the existing first on-street metered parking space on the south side of Elliston Place west of 24th Avenue North should be removed. Developer shall apply to Traffic and Parking for on-street parking modification approval.
- High-visibility pedestrian crosswalks shall be provided on the north and south legs of 24th Avenue North at Elliston Place by developer. A detectable warning mat shall be provided on the southeast corner of the intersection. It may be necessary to cut and fit the warning detectable mat around the existing sewer manhole on the corner. A detectable warning mat should be installed on the northwest corner.
- Stop lines on the north and south legs of 24th Avenue North at Elliston Place should be located approximately 4 feet in advance of the pedestrian crosswalks.
- High-visibility pedestrian crosswalks shall be provided on the east and west legs of Elliston Place at 24th Avenue North. The crosswalks should be approximately 10 feet wide.
- Pedestrian crossing (W11-2) warning signs with supplemental yield state law diagonal arrow (W16-7p modified) sign should be provided at each crosswalk on Elliston Place. The signs should have fluorescent yellow-green background. Due to the location of existing utility poles that could impact visibility of the pedestrian crossing signs, the signs shall be installed by developer in advance of the utility poles on the eastbound and westbound approaches of Elliston Place.

Elliston Place Cross-section

- The Elliston Place street cross section shall match the lane widths and associated infrastructure recently constructed on the North side of Elliston Place.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.56	3.0 F	73,180 SF	5544	129	517

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.74	3.0 F	96,703 SF	1301	183	188

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)	1.3	-	320 U	2063	161	194

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.3	-	13,000 SF	594	18	53

Traffic changes between maximum: **MUG-A** and **ORI** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-4,188	-133	-458

METRO SCHOOL BOARD REPORT

Projected student generation existing **MUG-A & ORI** district: 0 Elementary 0 Middle 0 High

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

The proposed SP-MU zoning district could generate 4 more students than what is typically generated under the existing ORI and MUG-A zoning district, utilizing the Urban Infill Factor. Students would attend Eakin Elementary, West End Middle School and Hillsboro High School. Eakin Elementary and West End Middle have been identified as over capacity and there is no additional capacity within the cluster for elementary or middle school students. This information is based upon data from the school board last updated October 2014.

The fiscal liability of 1 new elementary student is \$21,500 (1 X \$21,500 per student). The fiscal liability of 1 new middle school student is \$26,000 (1 X \$26,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to up to 320 multi-family residential dwelling units and all other uses in MUG-A zoning district.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the application request or application.

3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with requirements of Public Works in regards to traffic.

Approved with conditions and disapproved without all conditions (9-0), Consent Agenda

Resolution No. RS2015-59

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-021-001 is **Approved with conditions and disapproved without all conditions. (9-0)**”

CONDITIONS

1. Permitted land uses shall be limited to up to 320 multi-family residential dwelling units and all other uses in MUG-A zoning district.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the application request or application.
3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with requirements of Public Works in regards to traffic.

Zone Changes

13. 2015Z-003PR-001

BL2015-1004\Bedne
 Map Various, Parcel(s) Various
 Council District 31 (Fabian Bedne)
 Staff Reviewer: Lisa Milligan

A request to rezone from R10 to RS10 zoning for various properties located along Amelia Court, Amelia Drive, Ashlawn Circle, Ashlawn Court, Ashlawn Drive, Ashworth Circle, Ash Grove Drive, Ashmont Circle, Ashmont Drive, Bell Road, Bess Court South, Benzing Road, Brook View Estates Drive, Brook Drive, Eulala Drive, Janice Drive, Jeri Court, Josephine Court, Lou Court, Michele Drive, Ocala Drive, Roxanne Court, Roxanne Drive, Sue Court, Sue Drive, Tusculum Road and Yoest Circle, north of Bell Road (approximately 139 acres), requested by Councilmember Fabian Bedne, applicant; various property owners.

Staff Recommendation: Approve with a substitute ordinance.

APPLICANT REQUEST

Zone change from R10 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning for various properties located along Amelia Court, Amelia Drive, Ashlawn Circle, Ashlawn Court, Ashlawn Drive, Ashworth Circle, Ash Grove Drive, Ashmont Circle, Ashmont Drive, Bell Road, Bess Court South, Benzing Road, Brook View Estates Drive, Brook Drive, Eulala Drive, Janice Drive, Jeri Court, Josephine Court, Lou Court, Michele Drive, Ocala Drive, Roxanne Court, Roxanne Drive, Sue Court, Sue Drive, Tusculum Road and Yoest Circle, north of Bell Road (approximately 155 acres).

Existing Zoning

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

Proposed Zoning

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

JANUARY 22, 2015 PLANNING COMMISSION ACTION

This zone change application was approved at the January 22, 2015, Planning Commission meeting. After that meeting, staff became aware of some concerns that the public hearing had not been properly noticed. Staff worked with the Councilmember to defer the Council public hearing and to re-notice both the Planning Commission and Council public hearing.

CRITICAL PLANNING GOALS

N/A

SOUTHEAST COMMUNITY PLAN

Current Policy

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Suburban Neighborhood Evolving (T3NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

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

DRAFT Preferred Future Policy

No changes proposed.

Consistent with Policy?

The policy supports a variety of housing types, including single-family as well as non-single-family. Non single-family residential uses include two family and multi-family uses. The policy promotes development that is primarily consistent with the existing development pattern. The area contains a variety of residential uses which includes single-family, two-family, zero lot line and multi-family. The proposed RS10 zoning district would not alter the existing character on the ground, but it would create a situation where the existing legal non-single-family uses would become nonconforming. The area with a Neighborhood Evolving Policy is also Conservation Policy, so development potential in this area is limited.

ANALYSIS

The proposed RS10 zoning district would limit development in the subject area to only single-family uses. Existing legal duplexes in the area would become legal non-conforming uses and would be allowed to continue to be used. Key parcels at intersections will remain as R10 allowing for the possibility of duplexes in the future, resulting in a mixture of housing types.

Chapter 17.40 Article XIV of the Zoning Ordinance addresses non-conforming structures and uses. Duplexes that legally exist at the time of rezoning to RS are allowed to continue to be used as a duplex and may be rebuilt if damaged or destroyed.

17.40.650 E.2. states: In a residential district, a nonconforming use shall cease if 50% or more of the floor area of the building or structure is damaged or destroyed. When damage is to less than 50% of the floor area, the building may be restored within one year of the date of the damage. A structure containing a two-family non-conforming use within an RS district may be restored within two years regardless of percentage of damage or destruction.

Substitute Ordinance No. BL2015-1004

Staff recommends approval with a substitute to remove Map 162 Parcel 49 from the downzoning. The property in question is approximately 16 acres in size and has the potential to be developed as a subdivision. If zoned R10 and subdivided, the property would be limited to 25% of the lots allowing duplexes.

STAFF RECOMMENDATION

Staff recommends approval with a substitute ordinance.

