

Metropolitan Planning Commission



Staff Reports

February 26, 2015



Metro Planning Commission Meeting of 02/26/2015

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

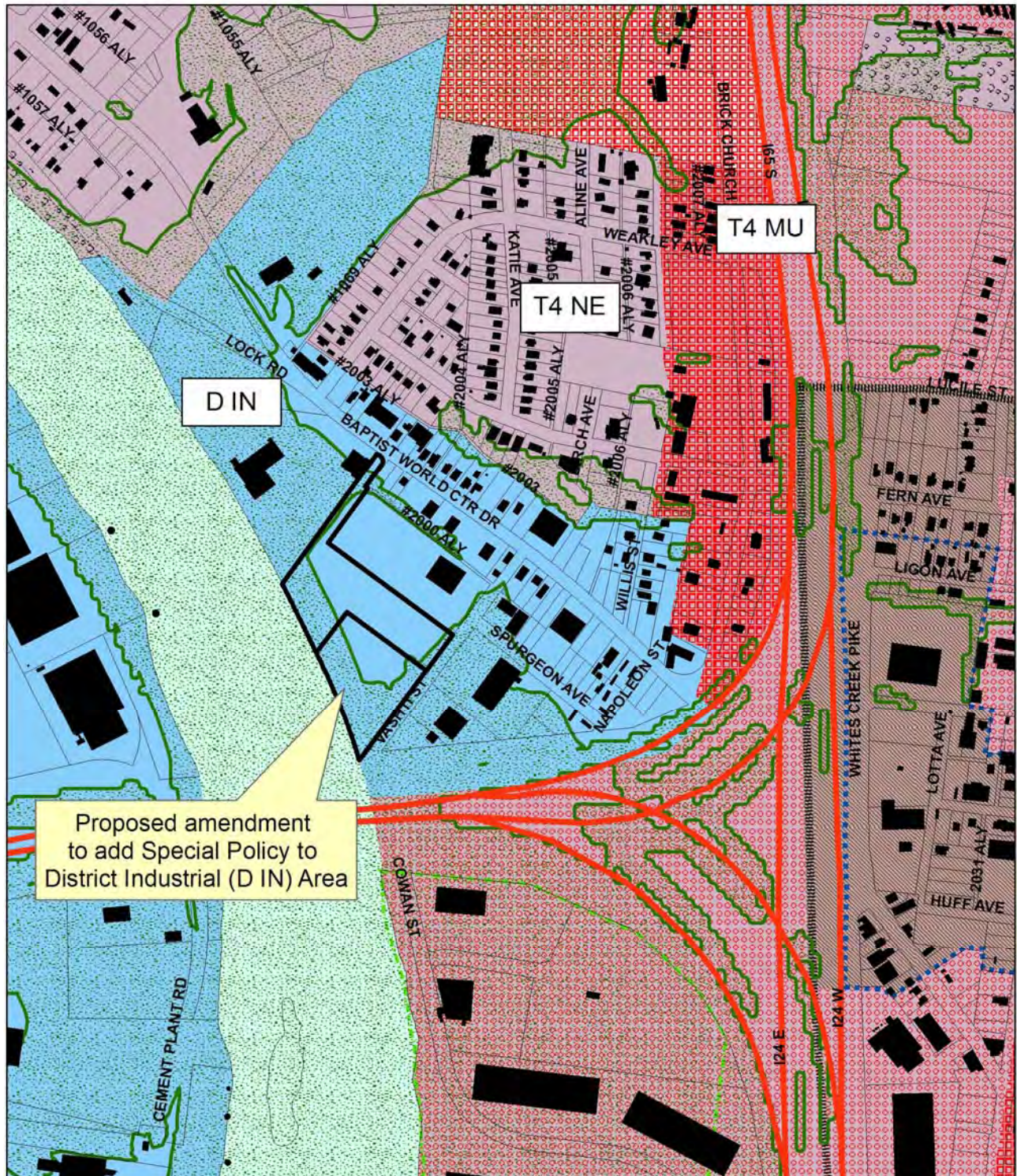


PREVIOUSLY DEFERRED ITEMS

- **Community Plan Amendments**
- **Specific Plans**
- **Zone Changes**



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2015CP-003-001
BORDEAUX-WHITES CREEK PLAN AMENDMENT
Map 071-14, Parcel(s) 380, 387
03, Bordeaux - Whites Creek
02 (Frank R. Harrison)



Project No. 2015CP-003-001
Project Name **Bordeaux Whites Creek Community Plan: 2003 – Nashville Ready Mix**
Associated Case 2015SP-012-001
Council District 02 –Harrison
School Districts 01 –Gentry
Requested by Gresham Smith & Partners, applicant; Steve Meadows, owner.

Deferrals This request was deferred from the January 22, 2015, Planning Commission meeting.

Staff Reviewer McCullough
Staff Recommendation *Approve amending the District Industrial Policy to include a Special Policy for the properties.*

APPLICANT REQUEST

Amend the Bordeaux-Whites Creek Community Plan by changing the Community Character Policy, District Industrial, to District Impact for properties located at 1311 and 1325 Vashti Street, (6.94 acres)

Minor Plan Amendment

A request by the applicant to amend the *Bordeaux-Whites Creek Community Plan* by amending the current Community Character policy of District Industrial (D IN) to District Impact (D I) for property located at 1311 and 1325 Vashti Street (6.94 Acres)

Current Land Use Policy

District Industrial (D IN) policy is intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

Proposed Land Use Policy

The applicant requests the policy to be changed to District Impact (D I). D I policy is intended to create and enhance areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors.

Recommended Policy

Staff recommends approval of the following Special Policy language to accompany the area to be mapped in the Bordeaux-Whites Creek Community Plan:



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- *The parcels at 1311 and 1325 Vashti Street are located within the District Industrial Policy but are also included in a special policy to allow all uses envisioned in the District Industrial Policy and concrete batch plant:*
 - *The Design Principles of the District Industrial policy category are followed for uses envisioned within the District Industrial policy.*
 - **Access** – Vehicular access is from major arterials and freeways. Larger thoroughfares provide access on the outer areas of the D Industrial District while private, local access and service streets provide access to buildings internal to the D Industrial District. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.
 - **Block Length** – Varies and is designed to promote the operation of the uses that exist within the D Industrial District.
 - **Building Form (Mass, Orientation, Placement)** – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the D Industrial District’s surrounding Transect and Community Character Policy Areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D Industrial District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented with the main entrances facing the street. Building heights are low-rise, with tall single story buildings being predominant. The setbacks vary throughout. For industrial areas that involve large campus-style sites, the layout of development, setbacks, and building orientation are established in a site plan.
 - **Connectivity (Pedestrian/Bicycle)** – Pedestrian connectivity is high and is provided in the form of sidewalks, walkways and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked.
 - **Connectivity (Vehicular)** – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Industrial Area. D Industrial Areas are generally located along or near arterial streets. Connectivity within the D Industrial Area is provided through coordinated access and circulation, which may include the construction of new streets.
 - **Density/Intensity** – Residential uses in D Industrial Areas, if present, are highly specialized and their density will vary widely. Intensity of nonresidential development is generally moderate. In all cases, the density and intensity and their appropriate form are established through the Community Planning process Detailed Design Plan process, to be in keeping with the goals and objectives of the Community Plan.
 - **Landscaping** – Landscaping is generally formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. 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. Generous and dense landscape buffers are utilized to aid in creating a transition between the D Industrial District and adjacent non-Industrial Community Character Policies.
 - **Lighting** – Lighting is provided to enhance the operation of the D Industrial District. Lighting is used for safety at buildings, 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



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enhance the character of the D Industrial District, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

- **Parking** – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. There are no more than 2 rows of parking between the building and the street with the remainder of the parking behind or beside the building. The perimeters of parking lots are heavily landscaped to screen parking from view of the street. On-street parking is limited to delivery vehicles. Off-street parking is preferred to minimize moving truck/train conflicts with parked vehicles. Shared parking is appropriate for neighboring businesses.
- **Service Area** – Not applicable in this policy category.
- **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 streetscape. The design and location of signage complements and contributes to the envisioned character of the D Industrial District. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles and building mounted signs, projecting signs, awning signs and monument signs are appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.
- *Concrete batch plant shall follow the Design Principles of the District Industrial policy category plus provide vegetative buffers to screen and separate the use from all surrounding properties and limit hours of operation to minimize impact on surrounding residential properties.*

BACKGROUND

Case 2015SP-012-001, the companion to this case, is a zone change from IWD district to SP-IND district, for the site. The requested SP district is proposed to permit the development of a concrete batch plant. The applicant wishes to relocate their current operation from 605 Cowan Street, to the Vashti location. The properties in question are two of three owned by the applicant in the area. Additional uses in the area include a number of food processing facilities, a scrap metal purchaser, and single family residences.

The adjacent neighborhood to the north, Katie Hill, has seen an increase in residential infill development in the past year due to its close proximity to and views of Downtown, and is in T4 Urban Neighborhood Evolving Policy.

While the area is in a District Industrial area, there are significant areas of Conservation Policy as well. This area was impacted during the 2010 flood.

COMMUNITY PARTICIPATION

A community meeting was held by the Planning Department on January 5, 2015, at 605 Cowan Street. It was attended by twenty-three people from the surrounding neighborhood, in addition to a number of members of the Nashville Ready Mix staff. Several of those in attendance expressed concerns with the development, and possible associated pollution, additional traffic from large trucks, noise, and obstructed views from homes in the adjacent neighborhood (Katie Hill). Attendees also expressed concerns with the current quality of the site, used as storage and support to the batch plant on Cowan Street.



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Representatives of the applicant described the new facility as a cleaner version, using new technology to address issues of pollution, as well as the strict federal and state guidelines the operation must follow. The proposed SP would provide more guidance on the design of the facility.

During the meeting, it was suggested that the proposed vegetation buffers around the site be increased, and additional site work be completed around a third property, located at 1326 Baptist World Center Drive, which is not included in the policy amendment or rezoning, but it owned by the applicant. Neighbors also asked how tall the batch plant needed to be to function; the applicant agreed to investigate the lowest height they would needed to operate at acceptable levels. Representatives of the applicant stated that they would reach out to the property owners that are particularly concerned about pollution, those working with produce, to discuss their concerns.

Staff has received several letters from property owners in the area in opposition to the development since the meeting.

ANALYSIS

The properties, totaling 6.94 acres, are adjacent to the Cumberland River, north of Interstate 65/24, and south of Baptist World Center Drive. The properties are currently located within a larger area of properties located within the District Industrial policy and zoned IWD (Industrial Warehousing and Distribution). As was noted previously, uses in the area include a number of food processing facilities, a scrap metal purchaser, and existing non-conforming single family residences (zoned IWD, but used as residential).

The site is used as an industrial site today, to store cement trucks and parts and perform maintenance on the trucks. Additionally, the existing batch plant is located less than a mile to the south and trucks from that plant travel this stretch of road. Traffic patterns due to the relocation of the batch plant to this location will be consistent with current levels of traffic and also what is currently allowable with new development under the existing entitlements of the D IN policy and the IWD zoning.