Ms. LeQuire moved and Mr. Clifton seconded the motion to approve with a substitute ordinance. (8-0)

Resolution No. RS2015-60

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015Z-003PR-001 is **Approved with a substitute ordinance. (8-0)**”

14. 2015Z-004PR-001

BL2015-1035\Baker
Map 091-07, Parcel(s) 264-265, 267-269, 338, 339, 341-344
Council District 20 (Buddy Baker)
Staff Reviewer: Lisa Milligan

A request to apply the provisions of a Contextual Overlay District to properties located at 4800, 4801, 4802, 4803, 4805, 4806, 4808, 4809, 4810, and 4811 Michigan Avenue and Michigan Avenue (unnumbered), between 48th Avenue North and 49th Avenue North (approximately 2 acres), requested by Councilmember Buddy Baker, applicant; various property owners.
Staff Recommendation: Approve.

APPLICANT REQUEST

Apply a Contextual Overlay District

Zone Change

A request to apply the provisions of a Contextual Overlay District to properties located at 4800, 4801, 4802, 4803, 4805, 4806, 4808, 4809, 4810, and 4811 Michigan Avenue and Michigan Avenue (unnumbered), between 48th Avenue North and 49th Avenue North (approximately 2 acres).

Existing Zoning

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

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.

CRITICAL PLANNING GOALS

N/A

WEST NASHVILLE COMMUNITY PLAN

Current Policy

Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, primarily residential land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

DRAFT Preferred Future Policy

No changes proposed.

Consistent with Policy?

Yes. The proposed Contextual Overlay is consistent with the current and draft preferred future policy. 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.

ANALYSIS

In April 2014, the Planning Commission reviewed and recommended approval of a text amendment to the Zoning Ordinance to establish the Contextual Overlay District. The Metro Council approved the text amendment in August 2014. 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 location of garages and parking to lessen the impact of new construction on existing homes. The Design Standards as established cannot be modified.

CONTEXTUAL OVERLAY STANDARDS

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

B. Height.

1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.

2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.

3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.

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.

Approved (9-0), Consent Agenda

Resolution No. RS2015-61

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015Z-004PR-001 is Approved. (9-0)"

15. 2015Z-007PR-001

BL2015-1032\Westerholm

Map Various, Parcel(s) Various

Council District 06 (Peter Westerholm)

Staff Reviewer: Lisa Milligan

A request to apply the contextual overlay to various properties located along Greenwood Avenue, Rosebank Avenue, Skyview Drive, Waters Avenue, Shady Lane, Powers Avenue, McCarn Street, Tillman Lane, Washington Avenue, Eastland Avenue, Groves Park Road, Urban Place, Wilsonwood Place, Hackberry Lane, and N. 20th Street, requested by Councilmember Peter Westerholm, applicant; various property owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Apply a Contextual Overlay District.

Zone Change

A request to apply the contextual overlay to various properties located along Greenwood Avenue, Rosebank Avenue, Skyview Drive, Waters Avenue, Shady Lane, Powers Avenue, McCarn Street, Tillman Lane, Washington Avenue, Eastland Avenue, Groves Park Road, Urban Place, Wilsonwood Place, Hackberry Lane, and N. 20th Street.

Existing Zoning

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

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

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.

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

Current Policy

Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, primarily residential land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

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

DRAFT Preferred Future Policy

No changes proposed.

Consistent with Policy?

Yes. The proposed Contextual Overlay is consistent with the current and draft preferred future policy. 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.

ANALYSIS

In April 2014, the Planning Commission reviewed and recommended approval of a text amendment to the Zoning Ordinance to establish the Contextual Overlay District. The Metro Council approved the text amendment in August 2014. 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 location of garages and parking to lessen the impact of new construction on existing homes. The Design Standards as established cannot be modified.

CONTEXTUAL OVERLAY STANDARDS

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

B. Height.

1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.

2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.
3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.
- 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.

Ms. Milligan presented the staff recommendation of approval.

Councilmember Westerholm spoke in favor of the application.

Rebecca Frazier, 626 Skyview Drive, spoke in favor of the application.

Carrie Fanning, 625 Skyview Drive, spoke in favor of the application; wants to preserve the feeling of small town life.

Brandi Prewitt, 1516 Rosebank Ave, spoke in favor of the application, doesn't want any more "tall skinnies".

John Madole, 609 Shady Lane, spoke in favor of the application and noted the community does not need or want bigger homes.

Brett Withers, 1113 Granada Ave, spoke in favor of the application.

Jerry Vandever, 1702 Sharp Ave, spoke in favor of the application.

John (last name unclear), 807 McCarns St, spoke in favor of the application.

Pete Prosser, 4931 Danby Drive, spoke in opposition to the application and noted that he would like to know if there is a policy that validates the "majority" in favor of the overlay.

Greg England, 541 Skyview Drive, spoke in opposition to the application, specifically the height – for the south side of the golf course.

Councilmember Westerholm asked for approval.

Mr. Adkins closed the Public Hearing.

Ms. Farr spoke in favor of the application and noted that it is a great way to protect the neighborhood.

Mr. Clifton spoke in favor of the application.

Mr. Gee spoke in favor of the application.

Councilmember Hunt spoke in favor of the application.

Mr. Haynes moved and Ms. Farr seconded the motion to approve. (8-0)

Resolution No. RS2015-62

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015Z-007PR-001 is Approved. (8-0)"

Mr. Haynes left the meeting at 7:22 p.m.

16. 2015Z-009PR-001

BL2015-1024\Todd
Map 130-07, Parcel(s) 074
Council District 34 (Carter Todd)
Staff Reviewer: Alex Deus

A request to rezone from RS20 to RS30 zoning for property located at 4008 Iroquois Avenue, approximately 600 feet east of Lynwood Boulevard (1.23 acres), requested by Councilmember Carter Todd, applicant; James C. King, III and Melissa G. Langley, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Change from RS20 to RS30.

Zone Change

A request to rezone from Single-Family Residential (RS20) to Single-Family Residential (RS30) zoning for property located at 4008 Iroquois Avenue, approximately 600 feet east of Lynwood Boulevard (1.23 acres).

Existing Zoning

Single-Family Residential (RS20) is intended for low intensity single family development and is appropriate for implementing low density residential policies. This district requires a minimum of 20,000 square foot lot. *RS20 would permit a maximum of two lots.*

Proposed Zoning

Single-Family Residential (RS30) is intended for low intensity single family development and is appropriate for implementing low density residential policies. This district requires a minimum of 30,000 square foot lot. *RS30 would permit a maximum of one lot.*

CRITICAL PLANNING GOALS

N/A

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Current Policy

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

DRAFT Preferred Future Policy

No changes are proposed.

Consistent with Policy?

Yes. This request is consistent with policy, as it is consistent with the general character of the neighborhood.

ANALYSIS

The property is currently zoned RS20 and permits single family residential development with a minimum lot size of 20,000 square feet. In 2014 BL 2014-706 rezoned several properties in this neighborhood along Iroquois Avenue, Iroquois Court and Sunnybrook Drive from R20/ RS20 to RS30.