STAFF RECOMMENDATION

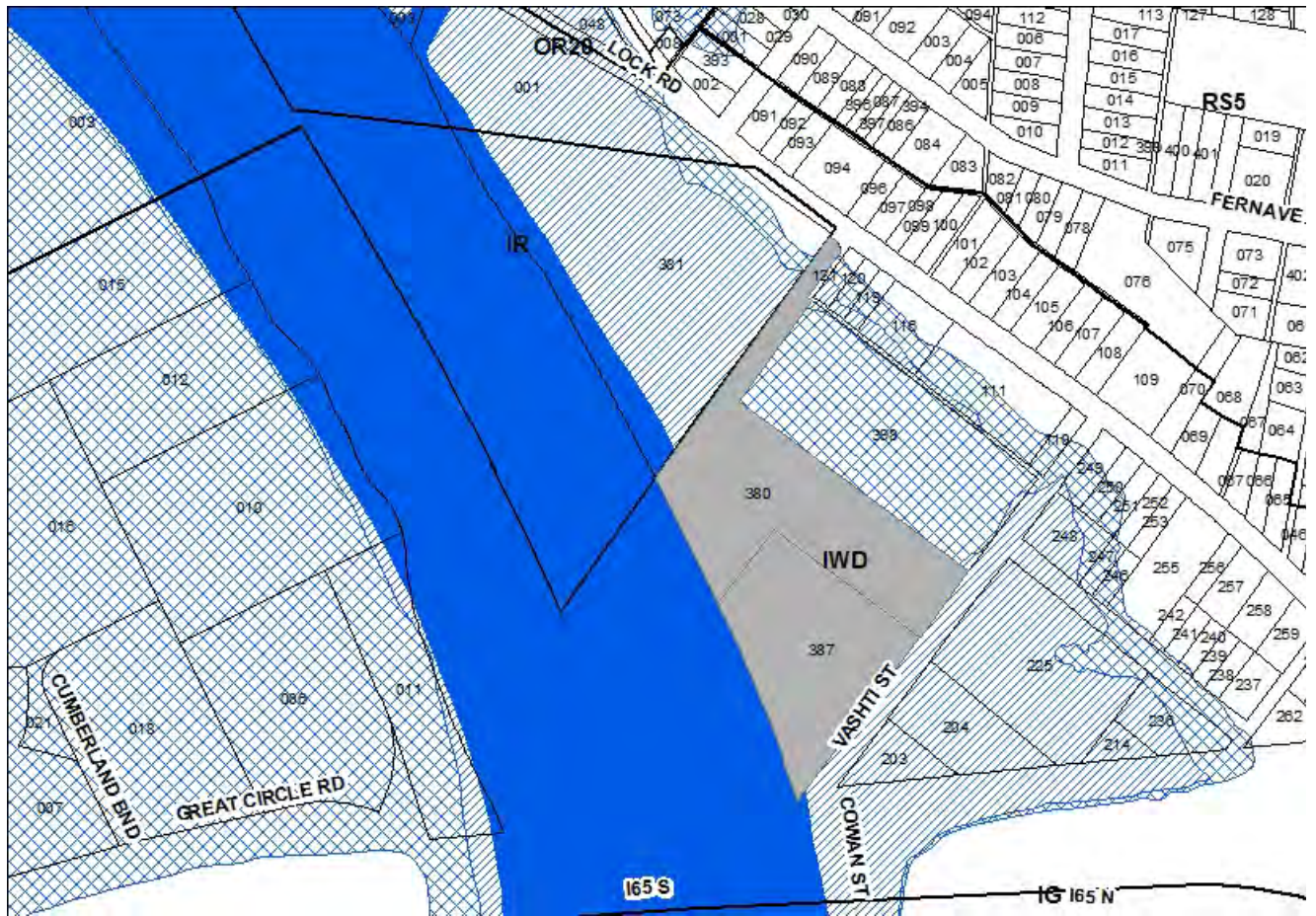
Staff recommends amending the existing District Industrial policy for the properties to include a special policy for the area as noted above finding that the operational characteristics of concrete batch plant are not a deviation from what is currently anticipated in the District Industrial Policy, and visual and noise impacts can be mitigated with increased landscaping buffers to increase the aesthetic qualities of the site and limit hours of operation to provide additional protection for the surrounding properties.



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2015SP-012-001

NASHVILLE READY MIX VASHTI STREET OPERATION

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

03, Bordeaux - Whites Creek

02 (Frank R. Harrison)



Project No. 2015SP-012-001
Project Name Nashville Ready Mix Vashti Street Operation
Associate Case 2015CP-003-001
Council District 2 –Harrison
School District 1 – Gentry
Requested by Gresham Smith & Partners, applicant; Steve Meadows, owner.

Deferrals This request was deferred from the January 22, 2015, Planning Commission meeting.

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

APPLICANT REQUEST

Preliminary SP to permit a concrete batch plant.

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan-Industrial (SP-I) 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 Community Plan Amendment Case No. 2015CP-003-001).

Existing Zoning

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

Proposed Zoning

Specific Plan-Industrial (SP-I) 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 industrial uses.

BORDEAUX-WHITES CREEK COMMUNITY PLAN

Current Policy

District Industrial (D IN) policy is intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.



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Proposed Site Plan



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Proposed Policy

District Impact (D I) policy is intended to create and enhance areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors.

DRAFT Preferred Future Policy

No changes are proposed.

Consistent with Policy?

The proposed SP is not consistent with the existing policy. A community plan amendment (2015CP-003-001) has been requested to amend the *Bordeaux-Whites Creek Community Plan* by amending the current Community Character policy of District Industrial (D IN) to District Impact (D I).

Staff recommends amending the existing District Industrial policy for the subject properties to include a special policy for the area in place of amending the policy to District Impact, which would prevent the allowance of future industrial uses not consistent with District Industrial policy. With approval of the special policy, the SP is consistent with policy.

PLAN DETAILS

The approximately 6.94 acre site is located at 1311 and 1325 Vashti Street just east of the Cumberland River, consisting of two parcels that front onto Vashti Street. Part of the site is located within the 100-year floodplain and the remaining part is located within the 500-year floodplain. The site is currently vacant except that it is used for the storage of industrial equipment and trucks for the existing Nashville Ready Mix operation at 1326 Baptist World Center Drive, directly north of the subject property.

The plan proposes the development of a concrete batch plant, which is classified as a heavy manufacturing use, allowed only within the Industrial General (IG) district. The plant would include a silo that is proposed to reach a height of 85 feet and would have a support office on the site.

There would be two access drives from Vashti Street. Parking would be provided to meet the requirements for a heavy industrial use (one space per 1,500 square feet).

The applicant has proposed to buffer the site with a Type B-1 landscape buffer yard. This type of buffer is 20 feet in width and includes 3.5 canopy trees, 1.4 understory, and 14 shrubs. To comply with policy and separate a more heavy manufacturing use from the surrounding area, staff recommends increasing the buffer to a Type D-5 buffer, which would be 15 feet in width and include an 8' masonry wall, 4 canopy trees, 3 understory trees and 15 shrubs. Staff also recommends expanding the buffer along the portion of the site that extends up to Baptist World Center Drive.

ANALYSIS

The proposed SP is for an industrially zoned site, but allows for a specific heavy manufacturing uses. Truck traffic is already an allowed activity in the area based on the existing zoning, however, a concrete batch plant is not permitted in the IWD zoning district. Because of the limited change



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between what is currently allowed and what would be allowed with this SP, staff finds that the SP provides a better development by improving the aesthetics and increasing the separation between this use and surrounding uses with the landscape buffer, subject to the approval of the special policy.

Staff also recommends a condition that hours of operation generally be limited to between 6:00 am and 5:00 pm, Monday through Friday, and 6:00 am to 12:00 pm on Saturdays, in order to protect the surrounding neighborhood from undesirable noise and disturbances at irregular hours.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

Preliminary SP approved

PUBLIC WORKS RECOMMENDATION

No exceptions 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 exceptions taken

No traffic table due to similar uses. This request is not expected to generate a significant difference in traffic.

METRO WATER RECOMMENDATION

Approved as a Preliminary SP only.

STAFF RECOMMENDATION

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

CONDITIONS

1. Replace all B-1 buffer yards with Type D-5 buffer yards and extend the D-5 buffer yard north to Baptist World Center Drive, along the western property line. The plantings shall be placed between the 8' masonry wall and the western and eastern property lines, to buffer Vashti Street and adjacent properties under different ownership.
2. Operating hours are limited to 6:00 am- 5:00 pm, Monday through Friday, and 7:00 am to 12:00 pm on Saturdays.
3. Signage shall be limited to one monument sign with a maximum size of 64 square feet of signage and a maximum height of 10 feet.
4. All lighting shall be projected downward and shall not project onto adjacent properties.
5. Total height, including the silo and required air pollution control device, is limited to 73 feet.
6. Permitted are all uses under IWD zoning and concrete batch plant.

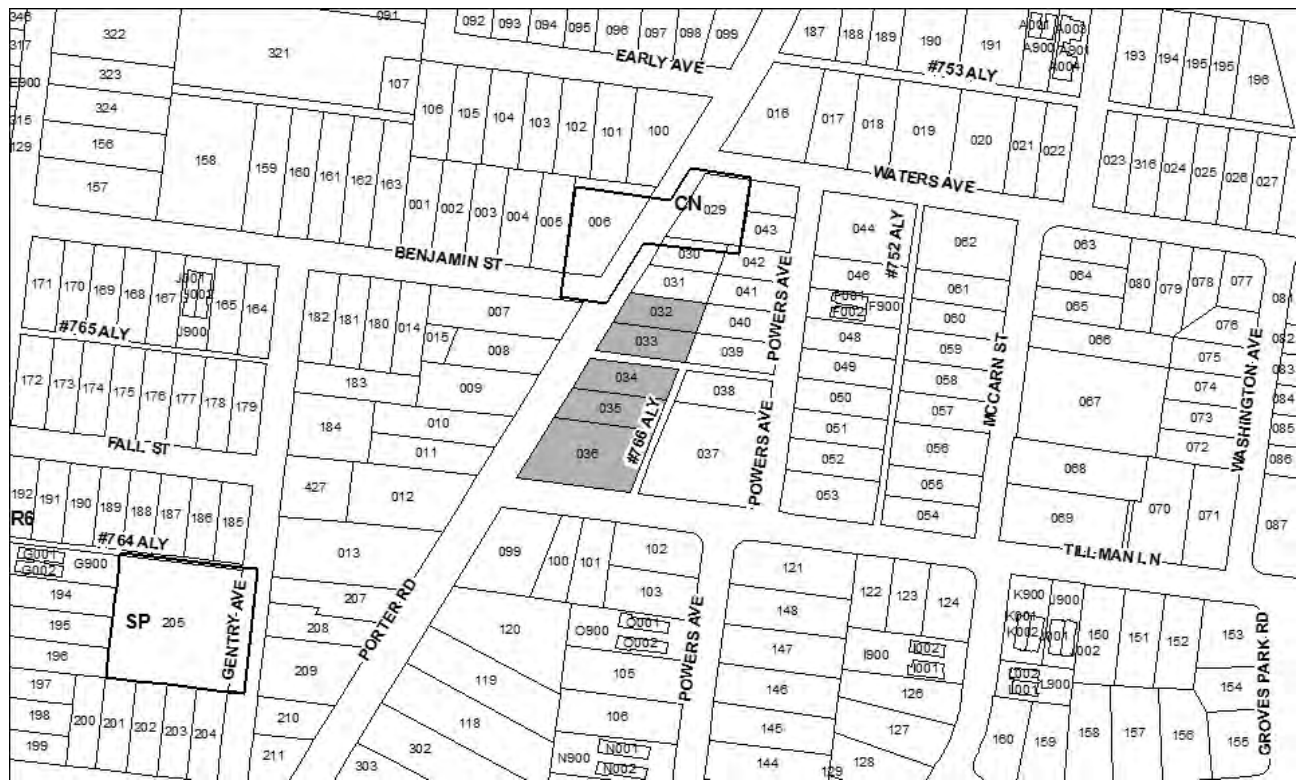


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7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the IWD zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2015CP-005-001
EAST NASHVILLE PLAN AMENDMENT
Map 083-07, Parcel(s) 032-036
05, East Nashville
06 (Peter Westerholm)



Project No.	Minor Plan Amendment 2015CP-005-001
Project Name	East Nashville Community Plan Amendment
Associated Case	2015SP-008-001
Council District	6 – Westerholm
School District	5 – Kim
Requested by	LittleJohn Engineering Associates, applicant; Josephine Lynn Colley, owner.

Deferral This case was deferred at the January 8, 2015, meeting. The Public Hearing is open.

Staff Reviewer Capehart
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.



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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

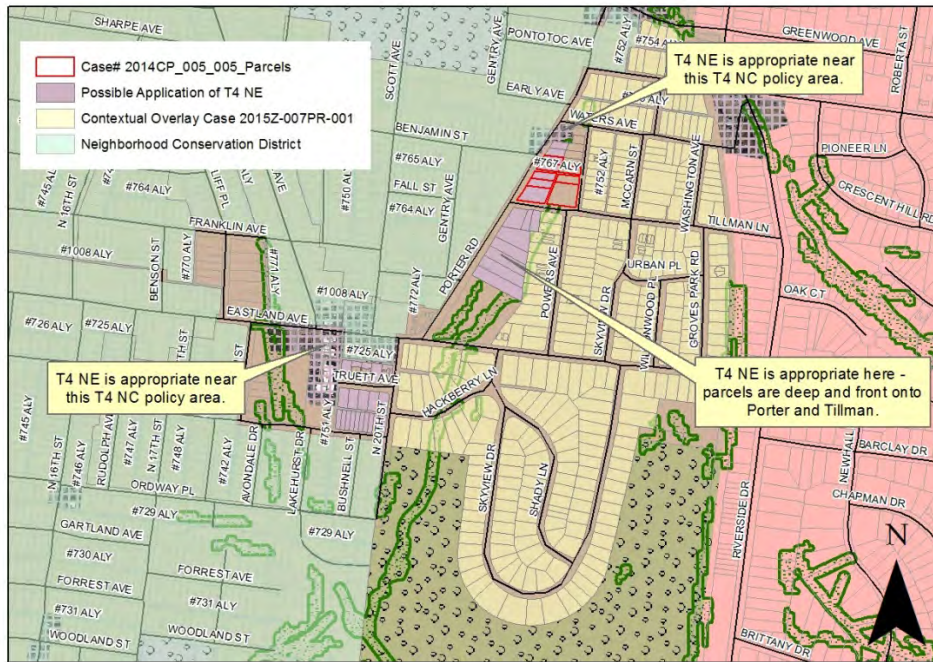
Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing 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.



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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.



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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

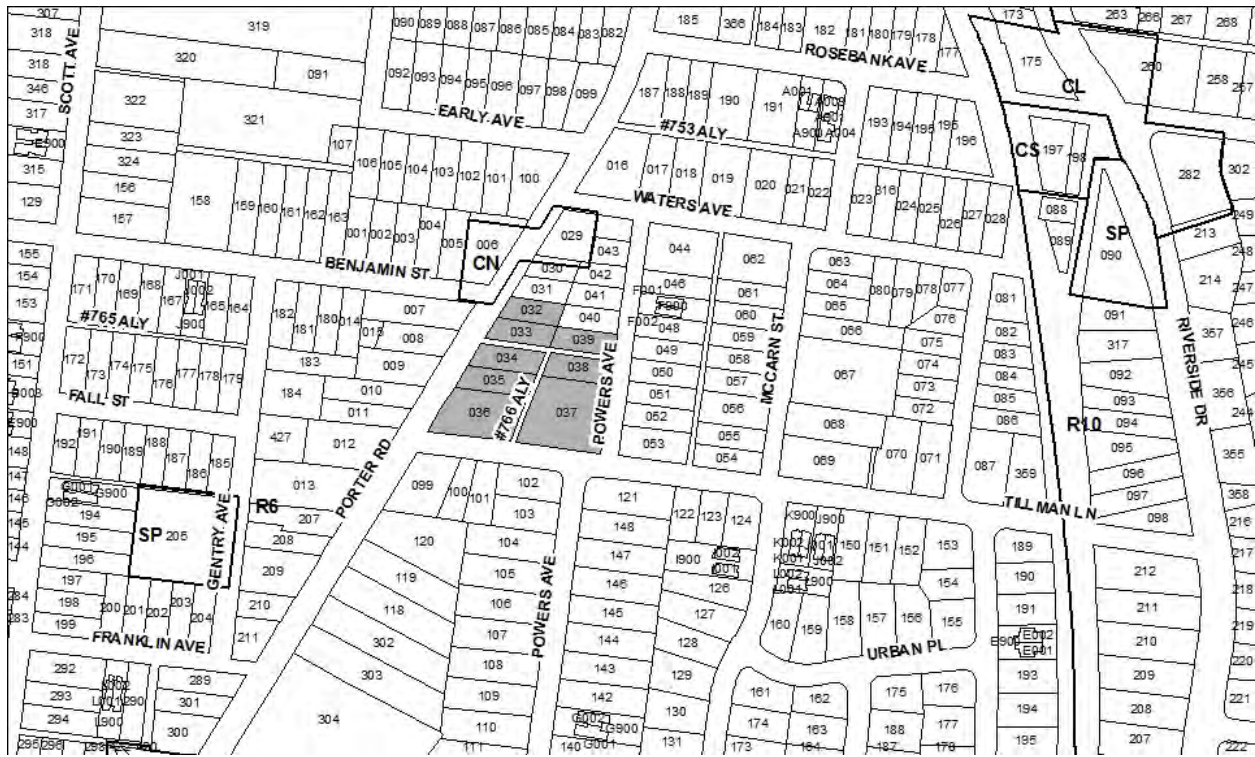
Staff recommends approval.



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2015SP-008-001

821 PORTER ROAD MULTI-FAMILY

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

05, East Nashville

06 (Peter Westerholm)



Project No. 2015SP-008-001
Project Name 821 Porter Road Multi-Family
Associated Case 2015CP-005-001
Council District 6 – Westerholm
School District 5 – Kim
Requested by Littlejohn, applicant; Josephine Lynn Colley, owner.

Deferrals This case was deferred from the January 8, 2015, Planning Commission meeting. The Public Hearing is open.

Staff Reviewer Sajid
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.

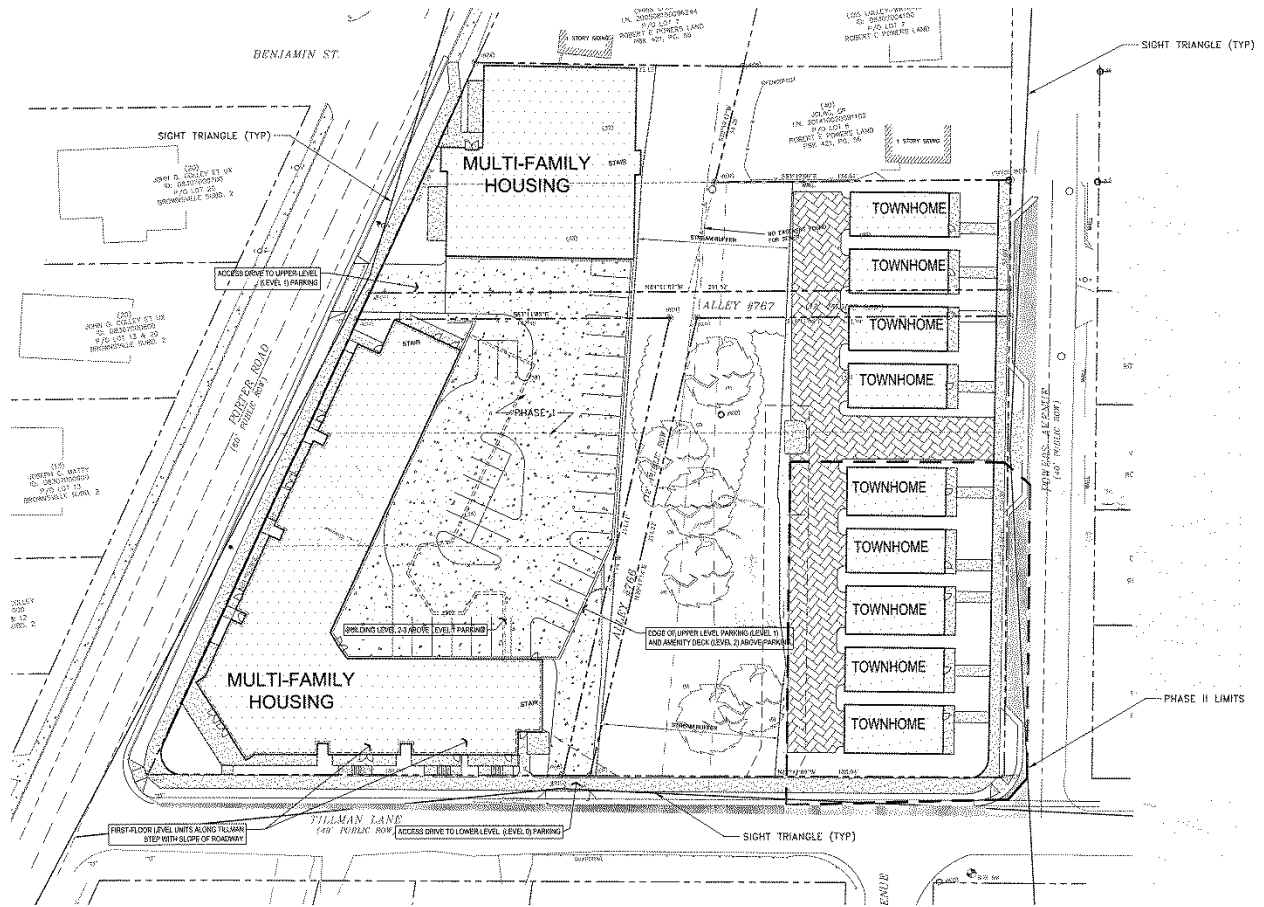
CRITICAL PLANNING GOALS

- 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.



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Proposed Site Plan



Metro Planning Commission Meeting of 02/26/2015

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.