The subject lot meets the minimum standards under the zoning code for the RS30 district and would be consistent with the character of the surrounding neighborhood.

STAFF RECOMMENDATION

Staff recommends approval.

Approved (8-0-1), Consent Agenda

Resolution No. RS2015-63

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015Z-009PR-001 is *Approved. (8-0-1)*”

17. 2015Z-010PR-001

Map 175, Parcel(s) 140
 Council District 33 (Robert Duvall)
 Staff Reviewer: Jennifer Nalbantyan

A request to rezone from AR2a to IWD zoning for property located at 12872 Old Hickory Blvd., approximately 450 feet south of Hobson Pike (4.99 acres), requested by Digidata Corporation, applicant; Geoffrey Pfeifer and Donna G. Wilson, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from AR2a to IWD.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Industrial Warehousing/Distribution (IWD) zoning for property located at 12872 Old Hickory Blvd., approximately 450 feet south of Hobson Pike (4.99 acres).

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 2 lots with 2 duplex lots for a total of 4 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

D Employment Center (D EC) is intended to preserve, create, and enhance districts where a mixture of office, commercial, and light industrial uses is predominant.

DRAFT Preferred Future Policy

No changes proposed.

Consistent with Policy?

Yes. Industrial-Warehouse uses are supported in the D EC policy. The D EC policy is intended for non-retail uses that create economic activity and jobs. Therefore, IWD zoning would be more appropriate than the existing AR2a zoning based on the policy.

TRAFFIC & PARKING RECOMMENDATION

Conditions if approved

Traffic study may be required at time of development. Comply with MSCP ROW designation.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	4.99	0.5 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.99	0.8 F	173,891 SF	620	53	56

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+600	+51	+53

STAFF RECOMMENDATION

Staff recommends approval since the proposed IWD zoning is consistent with the D EC policy.

Approved (9-0), Consent Agenda

Resolution No. RS2015-64

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015Z-010PR-001 is **Approved. (9-0)**”

K. PLANNING COMMISSION ACTIONS

The Planning Commission will make the final decision on the items below.

Planned Unit Developments: final site plans

18. 304-84P-001

FAIRHAVEN PLACE

Map 142-07-0-D, Parcel(s) 100
 Council District 22 (Sheri Weiner)
 Staff Reviewer: Latisha Birkeland

A request to revise the preliminary plan and final site plan approval for a portion of The Fairhaven Place Commercial Planned Unit Development Overlay District for property located at Old Harding Pike (unnumbered), approximately 680 feet west of Hicks Road, zoned R15, (0.86 acres), to permit four detached residential units where eight stacked residential units were previously approved, requested by Wamble & Associates, PLLC, applicant; Old Harding Venture, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revision to the preliminary plan for final site plan for a portion of the Planned Unit Development to permit four detached residential units.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and final site plan approval for a portion of The Fairhaven Place Commercial Planned Unit Development Overlay District for property located at Old Harding Pike (unnumbered), approximately 680 feet west of Hicks Road, zoned One and Two-Family Residential (R15), (0.86 acres), to permit four detached residential units where eight stacked residential units were previously approved.

Existing Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units. However, the PUD that is approved controls development of this property.*

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

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The site is located on the south side of Harding Pike, just west of Hicks Road. The proposed revision is to permit four detached residential units where eight multi-family residential units were previously approved. This site abuts a floodway along the eastern side of the site. As of 2013, the floodway and floodway buffers extend further west into the site than they originally did. To develop this site, the applicant had to reduce the amount of units and move the units outside of the floodway buffers.

The existing PUD already includes single family dwellings and townhomes. The proposed revision is located on Lot 2, Fairhaven Place within the existing PUD. Access to the proposed residential units will be obtained from the existing access along Harding Pike to Wynbrooke Townhomes, located on Lot 1. In 1990, a shared ingress/egress easement was recorded to provide access to both Lot 1 and Lot 2. A total of 11 parking stalls have been provided for these uses. Each unit will have a two stall parking garage and three additional parking stalls have been included on the site for visitors.

ANALYSIS

The original PUD was approved in 1984, for the development of a 60 unit residential complex made up of townhomes and single family detached lots. The PUD has different sections and has been revised a few times throughout the years. Fairhaven Place, Lot 2, was previously approved for an eight unit multi-family development in 1995. Since the proposed detached units are consistent with the original development concept, and the new plan meets the Metro Stormwater requirements, staff finds that the proposed change is a minor modification (revision).

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

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

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
 - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.

m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

FIRE MARSHAL’S OFFICE

Approved with conditions

- Fire code issues for the structure will be addressed at permit application review.

PUBLIC WORKS RECOMMENDATION

No exception taken

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

- N/A – Harpeth Valley Utility District

Harpeth Valley Utility District

Approved with conditions

- The design engineer must submit construction plans for review and approval. After approval by HVUD and the State of Tennessee; a contract executed with HVUD along with all fees paid; the water and sewer utilities can then be installed by the developer's contractor. After completion and final approval by HVUD, water and sewer service will be available.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Dumpster shall be removed from the ingress/egress easement and restored to the approved location identified on the Wynbrooke final site plan approval from 03/25/1987.
2. Sidewalks shall be required to be shown on the building permit plans.
3. 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.
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 Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
5. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs. Billboards are prohibited.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
8. The 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 reapproval by the Planning Commission and/or Metro Council.

Approved with conditions (9-0), Consent Agenda

Resolution No. RS2015-65

“BE IT RESOLVED by The Metropolitan Planning Commission that 304-84P-001 is **Approved with conditions. (9-0)**”

CONDITIONS

1. **Dumpster shall be removed from the ingress/egress easement and restored to the approved location identified on the Wynbrooke final site plan approval from 03/25/1987.**
2. **Sidewalks shall be required to be shown on the building permit plans.**
3. **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.**
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 Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.**

5. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs. Billboards are prohibited.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
8. The 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 reapproval by the Planning Commission and/or Metro Council.

Subdivision: Concept Plans

19. 2008S-061U-12

BRENTWOOD BRANCH ESTATES (CONCEPT PLAN EXTENSION #6)

Map 160, Parcel(s) 123

Map 160-08, Parcel(s) 046, 048 Map 160-08-0-A, Parcel(s) 010

Council District 26 (Chris Harmon)

Staff Reviewer: Jason Swaggart

A request to permit the extension of an approved concept plan for one year for the Brentwood Branch Estates Subdivision for 8 single-family clustered residential lots located at 501 Broadwell Drive, Hill Road (unnumbered) and at Trousdale Drive (unnumbered), zoned RS20 (4.42 acres), requested by Michael and Sharon Yates, owners.

Staff Recommendation: Approve the extension of the Concept Plan approval to February 26, 2016.

APPLICANT REQUEST

Concept plan extension.