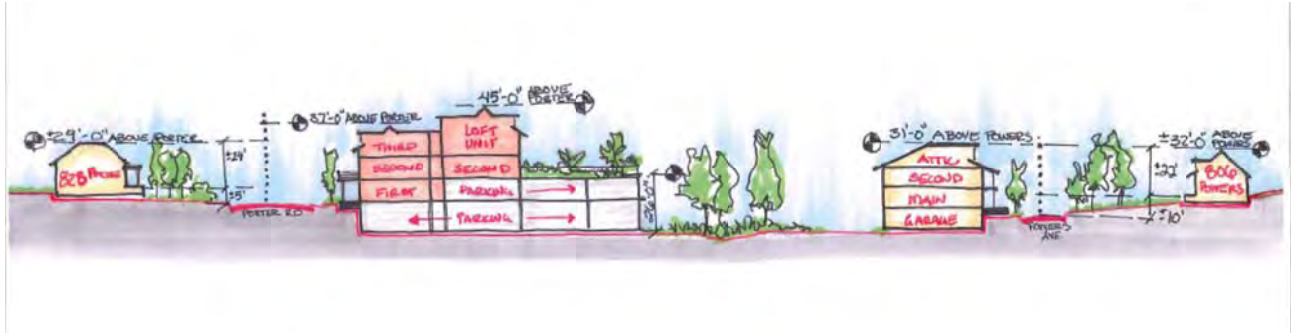
Site Plan

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



Metro Planning Commission Meeting of 02/26/2015

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



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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



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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

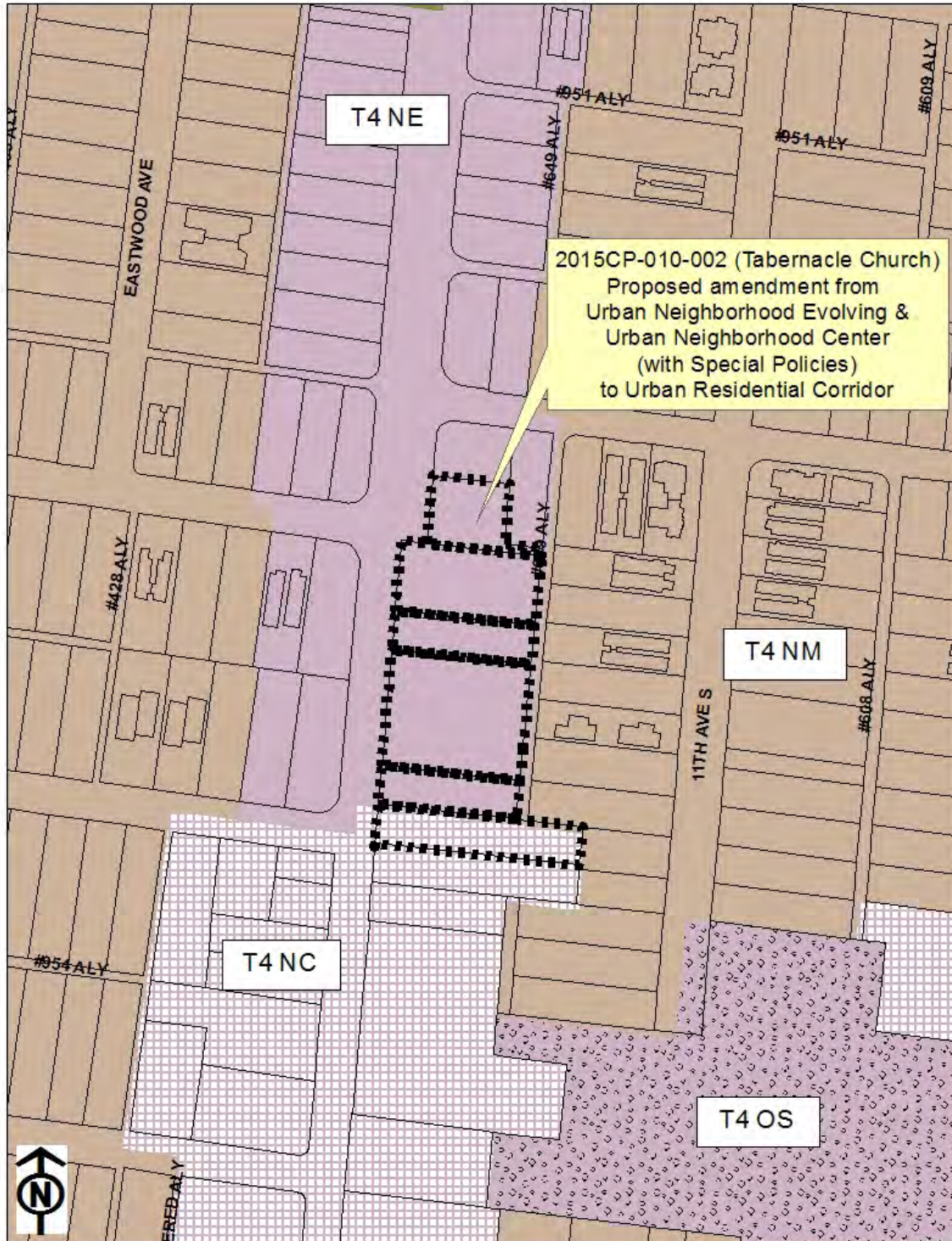
1. Uses within the SP shall be limited to up to 54 stacked flats and 9 detached residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A 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.



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Metro Planning Commission Meeting of 02/26/2015



2015CP-010-002
GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT
Map 105-13, Parcels 198, 200-203, and 420
Green Hills-Midtown
17 – Sandra Moore



Project No. **Minor Plan Amendment 2015CP-010-002**
Project Name **Green Hills-Midtown Community Plan: 2005 Update – Bristol 12 South**
Associated Case 2015SP-010-001
Council District 17 – Moore
School District 8 – Pierce
Requested by Littlejohn Engineering Associates, applicant; Tabernacle Baptist Church, owner.

Deferrals This case was deferred from the February 12, 2015, Planning Commission meeting.

Staff Reviewer McCaig
Staff Recommendation *Approve the plan amendment policy change request but disapprove the Special Policy amendment needed for the proposed development.*

APPLICANT REQUEST

Change the policy from Urban Neighborhood Evolving and Urban Neighborhood Center to Urban Residential Corridor and remove a Special Policy from the 12th Avenue South Corridor Detailed Neighborhood Design Plan.

Minor Plan Amendment

A request to amend the 12th Avenue South Corridor Detailed Neighborhood Design Plan element of the Green Hills-Midtown Community Plan: 2005 Update by changing the Community Character policy from Urban Neighborhood Evolving policy and Urban Neighborhood Center policy with Special Policies to Urban Residential Corridor policy for property located at 2206-2220 12th Avenue South, approximately 140 feet east of 12th Avenue South, (1.93 acres).

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Current Policy

Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of existing 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. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity. This policy applies to the majority of the site.

Urban Neighborhood Center (T4 NC) policy is intended to preserve, enhance, and create urban neighborhood centers that fit in with the general character of urban neighborhoods. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and civic and public benefit uses. This policy applies to the southernmost property.



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Special Policies: The *12th Avenue South Corridor Detailed Neighborhood Design Plan* provides additional design guidance in this area. These properties fall under Subdistrict 4 – Mixed Housing with a goal of enhancing the current developed condition of the corridor and providing a mixture of housing types to meet the diverse needs of the neighborhood. Objectives include to:

- rezone properties to Specific Plan with the density of RM15;
- maintain and continue throughout the Subdistrict the current pattern of built setbacks and spacing that is found in the portion of this Subdistrict located on the west side of 12th Avenue South between #951 Alley (opposite South Douglas Avenue) and #666 Alley (alley north of Ashwood Avenue);
- limit heights in this Subdistrict to a maximum of three stories at 35 feet with additional height allowed for raised foundation when necessary for providing privacy;
- place buildings so that the primary pedestrian entrance is oriented to the street;
- access buildings from alleys; and
- provide parking behind, beneath, or beside buildings.

DRAFT Preferred Future Policy

Urban Residential Corridor (T4 RC) policy is intended to preserve, enhance, and create urban residential corridors that support predominantly residential land uses; fit in with the general character of urban neighborhoods; and move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

T4 Urban Neighborhood Center (T4 NC) policy is intended to preserve, enhance, and create urban neighborhood centers that are compatible with the general character of urban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T4 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, civic and public benefit land uses, with residential only present in mixed use buildings. T4 Urban Neighborhood Centers serve urban neighborhoods within a 5 minute walk.

Special Policies: The *12th Avenue South Corridor Detailed Neighborhood Design Plan* provides additional design guidance in this area. These properties fall under Subdistrict 4 – Mixed Housing with a goal of enhancing the current developed condition of the corridor and providing a mixture of housing types to meet the diverse needs of the neighborhood. Objectives include to:

- rezone properties to Specific Plan with the density of RM15;
- maintain and continue throughout the Subdistrict the current pattern of built setbacks and spacing that is found in the portion of this Subdistrict located on the west side of 12th Avenue South between #951 Alley (opposite South Douglas Avenue) and #666 Alley (alley north of Ashwood Avenue);
- limit heights in this Subdistrict to a maximum of three stories at 35 feet with additional height allowed for raised foundation when necessary for providing privacy;
- place buildings so that the primary pedestrian entrance is oriented to the street;
- access buildings from alleys; and
- provide parking behind, beneath, or beside buildings.



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Requested Policy

Urban Residential Corridor (T4 RC) policy is intended to preserve, enhance, and create urban residential corridors that support predominantly residential land uses; fit in with the general character of urban neighborhoods; and move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

BACKGROUND

The properties located at 2206-2220 12th Avenue South have been used as a religious institution and single-family homes for years. Property records show that the church purchased its main property in 1966. The church acquired additional adjacent properties in 1982, 1985, 1998, and 2005, both for parking and for single-family homes.

The Green-Hills Midtown Community Plan was last updated in 2005. However, a more specific planning study created the *12th Avenue South Corridor Detailed Neighborhood Design Plan* in 2008. The overarching goal of the design plan is to maintain the corridor as a livable and walkable community by providing a well-balanced mix of housing, neighborhood-scaled businesses, real transportation options, easily accessible open spaces, employment and social services, and civic and cultural opportunities. As one moves off the 12th Avenue corridor, the design plan highlights the importance of preserving the existing housing stock and single-family residential character of the immediately adjacent residential area. The design plan accommodates additional housing types by allowing them along the corridor itself. This provides additional housing choices but also helps to preserve the existing single-family housing.

COMMUNITY PARTICIPATION

This is a minor plan amendment, and, as such, no community meeting is required. However, with two other major plan amendments currently active in the area, a community meeting was held on December 4, 2014, to discuss the three plan amendment requests and associated rezoning requests. Approximately 55 people attended the meeting, in addition to the applicants and the area councilmember. For many attendees, the community meeting was the first time they were hearing about the plan amendment and rezoning proposal for the church property. Several attendees voiced concerns and left written comments regarding this proposal. Attendees were mainly concerned that the proposed amendment and rezoning, if approved, would:

- create a large-scale building that is out of character with the corridor due to its intensity;
- create too much density on a small piece of land;
- create negative traffic impacts due to the property's location – at the point where 12th Avenue South narrows and enters the business area which is already congested; and
- create the need for a traffic light that in turn would create more cut-through traffic on neighborhood streets.

In January, Public Hearing Notices were mailed out to property owners within 600 feet prior to the MPC Public Hearing. Local neighborhood associations were also notified of both the community meeting and the public hearing. Copies of the notices were also placed on the Planning Department website.



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ANALYSIS

Currently, the six properties involved in the plan amendment and rezoning contain a church, parking, and four single-family homes. The properties are located along 12th Avenue South and have been designated by policy for additional housing opportunities. However, additional design guidance is provided through the detailed neighborhood design plan that discusses building height, access, density, and setbacks to provide a harmonious development with what exists along the corridor (see guidance under the Current Policy section above).

The applicant has requested Urban Residential Corridor policy, which is applied to prominent urban corridors with adequate transportation capacity for higher intensity residential uses. Urban Residential Corridor policy allows buildings up to three stories in height and up to densities around 60 units per acre in suitable locations. However, applying the Urban Residential Corridor policy does not mean that every property within the policy area is automatically eligible for the upper limits of the policy's intensity and density. In deciding the character and form of what is appropriate in a specific location, locational factors – including the width of the street, depth of the lots, topography, existing character of the surrounding properties along the corridor, and how the development transitions to what is behind it – are considered. Appropriate density is also secondary to the building's form and design.

The 12th Avenue South corridor is envisioned as a neighborhood-scaled center that includes opportunities for additional housing. Having this property redevelop as higher density residential uses is appropriate.

The applicant has not requested to amend the Special Policy, which limits height to a maximum of three stories at 35 feet. Staff would not recommend that the Special Policy be amended to allow addition height in this location.

STAFF RECOMMENDATION

Staff recommends approval of the plan amendment application as it reflects the area's recommended policy change as part of NashvilleNext.



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2015SP-010-001

BRISTOL 12 SOUTH

Map 105-13, Parcel(s) 198, 200-203, 420

10, Green Hills - Midtown

17 (Sandra Moore)



Project No. 2015SP-010-001
Project Name Bristol 12 South
Associated Case 2015CP-010-002
Council District 17 - Moore
School District 8 - Pierce
Requested by Littlejohn Engineering Associates, applicant; Tabernacle Baptist Church, owner.

Deferrals This case was deferred from the February 12, 2015, Planning Commission meeting.

Staff Reviewer Milligan
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Preliminary SP to permit a multi-family residential development.

Preliminary SP

A request to rezone from Commercial Services (CS) and One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) for properties located at 2206, 2208, 2212, 2214, 2218, and 2220 12th Avenue South, to permit a multi-family residential development with up to 164 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 8 lots with 2 duplex lots for a total of 10 units.*

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

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.

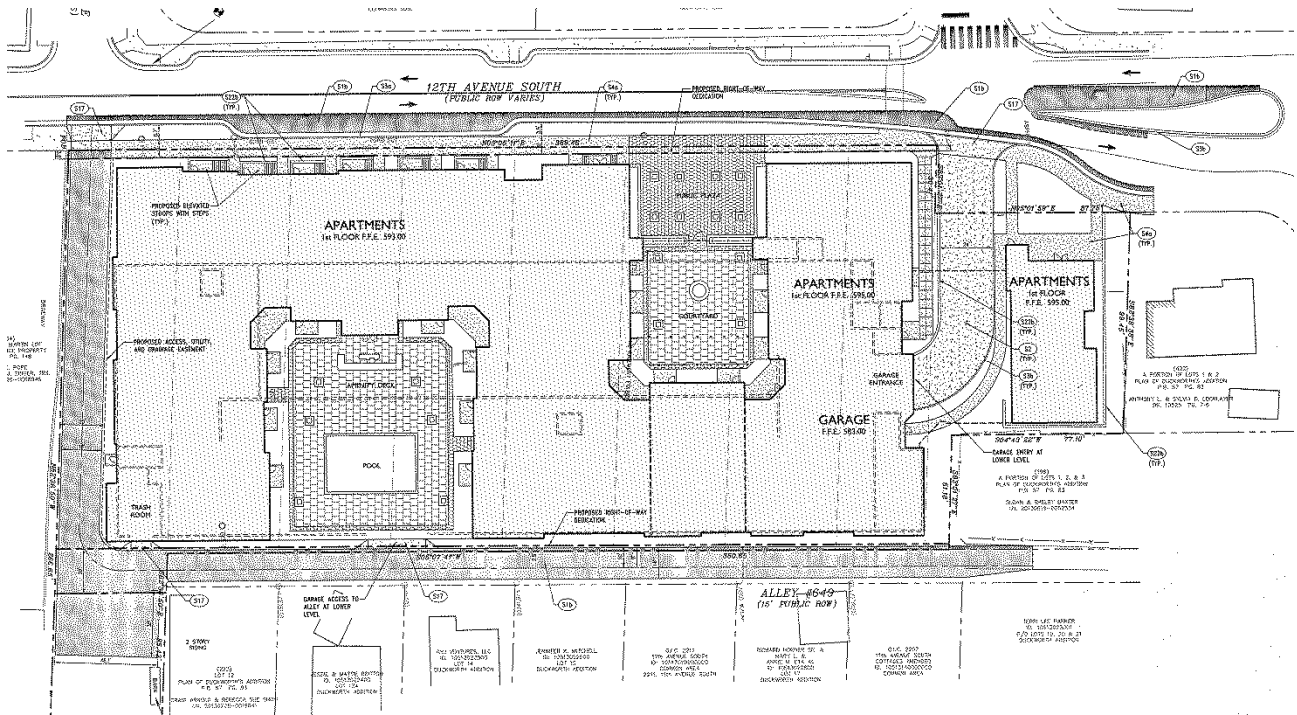
GREEN HILLS MIDTOWN COMMUNITY PLAN

Current Policy

T4 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.



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Proposed Site Plan



Proposed 12th Avenue S Elevation



Metro Planning Commission Meeting of 02/26/2015

T4 Urban Neighborhood Center (T4 NC) policy is intended to preserve, enhance, and create urban neighborhood centers that are compatible with the general character of urban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T4 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, civic and public benefit land uses, with residential only present in mixed use buildings. T4 Urban Neighborhood Centers serve urban neighborhoods within a 5 minute walk.

Special Policies: The *12th Avenue South Corridor Detailed Neighborhood Design Plan* provides additional design guidance in this area. These properties fall under Subdistrict 4 – Mixed Housing with a goal of enhancing the current developed condition of the corridor and providing a mixture of housing types to meet the diverse needs of the neighborhood. Objectives include to:

- rezone properties to Specific Plan with the density of RM15;
- maintain and continue throughout the Subdistrict the current pattern of built setbacks and spacing that is found in the portion of this Subdistrict located on the west side of 12th Avenue South between #951 Alley (opposite South Douglas Avenue) and #666 Alley (alley north of Ashwood Avenue);
- limit heights in this Subdistrict to a maximum of three stories at 35 feet with additional height allowed for raised foundation when necessary for providing privacy;
- place buildings so that the primary pedestrian entrance is oriented to the street;
- access buildings from alleys; and
- provide parking behind, beneath, or beside buildings.

DRAFT Preferred Future Policy

T4 Urban Residential Corridor (T4 RC) policy 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.

T4 Urban Neighborhood Center (T4 NC) policy is intended to preserve, enhance, and create urban neighborhood centers that are compatible with the general character of urban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T4 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, civic and public benefit land uses, with residential only present in mixed use buildings. T4 Urban Neighborhood Centers serve urban neighborhoods within a 5 minute walk.

Special Policies: The *12th Avenue South Corridor Detailed Neighborhood Design Plan* provides additional design guidance in this area. These properties fall under Subdistrict 4 – Mixed Housing with a goal of enhancing the current developed condition of the corridor and providing a mixture of housing types to meet the diverse needs of the neighborhood. Objectives include to:

- rezone properties to Specific Plan with the density of RM15;
- maintain and continue throughout the Subdistrict the current pattern of built setbacks and spacing that is found in the portion of this Subdistrict located on the west side of 12th Avenue



Metro Planning Commission Meeting of 02/26/2015

South between #951 Alley (opposite South Douglas Avenue) and #666 Alley (alley north of Ashwood Avenue;

- limit heights in this Subdistrict to a maximum of three stories at 35 feet with additional height allowed for raised foundation when necessary for providing privacy;
- place buildings so that the primary pedestrian entrance is oriented to the street;
- access buildings from alleys; and
- provide parking behind, beneath, or beside buildings.

Proposed Policy

T4 Urban Residential Corridor (T4 RC) policy 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.

Consistent with Policy?

The proposed development is not consistent with the T4 Residential Corridor in this location and it is also not consistent with the Special Policies for the area. The T4 RC policy allows buildings up to 3 stories with densities up to 60 units per acres, in suitable locations. The Special Policies limit the height to three stories in 35 feet with densities consistent with RM15 zoning. The scale, density, and intensity of the proposed development is not appropriate given the locational factors of the site, including the width of the street, depth of the lot and character of surrounding properties. Also, this is not an appropriate transition to the residential properties to the north and east. A building of this intensity at a density of approximately 85 units per acres exceeds the T4 Residential Corridor policy as well as the Special Policies.

PLAN DETAILS

The site is located at 2206, 2208, 2212, 2214, 2218, and 2220 12th Avenue South. The site is approximately 1.87 acres in size. The property is currently in use as a church, parking lot, and several residential dwelling units.

Site Plan

The plan proposes a multi-family residential development with up to 164 residential dwelling units. The proposed building is 3 stories in 45 feet along 12th Avenue South, with a 30 foot stepback before going up to 4 stories in 65'. Along the alley, the building has 1 garage level with 3 stories of residential above before a 30 foot stepback to a 4th story of residential. The building will read as 4 stories on the alley with an additional 5th story beyond the stepback.

Vehicular access is being proposed at 2 points along 12th Avenue South, one at the northern property line and one at the southern property line. The access on the southern property line will connect to the existing alley. The parking garage can be accessed from the alley. Along 12th Avenue South, 8 foot sidewalks are being proposed. The plan would meet the requirements of the Bike Parking Ordinance.

Provided residential amenities include a courtyard with pool and a front courtyard area. A public plaza has been provided along 12th Avenue South.



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ANALYSIS

The height of the building is still of concern. The T4 Residential Corridor policy calls for developments to transition to be compatible for surrounding patterns of development. The Special Policy limits the height to three stories at 35 feet. Given the nature of the existing pattern to the north and to the east, the proposed development is out of context and does not make an appropriate transition to the lower intensity residential areas.

Topographically, due to the change in elevation from 12th Avenue South to 11th Avenue, the height of the building along the alley will potentially be perceived as being even taller than the proposed 5 stories on the rear.

The plan is not consistent with the special policy, the draft preferred future policy or the requested policy. The building exceeds the height and intensity of the T4 Residential Corridor policy given the locational characteristics of site.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Minimum storm pipe in ROW shall be 15" minimum

WATER SERVICES

Approved

PUBLIC WORKS RECOMMENDATION

Returned for correction

- 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.
- MPW comments are preliminary and will be amended pending the TIS approval by the MPW Traffic Engineer. The TIS has not been submitted to MPW.
- Widen alley cross section to facilitate a pad for staging of move in/ out and loading zone.
- Submit SU-30 turn templates to ensure turning movements.
- Indicate ROW dedication to the back of the proposed sidewalks.
- Driveway connection at 12th and Ashwood needs to be looked at and reworked to meet minimum geometric standards. As the project is shown it will not work based on site distance at the driveway.
- The project must be designed to meet all MPW and ADA compliance within the ROW.
- Coordinate the plans with the meeting held between Littlejohn, RPM and MPW on 12/3/14.

TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections

- A revised Traffic study is required with analysis of all access points and site circulation.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.31	0.6 F	8,102 SF	385	14	41

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.56	5.4 D	10 U*	96	8	11

*Based on two 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)	1.87	-	222 U	1469	113	140

Traffic changes between maximum: **CS** and **R8** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+988	+91	+88

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 1 Elementary 0 Middle 0 High

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

The proposed SP-R zoning district could generate 1 more students than what is typically generated under the existing R8 zoning district utilizing the urban infill factor.. Students would attend Julia Green Elementary, J.T. Moore Middle School and Hillsboro High School. Julia Green has been identified as over capacity. There is no capacity for elementary students. This information is based upon data from the school board last updated October 2014.

The fiscal liability of 1 high school student is \$36,000 (1 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.