Concept plan extension

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

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

Concept plan extension

This is a request to extend concept plan approval for Brentwood Branch Estates, a major subdivision. The request is to extend the approval for one year, to February 26, 2016. The properties included in the concept plan are located on the south side of Broadwell Drive in the Crieve Hall area. The concept plan was approved for eight single-family cluster lots by the Planning Commission on March 27, 2008. If the extension is granted, this will be the sixth extension to the original approval of the subdivision. The last extension was granted by the Commission on March 13, 2015. The current application was filed prior to the March 13, 2015, expiration date.

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

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

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

Previous Extensions

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

STAFF ANAYLIS

The subdivision is consistent with all Zoning Code requirements and received previous approval from the Planning Commission. Since the concept plan meets zoning, has previous approvals, and the applicant has made progress in developing the subdivision, staff recommends that the Planning Commission extend the concept plan approval for one year.

FIRE MARSHAL’S OFFICE

N/A

STORMWATER RECOMMENDATION

Approved with conditions:

1. Construction plans have expired. Construction plans will need to be re-evaluated prior to construction.

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. Final design may vary based on field conditions.
- Note that the proposed street grades shown are not approved by this submittal/ extension. Final construction drawings must include a landing at the intersection with Broadwell Drive with a maximum of 3% grade for a minimum of 50'.

WATER SERVICES

Approved

STAFF RECOMMENDATION

Staff recommends approving the extension of the Concept Plan approval to February 26, 2016.

Approve the extension of the Concept Plan approval to February 26, 2016 (9-0), Consent Agenda

Resolution No. RS2015-66

“BE IT RESOLVED by The Metropolitan Planning Commission that 2008S-061U-12 is **Approved for the extension of the Concept Plan approval to February 26, 2016. (9-0)**”

Subdivision: Final Plats

20. 2013S-233-002

CLAIRMONT, RESUB LOT 12, BLK B

Map, 117-12 Parcel(s) 105, 202
Council District 25 (Sean McGuire)
Staff Reviewer: Carrie Logan

A request for final plat approval to create two lots on properties located at 1510 A Clairmont Place and 1510 B Clairmont Place, approximately 255 feet east of Belmont Boulevard, zoned RS10 (0.61 Acres), which was approved by the Planning Commission at the February 13, 2014, meeting, but reversed and remanded to the Planning Commission by the Chancery Court, originally requested by James Terry & Associates, applicant; Van E. Christian, II, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Create two single-family residential lots.

Final Plat

A request for final plat approval to create two lots on properties located at 1510 A Clairmont Place and 1510 B Clairmont Place, approximately 255 feet east of Belmont Boulevard, zoned RS10 (0.61 Acres), which was approved by the Planning Commission at the February 13, 2014, meeting, but was reversed and remanded to the Planning Commission by the Chancery Court.

Existing Zoning

Single-Family Residential (RS10) requires a minimum 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 2 units.*

CRITICAL PLANNING GOALS

- Supports Infill Development

The subdivision creates additional residential development opportunity consistent with the land use policy in an area where infrastructure and services exist. The subdivision is located in an area well- connected to nearby commercial and employment districts and served well by existing road networks.

HISTORY

This final plat was approved at the February 13, 2014, Planning Commission meeting. The Planning Commission's decision was appealed to the Chancery Court by the adjacent property owner. The Chancery Court reversed the decision and remanded the final plat back to the Planning Commission.

The basis for the reversal was a review of the Planning Commission vote. The motion to approve with conditions was recorded as 5-2. However, the Chancery Court found that one Commissioner voted but was not present for the entire presentation and public hearing. Additionally, the Chancery Court found that the Commission had not included in its Rules and Procedures the long-standing practice of the Chairman's vote being counted and recorded with the majority. The Chancery Court concluded that neither of these votes were proper, which means that the application was not approved by a majority of the members present. The Court reversed the decision because the application was not properly approved by the legally requisite number of votes and remanded the case back to the Planning Commission for further proceedings consistent with the Court's conclusions.

The Planning Commission has since amended its Rules and Procedures to include the fact that the Chair's vote, unless specifically cast differently, is always recorded with the prevailing side.

The final plat had been recorded after the Planning Commission's February 2014 approval. However, there has been a hold on building permits pending action by the Chancery Court, and now pending action by the Commission.

During the same timeframe as this final plat was heard in 2014, the Planning Commission was also evaluating whether to review subdivisions under the One Tier or Two Tier Approach, which is explained below. The new Subdivision Regulations for infill development had not yet been adopted. This final plat application is being reviewed under the Subdivision Regulations in effect at the time the application was initiated. At the February 13, 2014, meeting, the Planning Commission approved the plat using the One-Tier Approach.

INFILL SUBDIVISION REVIEW: ONE OR TWO-TIER APPROACH

In 2011, the Subdivision Regulations were amended. Included in the amendment was the replacement of Section 3-5, Lot Comparability with Section 3-5, Infill Subdivisions. The section applies to subdivision proposals in areas that are predominately developed.

The first section, Section 3-5.1, requires that new lots in areas that are predominately developed be generally comparable to surrounding lots:

1. *Infill Subdivisions.* In areas previously subdivided and predominately developed, residential lots resulting from a proposed subdivision within the R and RS zoning districts on an existing street shall be generally comparable with surrounding lots.

The subsequent section, Section 3-5.2, refers to criteria for determining comparability which is as follows:

2. Criteria for Determining Comparability: The following criteria shall be met to determine comparability of lots within infill subdivisions:
 - a. The resulting density of lots within the RL, RLM and RM land use policies do not exceed the prescribed densities of the policies.
 - b. For lots within NE, NM and NG policies, the lots fit into the community character as defined in Section 7-2 and are consistent with the general plan.
 - c. All minimum standards of the zoning code are met.
 - d. Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto open space.
 - e. The current standards of all reviewing agencies are met.

One-Tier Approach

Under the one-tier approach, staff read subsections 1 and 2 together and defined comparability by utilizing the language in Subsection 3-5.2. New lots would be comparable in the RL, RLM and RM land use policies if the resulting densities do not exceed the prescribed densities of the policies. The density calculation can be determined two ways:

1. Looking at the lot(s) proposed with the subdivision;
2. Looking at a larger area.

The area for determining density is not defined; therefore, staff must use best judgment to define the area to use for the density calculation. It could include solely the lots created by the proposed subdivision, adjacent lots on both sides of the lot(s) proposed for the subdivision, across the street or the entire block.

Two-Tier Approach

Under the two-tier approach, subsections 1 and 2 are considered separately, creating a two-part test for determining comparability. Staff must first determine if the proposed lots are generally comparable, as specified in subsection 1. The terms "generally comparable" and "surrounding lots" are not defined. If it is determined that the proposed lots are generally comparable to surrounding lots, then the new lots must also be consistent with subsection 2.