STAFF RECOMMENDATION

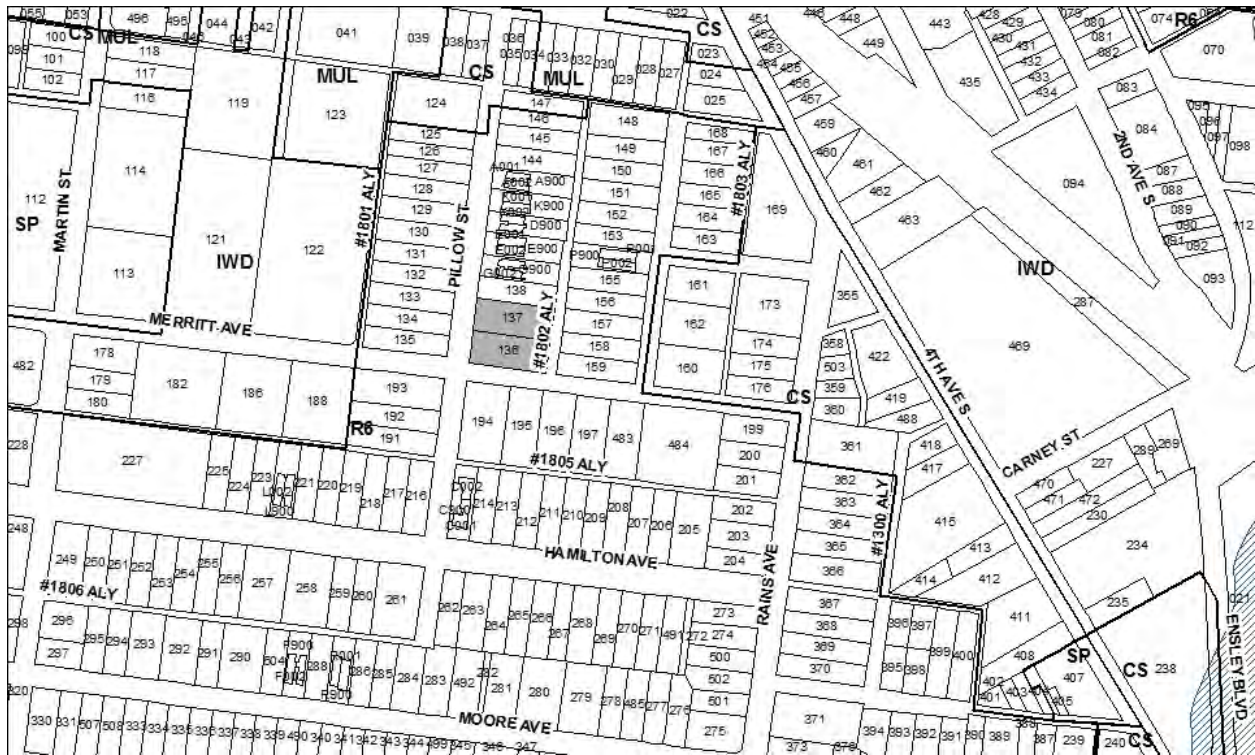
Staff recommends disapproval as the plan does not meet the draft preferred future policy in regards to height and intensity.



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Metro Planning Commission Meeting of 02/26/2015



2015SP-017-001
PILLOW STREET COTTAGES
Map 105-07, Parcel(s) 136-137
11, South Nashville
17 (Sandra Moore)



Project No. 2015SP-017-001
Project Name Pillow Street Cottages
Council District 17 - Moore
School District 5 – Kim
Requested by E3 Construction Services, LLC, applicant; Globex, Inc., Charles LeMay, and Judy Ragsdale, owners.

Deferrals This case was deferred from the February 12, 2015, Planning Commission meeting.

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

APPLICANT REQUEST
Preliminary SP to up to 10 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 1318 and 1322 Pillow Street (0.61 acres), to permit up to 10 multi-family residential units.

Existing Zoning
One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 4 lots with 1 duplex for a total of 5 units.*

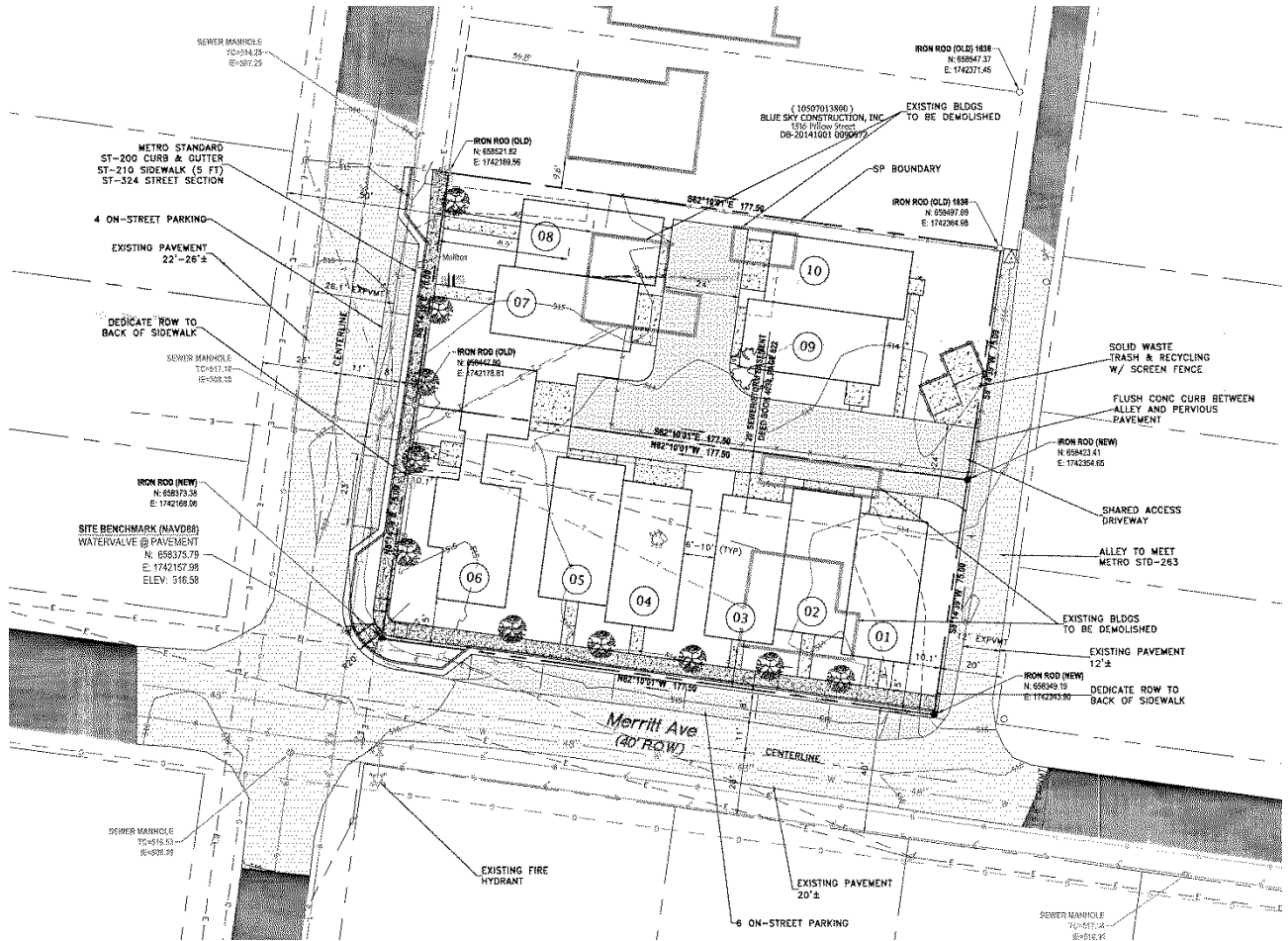
Proposed Zoning
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential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

- CRITICAL PLANNING GOALS**
- Supports Infill Development
 - Creates Walkable Neighborhoods
 - Provides a Range of Housing 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 and provide for a different housing type than currently exists in the immediate area. Sidewalks are being provided along Pillow Street and Merritt Avenue to increase walkability in the area.



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Proposed Site Plan



Pillow Street Elevations



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SOUTH NASHVILLE COMMUNITY PLAN

Existing Land Use Policy

T4 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 Land Use Policy

T4 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 proposed SP zoning is consistent with the proposed T4NE policy. The proposed development is creating an additional housing option in this area while still being compatible with the general character of the area in regards to building placement. The project is designed in such a way that the residential buildings are addressing both streets. Access is from an existing ally and no driveways will be added to the public streets. This creates a more urban form that is pedestrian friendly.

PLAN DETAILS

The site is located at 1318 and 1322 Pillow Street, north of Merritt Avenue and east of Pillow Street. The site is approximately 0.61 acres in size. The current use of the property is 2 single-family detached units.

Site Plan

The plan proposes up to 10 multi-family residential units: 2 units fronting on Pillow Street, 1 unit on the corner of Merritt Avenue and Pillow Street, 5 units fronting Merritt Avenue, 1 unit fronting a private drive, and 1 unit fronting the existing alley.

The plan provides sidewalks along Merritt Avenue and Pillow Street. All vehicular access is from a private drive that connects to an existing alley. All units will have garages. Additional parking is provided through on-street parking being added to both street frontages. Street trees are proposed to be installed behind the sidewalks along both streets.

Building elevations have been provided for both the Pillow Street frontage and the Merritt Avenue frontage. The units are proposed to be constructed of cementitious siding. Porches and stoops with



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metal roofs are proposed for each unit. The corner unit is designed in such a way that it addresses both street frontages and has an entrance on each.

ANALYSIS

The plan is consistent with the draft preferred future land use policy and adds housing choice to an existing urban neighborhood. The plan meets several critical planning goals including creating a more pedestrian friendly, walkable streetscape and providing an infill development on a underutilized urban lot.

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.
- Coordinate stormwater outfall location with MPW and Metro Stormwater, may require hard connection to existing off-site infrastructure.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

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)	0.618	7.26 D	5 U *	48	4	6

*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 (230)	0.618	-	10 U	73	7	8



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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
-	-	-	+ 5 U	+25	+3	+2

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district could generate 4 more students than what is typically generated under the existing R6 zoning district. Students would attend Fall-Hamilton Elementary, Cameron Middle School and Glencliff High School. Fall-Hamilton and Glencliff have been identified as over capacity. There is no capacity for elementary students or high school student in this cluster. There is capacity for high school students in an adjacent cluster. 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). The fiscal liability of 1 new high school student is \$36,000 (1 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.

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 to up to 10 multi-family residential units.
2. On the corrected set, add the following note: Finished ground floors and porches shall be elevated a minimum of 18” and a maximum of 36” from the abutting average ground elevation
3. On the corrected set, update the Notes section to remove the reference to PUD.
4. On the corrected set, update the Uses to Residential, Multi-family.
5. 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 RM20-A zoning district as of the date of the application request or application.
6. 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.
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.



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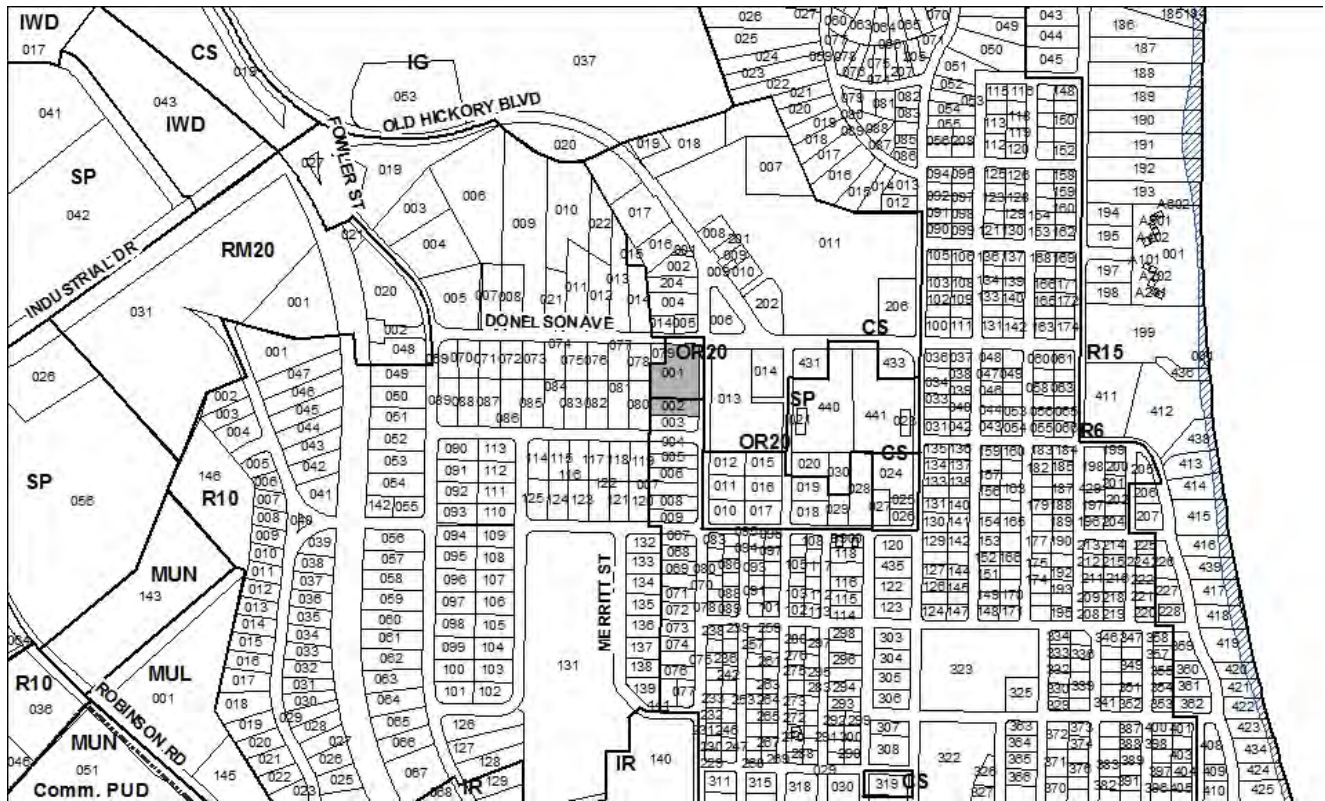
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



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2014S-035-001
SOLDIER'S REST
 Map 044-15, Parcel(s) 001
 14, Donelson - Hermitage
 11 (Larry Hagar)



Project No. 2014S-035-001
Project Name Soldier’s Rest
Council District 11 – Hagar
School District 4 – Shepherd
Requested by K&A Land Surveying, applicant; Keith and Michele Batson, owners.

Deferrals This case was deferred from the February 12, 2015, Planning Commission meeting.

Staff Reviewer Sajid
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

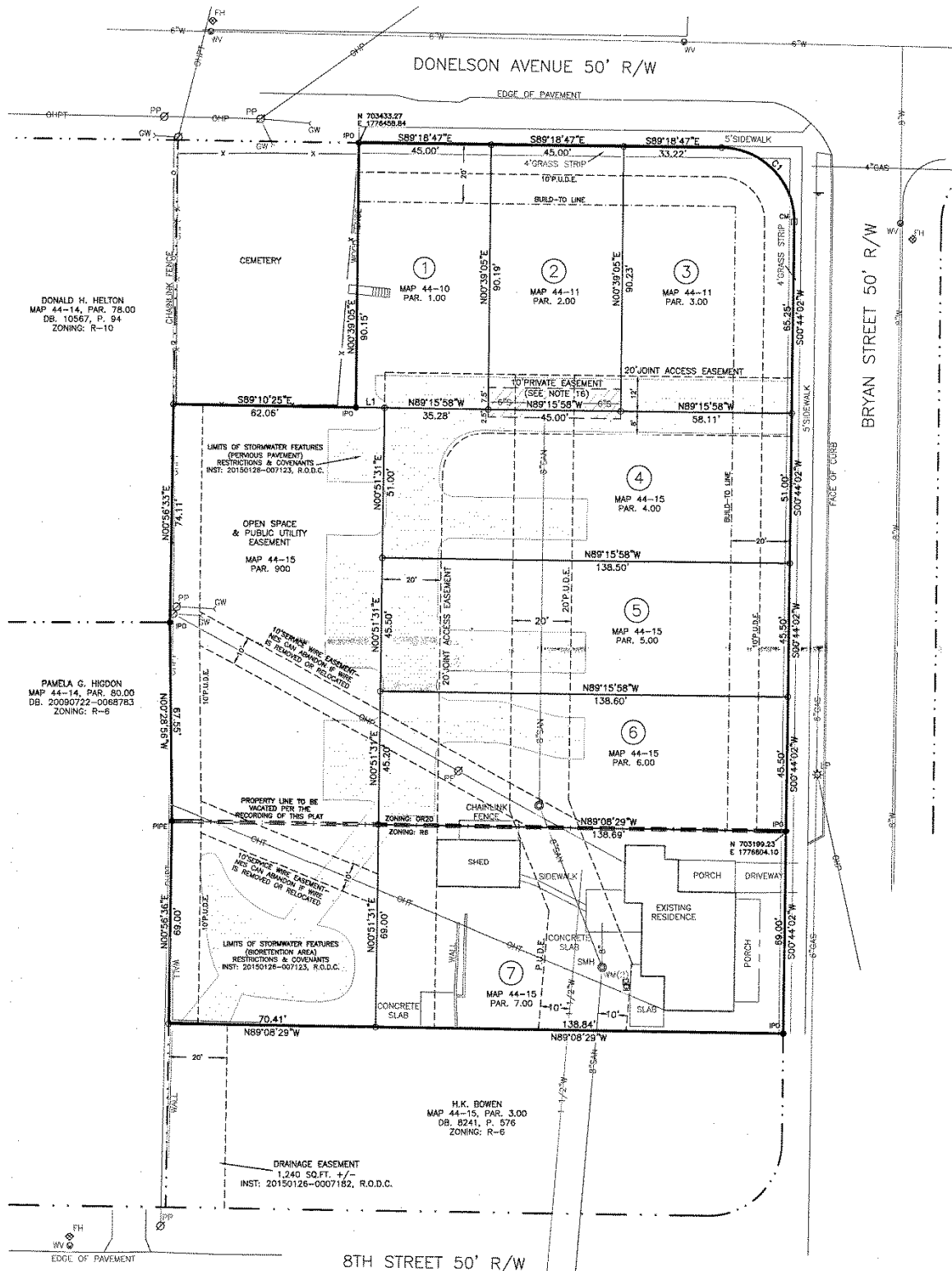
The proposed subdivision creates infill housing opportunity in an area that is served by existing infrastructure and promotes walkable neighborhoods by proposing sidewalks in an area not currently served by sidewalks.

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.



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Proposed Subdivision



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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



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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

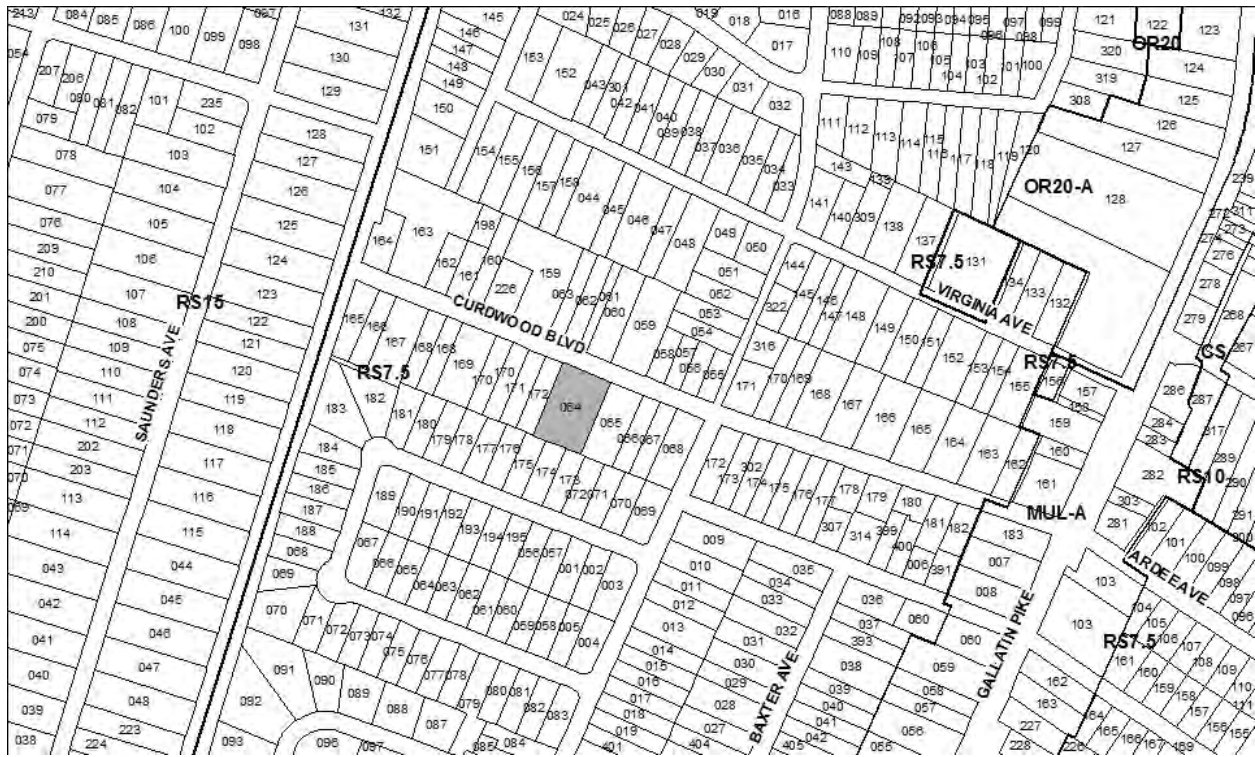
1. The existing driveway on Lot 7 shall be removed prior to recordation of the plat.
2. Approval is contingent on construction and completion of Metro Project # 14-SL-118. If choosing to record the plat before completion of this project, please post bond of \$23,000.



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2015S-008-001
920 CURDWOOD BOULEVARD
Map 061-11, Parcel(s) 064
05, East Nashville
08 (Karen Bennett)



Project No. 2015S-008-001
Project Name 920 Curdwood Boulevard
Council District 8- Bennett
School District 3- Speering
Requested by Harrah & Associates, applicant; Robert Scraggs, owner.

Deferrals This request was deferred at the January 8, 2015 and the February 12, 2015, Planning Commission meetings.

Staff Reviewer Deus
Staff Recommendation *Defer to the March 12, 2015, Planning Commission meeting, unless a recommendation of approval is received from Water Services. If a recommendation of approval is received, staff recommends approval with conditions.*

APPLICANT REQUEST

Create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 920 Curdwood Boulevard, approximately 300 feet west of Burrus Street, (0.76 acres), zoned Single Family Residential (RS7.5).

Existing Zoning

Single Family Residential (RS7.5) requires a minimum of 7,500 square foot lot and is intended for single family detached dwellings at a density of 4.41 dwelling units per acre.