Since the regulations do not define the area for which proposed lots should be compared, staff must define an area for which to compare. Without guidance from the regulations, the defined area becomes subjective. To reduce subjectivity, staff has defined the area to compare as lots on the same block face. If it is a corner lot then staff assessment would include both block faces.

Planning Commission Action

The Planning Commission is the ultimate interpreter of the Subdivision Regulations. The Planning Commission has the ability to agree with either interpretation or provide a new interpretation. Prior to the December 12, 2013, Planning Commission meeting, the Planning Commission debated how to interpret the Subdivision Regulations. At the December 12, 2013, meeting, the Planning Commission evaluated a majority of the applications on the agenda using the One-Tier approach. Also at the December 12, 2013, meeting, the Commission heard proposed amendments to the infill sections of the Subdivision Regulations and took the following action:

"Defer all amendments ... until the January 9, 2014, Planning Commission meeting, direct staff to process all infill subdivision cases submitted before noon today [December 12, 2013] under the current language in Section 3-5 and direct staff not to process any additional infill subdivision applications until amendments to Section 3-5 are adopted..."

Note: references to non-infill Sections of the Subdivision Regulations removed.

Therefore, this application was reviewed using the One-Tier approach.

PLAN DETAILS

The property is located on the north side of Clairmont Place, one lot east of Belmont Boulevard. This subdivision proposes two single-family residential lots where there is one lot and an existing dwelling. The applicant proposes to keep the existing home and create an additional lot to the east. The site is situated within a predominantly single-family residential neighborhood, though non-conforming duplex uses are located to the east, west and south of the property.

The proposed lots will contain the minimum lot area required by RS10 zoning. The lot areas are as follows:

- Lot 1: 16,604 sq. ft. (0.38 acres);
- Lot 2: 10,369 sq. ft. (0.24 acres).

Notes were added to the plat to address the concerns with the subdivision:

- The existing southern magnolia tree is to be preserved until such time that the Metro Urban Forester determines that the tree is no longer viable and/or is threatening a nearby structure and approves the tree's removal in part or in whole.
- A new building on Lot 2 is limited to a height of 2 stories in 35 feet, as measured to the top of the roof.
- All surface and garage parking is required to be located at the rear of the dwelling on Lot 2.

ANALYSIS

The Department of Law has advised the Planning Department to evaluate this application under the Subdivision Regulations and policies in place at the time it was initially considered. In short, this is still the same application.

The land use policy that applied to the existing lot and surrounding area (north, south and east) is Residential Low Medium. The Residential Low Medium policy supported low to medium intensity development with a maximum density of four units per acre. The density for the two proposed lots is approximately 3.23 units per acre (2 units/0.619 acres = 3.23 units per acre). Since the density of the proposed subdivision meets policy, staff recommends that the two proposed lots are comparable using the One-Tier approach.

The proposed subdivision establishes a deeper minimum building setback line than the zoning code requires in an attempt to ensure that future development maintains the setback pattern established along the north side of Clairmont Place.

The site is located within the Urban Services District, therefore sidewalks are required in front of the additional lot along Clairmont Place. However, because there is not an existing sidewalk network surrounding the site, the applicant elected contribute \$500.00 to the sidewalk fund in-lieu of constructing the required sidewalks.

The applicant satisfied the conditions of the February 13, 2014, Planning Commission approval, related to the magnolia tree and required sidewalks prior to the plat being recorded.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions.

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- If sidewalks are required, then they should be shown on the plan per Public Works standards with the required curb and gutter and grass strip.

STAFF RECOMMENDATION

Staff recommends approval. The proposed subdivision complies with the One-Tier approach.

Ms. Logan presented the staff recommendation of approval.

Mr. Sloan clarified that, since the application was filed prior to December 2013, the commission could vote based on either the one-tier or two-tier approach to the subdivision regulations and that this should be treated as a new hearing.

Marci Sweet, PO Box 150585, read a letter of support on behalf of Van Christian.

Barbara Nicholson, 1508 Clairmont Place, spoke in opposition to the application and noted that it is very out of balance with the neighborhood.

Betty Mason, 1511 Clairmont Place, spoke in opposition to the application and noted that the project is not consistent with the rest of the street.

Katie Porterfield, 1500 Clairmont Place, spoke in opposition to the application and noted that 100% of the neighborhood is in opposition.

Lacy Wallace, 1477 Clairmont Place, spoke in opposition to the application.

John Wallace, 1477 Clairmont Place, spoke in opposition to the application.

David Tuleen, 1493 Clairmont Place, spoke in opposition to the application and noted that 100% of the neighborhood is in opposition.

John Arnn, 1479 Clairmont Place, spoke in opposition to the application.

Andy Stahl, 1503 Clairmont Place, spoke in opposition to the application.

Kendall Bronbent, 1478 Clairmont Place, spoke in opposition to the application.

Gary Nicholson, 1508 Clairmont Place, sang a song in opposition to the application.

Bill Purcell, 150 4th Ave N, spoke in opposition to the application and asked the commission to do the right thing.

Marcie Sweet asked for approval.

Mr. Adkins closed the Public Hearing.

Ms. Farr noted that at first glance, it doesn't seem compatible but will listen to the rest of the discussion.

Ms. Logan explained the difference between the one-tier and two-tier approach.

Mr. Gee stated that lot width could be a criteria that is not comparable.

Mr. Clifton noted that setback, width, and destroying the streetscape are all criteria that are not comparable.

Mr. Clifton moved and Ms. Farr seconded the motion to disapprove using a two-step analysis and the general comparability phrase of Section 3-5.1 of the Subdivision Regulations in effect at the time of application, looking at the setback, lot width, and the general comparability with the surrounding homes on the street. (7-0)

Resolution No. RS2015-67

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013S-233-002 is Disapproved using a two-step analysis and the general comparability phrase of Section 3-5.1 of the Subdivision Regulations in effect at the time of application, looking at the side setback and rhythm of the street, lot width, lot size and shape, and the general comparability with the surrounding homes on the street. (7-0)"

21. 2015S-024-001

RESUB. LOT 6, THE ROBERT H. DEMOSS 69- ACRE TRACT

Map 145, Parcel(s) 053

Council District 34 (Carter Todd)

Staff Reviewer: Jason Swaggart

A request for final plat approval to create two lots on property located at 5408 Granny White Pike, on the east side of Granny White Pike, approximately 170 feet north of Camelot Road, zoned R40 (2.53 acres), requested by CK Sureyor, LLC, applicant; Phillip L. Bennett, Et.Uxt., owner.

Staff Recommendation: Defer to the March 12, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015S-024-001 to the March 12, 2015, Planning Commission meeting. (9-0)

L. OTHER BUSINESS

22. New employment contract for Brett Thomas

Approved (9-0), Consent Agenda

Resolution No. RS2015-68

"BE IT RESOLVED by The Metropolitan Planning Commission that the new employment contract for Brett Thomas is Approved. (9-0)"

23. Historic Zoning Commission Report

24. Board of Parks and Recreation Report

25. Executive Committee Report

26. Accept the Director's Report and Approve Administrative Items

Approved (9-0), Consent Agenda

Resolution No. RS2015-69

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report and Administrative Items are Approved. (9-0)"

27. Legislative Update

M. MPC CALENDAR OF UPCOMING MATTERS

February 26, 2015

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

March 12, 2015

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

March 26, 2015

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

April 9, 2015

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

N. ADJOURNMENT

The meeting adjourned at 8:28 p.m.

Chairman

Secretary



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
Metro Office Building, 2nd Floor
800 Second Avenue South
Nashville, Tennessee 37219

Date: February 26, 2015

To: Metropolitan Nashville-Davidson County Planning Commissioners

From: Richard C. Bernhardt, FAICP, CNU-A

Re: Executive Director's Report

The following items are provided for your information.

A. Planning Commission Meeting Projected Attendance (6 members are required for a quorum)

1. Planning Commission Meeting:
 - a. Attending: McLean; Adkins; Gee; Dalton; LeQuire; Blackshear; Haynes; Farr
 - b. Leaving Early (or Not Heard From): Hunt; Clifton
 - c. Absent:
2. Legal Representation – Jon Michael will be attending

B. MPC Workshops on NashvilleNext Draft Plan

1. **#1/6 March 2015 TBD;**
Topic – Review of Proposed Community Character Policy Changes and overview of Bellevue Community Plan format and contents
2. **#2/6 March 2015 TBD;**
Topic – Review Purpose, Issues and Implementation; and Arts, Culture & Creativity; Economic & Workforce Development; and Education & Youth Elements and Key Proposed Actions
3. **#3/6 April 2015 TBD;**
Topic – Review of Health, Livability & the Built Environment; Housing; Natural Resources & Hazard Adaptation; and Land Use, Transportation, & Infrastructure Elements and Key Proposed Actions
4. **#4/6 April 2015 TBD;**
Topic – Review of Antioch/Priest Lake; Bordeaux/Whites Creek; Donelson/Hermitage/Old Hickory; Downtown; East Nashville; and Green Hills Midtown Community Plan Updates
5. **#5/6 May 2015 TBD;**
Topic – Review of Joelton; Madison; North Nashville; Parkwood/Union Hill; Southeast; South Nashville; and West Nashville Community Plan Updates and Access Nashville 2040 Element
6. **#6/6 May 2015 TBD - Topic** – If needed

C. February 26, 2015 MPC meeting NashvilleNext MPC Topic

1. Preferred Future, Tiered Centers and Metro Investments
 2. March 12, 2015 - Transit Network and Implications (Briggs) and Map App Demo (Higgs)
-

D. Communications

1. Meetings with local media in advance of the NashvilleNext Draft Plan release – continue, we have already met with the Tennessean and NewsChannel5. WPLN, the Nashville Scene, and Channel 2 are next up.

E. Community Planning

1. The initial review of the UT design studio students' preliminary work on application of missing middle housing was held on February 23, 2015.
 - a. Key Study Objectives
 - i. Affordability – Can the transition provide lower cost housing types?
 - ii. Connectivity – Can the transition improve pedestrian, bicycle, and street connectivity?
 - iii. Context – How far into the neighborhood should the transition go?
 - iv. Open Space – Can the transition incorporate new open space?
 - b. Study Locations
 - i. Gallatin Pike (Corridor b/n Seymour & Granada)
 - ii. Dickerson Pike (Corridor b/n Cleveland & Douglas)
 - iii. White Bridge Road (Corridor b/n Vine Ridge & Brookwood)
 - iv. Bellevue (Edge of Memphis Bristol Hwy & Sawyer Brown Rd. Into Cross Timbers Residential)
 - v. Nolensville Pike (Corridor b/n Old Hickory Rd. to Brewer Dr)
 - vi. Nolensville Pike (Corridor b/n Nolensville Pike & Thompson Lane Intersection to Sunrise Avenue)
 - vii. Harding Pike (Corridor from Trousdale to stream)
 - viii. Green Hills (Edge of Hillsboro Pike & Richard Jones Rd into residential neighborhood)
 - ix. Harding Pike Corridor (Corridor from Danby to Shadecrest)

F. Land Development

1. Brett Thomas will start on March 16th in Land Development as a Planner 3.
2. We are searching to fill a Planner I position that will become open on March 12th which is the last day for Jennifer Nalbantyan.

G. GIS

1. Micah Taylor began work as a GIS Analyst on February 17, 2015.
2. Continuing to prepare launch for Cityworks in April 2015.

H. Executive Director Presentations

1. Congress for the New Urbanism, Florida Chapter. "Planning for Place: A Proven Approach to Form-based Planning and Coding" focusing on Nashville's work on the CCM and form-based codes.

I. NashvilleNext

1. **Guiding Principles** – They have been vetted and in final Draft Stage. They will form the basis for Draft Plan.

Ensure Opportunity for All – Opportunity is about equity and fairness for all.

- Nashville is stronger because it values diversity and inclusion in all its forms.

- Providing meaningful access for full participation for all is central to Nashville’s culture. As Nashville changes and decisions about its future are made, we have lived up to our ideals of equity and inclusion.
- All Nashvillians, regardless of age, race, ethnicity, ability, income, gender, sexual orientation, where they were born or where they live, are welcome and their voices are valued.
- We are vigilant in protecting human rights for all to provide for inclusive civic life.
- Nashville ensures that all communities are engaged in decision making and share in the city’s growth, prosperity and quality of life.

Expand Accessibility - Accessibility is critical for equity.

- Nashville is accessible, allowing *all* Nashvillians to come together to work, to play, to learn, and to create community, regardless of background or ability.
- Nashville’s accessibility extends to transportation, employment and educational opportunities, online capabilities, civic representation, access to nature and recreation and government services.
- In Nashville, we are all able to participate and contribute to community decision-making and the future of our community.

Create Economic Prosperity - Access to prosperity improves all.

- Nashville’s economy is diverse, dynamic and open. It benefits from our culture of arts, creativity and entrepreneurialism.
- Our strong workforce and high quality of life make Nashville’s economy nationally and internationally competitive.
- Nashville’s success is based on promoting opportunities for individual growth and success, for small and local businesses and entrepreneurs.
- To provide a foundation for future growth and prosperity, Nashville meets its infrastructure needs in an environmentally responsible way.

Foster Strong Neighborhoods - Neighborhoods are the heart and soul of Nashville.

- Neighborhoods are the building blocks of our community: they are where we live, work, shop and gather as a community.
- Our neighborhoods are complete. They are healthy, safe, affordable and connected – with vibrant parks, welcoming libraries, accessible shopping and employment, valued and protected natural features and strong schools.
- Our diverse neighborhoods give our community character and grow with us as we move into the future.

Advance Education - Educational access for all is our foundation.

- Community investment is key to Nashville’s success in K-12 education. Neighborhoods, businesses, institutions, non-profits, families, individuals and Metro work to ensure access to opportunity for all children through child care and school choices, transportation options, and engaging Nashvillians in supporting children and families.

- Life-long learning also benefits from the community’s investment in continuing education, retraining opportunities and literacy.
- Nashville’s excellent colleges and universities are community assets that educate our youth and adults, are a tremendous resource for the community and add to the community’s prestige.

Champion the Environment - Environmental stewardship is our responsibility.

- Nashville has unique natural environments of breath-taking beauty, exceptional parks and greenways, abundant water and agricultural land that supports local food production. The natural landscapes of Nashville – from the Cumberland River to the hills of Beaman and Warner Parks – are part of our identity.
- We protect these landscapes because they contribute to our health and quality of life and retain the historic character of Nashville.
- Nashville enables sustainable living through transportation options, housing choices, economic and social diversity and thoughtful design of sustainable buildings and infrastructure.

Be Nashville - ‘Nashville’ is our strength.

- Nashville is strong because we lift one another up and help people help themselves.
- We are strong because of our culture of creativity, respect for history, and optimism for the future.
- We are strong because of our welcoming culture that represents the best of Southern hospitality and celebrates Nashville’s multiculturalism.
- Nashville recognizes its role in the region and responds to improve and advance regional activities, quality of life and well-being for all.

2. NashvilleNext Overall Schedule

- a. Creating and Adopting the Plan (Fall 2014/Summer 2015)
 - i. Community Vision and Guiding Principles Statements
 - ii. Goals, Policies and Actions
 - iii. Preferred Development Scenario
 - iv. Community Plan Updates
 - v. Implementation Schedule
 - vi. Planning Commission Adoption

3. NashvilleNext Key Activities:

- a. **Participation** - Phase 4 (of 5) of the process is completed with over 17,000 participants.
- b. **Draft Plan** – The draft plan is being prepared between the staff and Resource Teams. All input received by January 23, 2015 is being evaluated and considered prior to the release of the draft plan in March.
- c. **Community Engagement** – Preparing for Phase 5 community engagement after release of the draft plan.
- d. **Online** - Preferred Future Mapping and Information tool is at www.nashvillenext.net.

4. Resource Teams:

- a. NashvilleNext Resource Teams have moved into Phase 3 (of 3) of their process. The purpose of this Phase is to develop final goals, policies and actions for the preferred future.

Resource Team - Phase 3	1 st	2 nd	3 rd	4 th
Economic/Workforce Development	●	●	●	○
Arts, Culture, & Creativity	●	●	●	○
Natural Resources/Hazard Adaptation	●	●	●	○
Education & Youth	●	●	●	○
Housing	●	●	●	○
Health, Livability, & Built Environment	●	●	●	○
Land Use, Transportation, & Infrastructure	●	●	●	●

5. NashvilleNext Special Studies

- a. **Cost of Service Tool – RCL.** Nashville was chosen as a test case for this study. The cost of service tool aims to quantify the varying per household and employee cost of providing municipal and county services at different densities of development. Rather than focusing on infrastructure/capital costs, RCL will focus on ongoing operating costs that are the backbone of municipal budgets. Upon completion, this tool will be used to: a) estimate a gradient by which costs of municipal and county services are expected to increase or decrease depending on density and b) allow municipalities to better estimate the cost of future development at varying densities. RCL hopes that the tool will allow municipalities and counties to improve on the traditional average cost methodology of fiscal impact analysis by taking density, and its cost impact, into account

RCL’s goal is to measure the cost of service across densities for road, fire, police, water and sewage, waste and school bussing services. By measuring costs individually by services in existing sheds and collecting data across municipalities and counties for a richer dataset, they hope to bring data specificity to the literature, which currently tends to rely on case studies.

J. Planning Commission Workshops (all include 1.5 hours Planning Commissioners Training credits)

K. APA Training Opportunities Specifically for Planning Commissioners (cosponsored by Lincoln Institute of Land Policy) (all include 1.5 hours Planning Commissioners Training credits). These programs are designed for planning commissioners; some are also appropriate for planners.

- 1. Scheduled APA Webinars

2. Nashville Room, 2nd floor MOB.
3. All are scheduled from 3:00 – 4:30 pm (except April 20, 2015 meeting)
4. All have 1.5 hours AICP and Planning Commissioner training credit

Date	Topic (Live Program and Online Recording)
April 20, 2015 (time TBD)	Planning Commissioner Ethics (Live Webcast from APA's National Planning Conference)

L. APA Training Opportunities (Planning Commissioners and Staff)

1. Scheduled APA Webinars
2. Nashville Room, 2nd floor MOB.
3. All are scheduled from 3:00 – 4:30 pm
4. All have 1.5 hours AICP and Planning Commissioner training credit

Date	Topic (Live Program and Online Recording)
June 3, 2015	The Planning Office of the Future
June 24, 2015	2015 Planning Law Review

Administrative Approved Items and Staff Reviewed Items Recommended for approval by the Metropolitan Planning Commission

In accordance with the Rules and Procedures of the Metropolitan Planning Commission, the following applications have been reviewed by staff for conformance with applicable codes and regulations. Applications have been approved on behalf of the Planning Commission or are ready to be approved by the Planning Commission through acceptance and approval of this report. Items presented are items reviewed **through 2/19/2015**.

APPROVALS	# of Applications	Total # of Applications 2015
Specific Plans	0	1
PUDs	0	0
UDOs	0	0
Subdivisions	4	10
Mandatory Referrals	5	18
<i>Total</i>	9	29

SPECIFIC PLANS (finals only): MPC Approval
Finding: Final site plan conforms to the approved development plan.

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
NONE					

URBAN DESIGN OVERLAYS (finals and variances only) : MPC Approval
Finding: all design standards of the overlay district and other applicable requirements of the code have been satisfied.

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
NONE					

PLANNED UNIT DEVELOPMENTS (finals and variances only) : MPC Approval

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
NONE					

MANDATORY REFERRALS: MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District (CM Name)
2/4/2015	2/9/2015	RECOM APPR	2015M-007PR-001	HIGH RIGGER DRIVE PROPERTY ACQUISITION	A request to approve and authorize the Director of Public Property, or his designee, to accept the donation of real property for use to improve stormwater flow at High Rigger Drive, requested by the Metro Finance Department, applicant; David B. Taylor, owner.	29 (Karen Y. Johnson)
2/2/2015	2/9/2015	RECOM APPR	2015M-006PR-001	FIRE STATION 30 PROPERTY DISPOSITION	A request to declare surplus and approve the disposition of certain parcels of real property, requested by the Metropolitan Department of Finance, applicant.	01 (Lonnell Matthews, Jr.)
2/10/2015	2/19/2015	RECOM APPR	2015M-010ES-001	METRO FIRE HALL NO. 19 EASEMENT	A request to abandon approximately 160 linear feet of an 8" sanitary sewer line and easement and the construction of approximately 231 linear feet of an 8" PVC sewer main on properties located at 520 26th Avenue N and 26th Avenue N (unnumbered), Metro Water Services Project # 15-SL-2, requested by Metro Water Services, applicant; HCA Realty Inc., owner.	21 (Edith Taylor Langster)
2/9/2015	2/19/2015	RECOM APPR	2015M-009ES-001	CRESCENT MUSIC CITY	A request to abandon approximately 2,067 Square Feet of a portion of a Public Utility and Drainage Easement on property located at 1221 Division Street, Metro Water Services Project # 14-SL-24, requested by Metro Water Services, applicant; Crescent Music Row Venture, LLC., owner.	19 (Erica S. Gilmore)
2/10/2015	2/19/2015	RECOM APPR	2015M-011ES-001	N SIXTH & MAIN STREET	A request to abandon approximately 500 linear feet of an 8" sanitary sewer line and easement, abandon approximately 375 linear feet of a 6" water main and easement, and the construction of approximately 609 linear feet of an 8" sanitary sewer main on property located at Main Street (unnumbered), Metro Water Services Project #'s 14-SL-46 and 14-WL-44, requested by Metro Water Services, applicant; Stacks on Main Owner, LLC., owner.	05 (Scott Davis)

INSTITUTIONAL OVERLAYS (finals and variances only) : MPC Approval

Finding: Final site plan conforms to the approved campus master development plan and all other applicable provisions of the code.

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
NONE						

SUBDIVISIONS: Administrative Approval

Date Submitted	Date Approved	Action	Case #	Project Name	Project Caption	Council District (CM Name)
9/27/2012	2/10/2015	APADMIN	2012S-144-001	HERMITAGE CREEK	A request for final plat approval to create 11 clustered lots on property located at Tulip Grove Road (unnumbered), approximately 2,500 feet south of Old Lebanon Dirt Road (5.63 acres), zoned RS15, requested by The Wise Group, Inc., owner, Wamble & Associates, PLLC, surveyor.	12 (Steve Glover)
10/3/2013	2/10/2015	APADMIN	2013S-197-001	BURKITT SPRINGS, PH 2	A request for final plat approval to create 54 lots within the Burkitt Springs Specific Plan District on a portion of properties located at 6925 and 6943 Burkitt Road and Burkitt Road (unnumbered), approximately 4,300 feet east of Nolensville Pike (5.35 acres), zoned SP, requested by Regent Homes, LLC, and McGowan Investments, Inc., owners; Harrah & Associates, applicant.	31 (Fabian Bedne)
12/17/2014	2/11/2015	APADMIN	2015S-017-001	SUTHERLAND HEIGHTS, RESUB. RESERVE STRIP	A request for final plat approval to remove the reserve status and create one lot on property located at Western Hills Drive (unnumbered), approximately 315 feet north of Gaywinds Court, zoned RS15 (0.45 acres), requested by Brackman Land Surveying, applicant; Karen Clemmons, owner.	15 (Phil Claiborne)
5/15/2014	2/11/2015	APADMIN	2014S-116-001	SUNSET HILLS, PHASE 4	A request for final plat approval to create 35 clustered lots on property located at Pettus Road (unnumbered), at the terminus of Daybreak Drive (8.7 acres), zoned RS10 and AR2a, requested by Anderson, Delk, Epps & Associates, applicant; SAF Properties, owner.	31 (Fabian Bedne)

DTC MPC Approval

Finding: Final site plan conforms to the provisions of the DTC as conditioned.

Project Name	Location	Project Summary	Planning Staff	MDHA/DRC / By right	Staff Recommended Conditions
NONE					

Performance Bonds: Administrative Approvals

Date Approved	Administrative Action	Bond #	Project Name
2/13/2015	Approved Extension	2012B-023-003	TOWERING OAKS, PHASE 2
2/19/2015	Approved Extension	2006B-035-007	ENCHANTED HILLS, ADDITION 1
2/19/2015	Approved Extension	2007B-091-008	LAKESIDE MEADOWS, PHASE 1
2/19/2015	Approved Release	2010B-017-006	LIFE CARE HICKORY WOODS
2/19/2015	No Bond Needed	2014B-048-001	LKQ PROPERTY
2/19/2015	Approved Extension	2014B-004-002	VALLEY VIEW, RESUB. LOT 45, 2ND REVISION

Schedule

- A. **Thursday, February 26, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- B. **March TBD, 2015** – [MPC NashvilleNext Workshop #1/6](#); TBD; 800 Second Ave. South, Metro Office Building, 2nd Floor, Nashville Room.
Topic – Review of Proposed Community Character Policy Changes and overview of Bellevue Community Plan format and contents
- C. **Thursday, March 12, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- D. **March TBD, 2015** – [MPC NashvilleNext Workshop #2/6](#); TBD; 800 Second Ave. South, Metro Office Building, 2nd Floor, Nashville Room.
Topic – Review of Volume 1 (Purpose, Issues and Implementation); and Arts, Culture & Creativity; Economic & Workforce Development; and Education & Youth Elements and Key Proposed Actions and Access Nashville 2040 Element
- E. **Thursday, March 26, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- F. **April TBD, 2015** – [MPC NashvilleNext Workshop #3/6](#); TBD; 800 Second Ave. South, Metro Office Building, 2nd Floor, Nashville Room.
Topic – Review of Health, Livability & the Built environment; Housing; Natural Resources & Hazard Adaptation; and Land Use, Transportation, & Infrastructure Elements and Key Proposed Actions
- G. **Thursday, April 9, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- H. **April TBD, 2015** – [MPC NashvilleNext Workshop #4/6](#); TBD; 800 Second Ave. South, Metro Office Building, 2nd Floor, Nashville Room.
Topic – Review of Antioch/Priest Lake; Bordeaux/Whites Creek; Donelson/Hermitage/Old Hickory; Downtown; East Nashville; and Green Hills Midtown Community Plan Updates
- I. **Thursday, April 23, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- J. **May TBD, 2015** – [MPC NashvilleNext Workshop #5/6](#); TBD; 800 Second Ave. South, Metro Office Building, 2nd Floor, Nashville Room.
Topic – Review of Joelton; Madison; North Nashville; Parkwood/Union Hill; Southeast; South Nashville; and West Nashville Community Plan Updates

- K. **Thursday, May 14, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- L. **May TBD, 2015** – [MPC NashvilleNext Workshop #6/6](#); TBD; 800 Second Ave. South, Metro Office Building, 2nd Floor, Nashville Room.
Topic – If needed
- M. **Thursday, May 28, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- N. **Thursday, June 11, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- O. **Thursday, June 25, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- P. **Thursday, July 23, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- Q. **Thursday, August 13, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- R. **Thursday, August 27, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- S. **Thursday, September 10, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- T. **Thursday, September 24, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- U. **Thursday, October 8, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- V. **Thursday, October 22, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- W. **Thursday, November 12, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- X. **Thursday, December 10, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- Y. **Thursday, January 14, 2016** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center