CRITICAL PLANNING GOALS

- Supports Infill Development

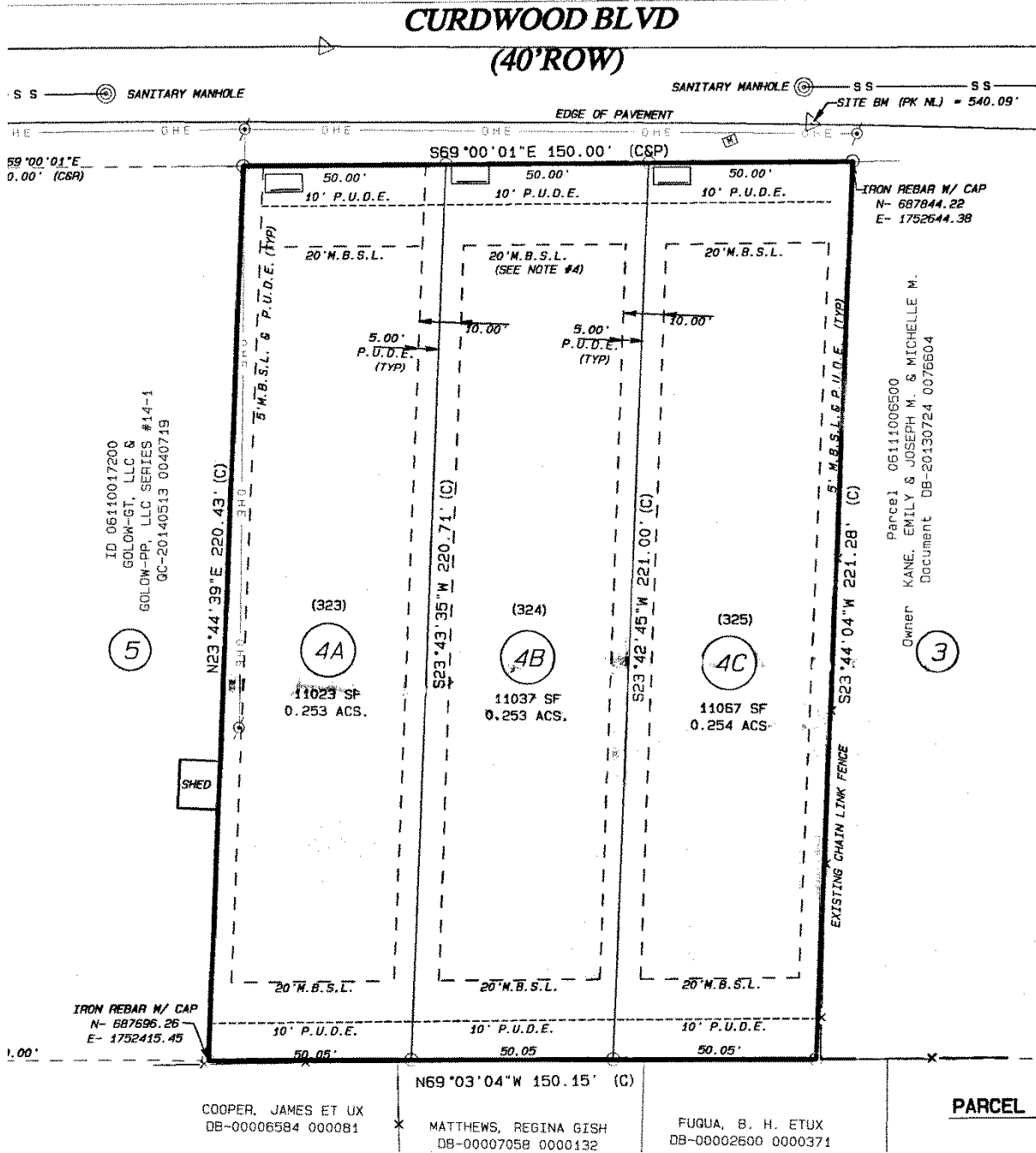
This planning initiative directs development to areas where infrastructure is already existing (i.e. sewer lines, roads), as opposed to where there are not adequate public facilities. This reduces the service constraints placed on Metro’s resources. Infill Development also utilizes urban land supply that currently may be underutilized and discourages sprawl.

PLAN DETAILS

The applicant has requested final plat approval to create three lots where only one lot currently exists. The property is considered an infill subdivision under Section 3.5 of the Subdivision Regulations and must comply with the criteria for determining lot compatibility in Neighborhood Maintenance area.



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Proposed Subdivision



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The existing lot is currently 33,127 square feet or 0.76 acres with a 150 foot frontage. The proposed lots are:

- 11,023 SF or 0.253 acres,
- 11,037 SF or 0.253 acres and
- 11,067 SF or 0.254 acres.

Each proposed lot would have 50 ft. of frontage.

ANALYSIS

The proposed lots are consistent with Section 3-5.2 of the Subdivision Regulations. Additionally, the applicant has proposed conditions that limit construction to 2 stories in 35 feet to roofline and to restrict parking between Curdwood Boulevard and the street setbacks determined by the Zoning Administrator.

Community Character

1. Lot frontage is equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.

Frontage Analysis	
Proposed Lots	50.00'
70 % Average	45.26'
Smallest Surrounding Parcel	50.00'

2. Lot size is equal to or greater than 70% of the lot size of the average size or surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater.

Lot 4A Size Analysis	
Proposed	11,023 SF
70% Average	9,922 SF
Smallest Surrounding Parcel	10,908 SF

Lot 4B Size Analysis	
Proposed	11,037 SF
70% Average	9,922 SF
Smallest Surrounding Parcel	10,908 SF

Lot 4C Size Analysis	
Proposed	11,067 SF
70% Average	9,922 SF
Smallest Surrounding Parcel	10,908 SF

3. The street setback required by the Zoning Code will be consistent with the surrounding homes. A no parking zone has been added between Curdwood Boulevard and the setback.
4. All proposed lots are oriented towards Curdwood Boulevard, consistent with the surrounding parcels.



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FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

No Exception Taken

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Returned

Public sewer construction plans for the subject case have not been submitted yet. Once they have been submitted and approved, we can accurately review the plat. If not done so already, the applicant must pay the required capacity fees before the plat can be approved.

STAFF RECOMMENDATION

Staff recommends deferral to the March 12, 2015, Planning Commission meeting, unless a recommendation of approval is received from Water Services. If a recommendation of approval is received, staff recommends approval with conditions.

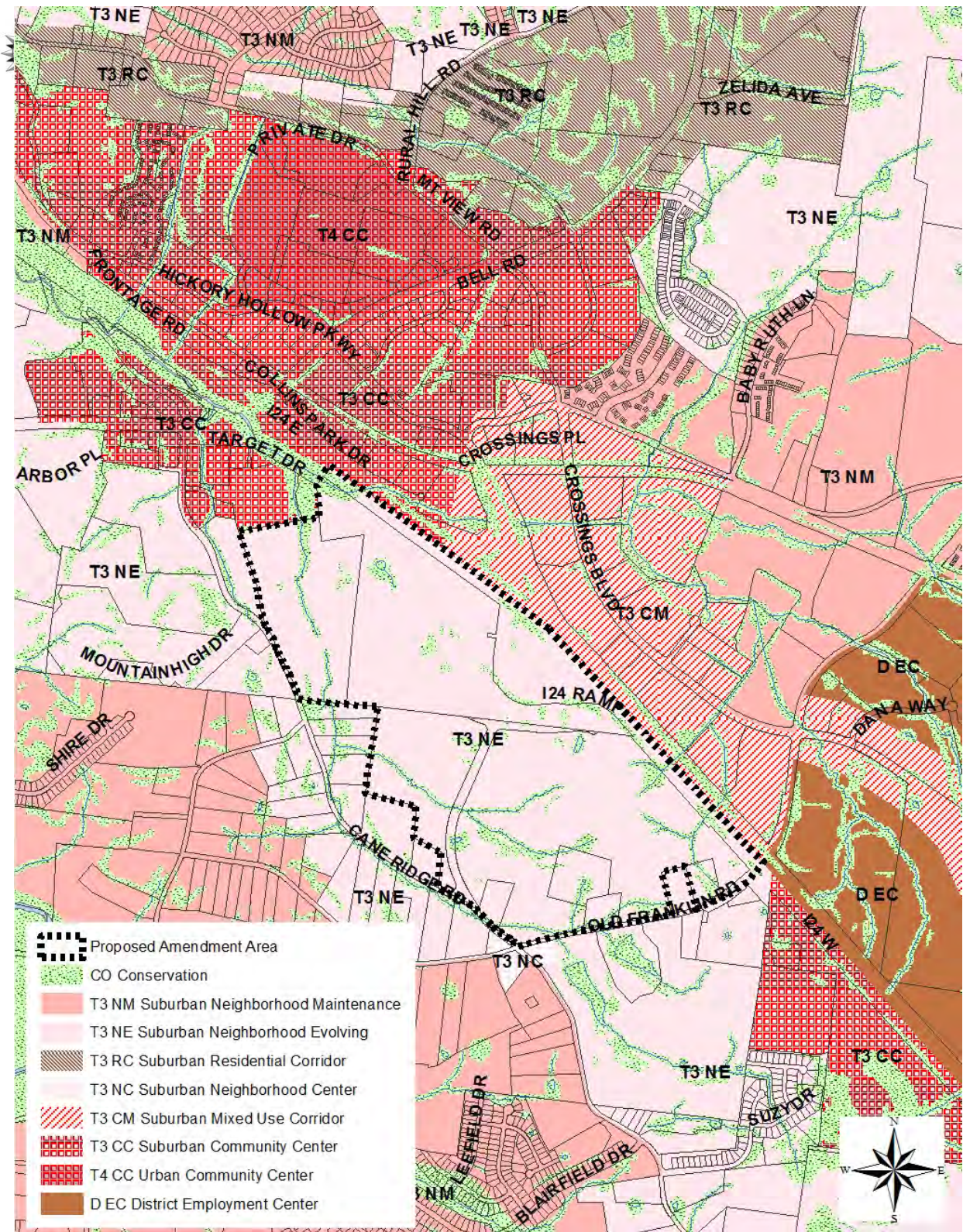
CONDITIONS (if approved)

1. Construction is limited to 2 stories in 35 feet to roofline.
2. Prior to recordation, a no parking zone shall be added to the plat between Curdwood Boulevard and the street setbacks determined by the Zoning Administrator.
3. Prior to recordation, remove setbacks shown on the plat and add a note that says: "Setbacks per Metro Zoning Code."
4. Existing structures shall be demolished prior to plat recordation.
5. Sidewalks are required along Curdwood Boulevard. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department. The rate of \$96 per linear foot of total frontage area will require a \$14,400.00 contribution to Pedestrian Benefit Zone 4.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
 - e. Add the following note to the plat: "No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications." Sidewalk shall be shown and labeled on the plan per Public Works Standards with the required curb and gutter.



COMMUNITY PLAN POLICY CHANGES and ASSOCIATED CASE

- **Plan Amendment**
- **Specific Plan**



2015CP-012-001 SOUTHEAST

Map 163-00, Parcel 341; Map 174-00, Parcels 23, 24, 53, 182, 184, 213, 218, & 219

12, Southeast

32 – Jacobia Dowell



Project No.	Major Plan Amendment 2015CP-012-001
Project Name	Southeast Community Plan: 2004 Update
Council District	32 – Dowell
School District	6 – Hunter
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.
Related Cases	2015SP-005-001
Staff Reviewer	Capehart
Staff Recommendation	<i>Approve.</i>

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



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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-



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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



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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



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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



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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.



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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.



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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.



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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.



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- 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

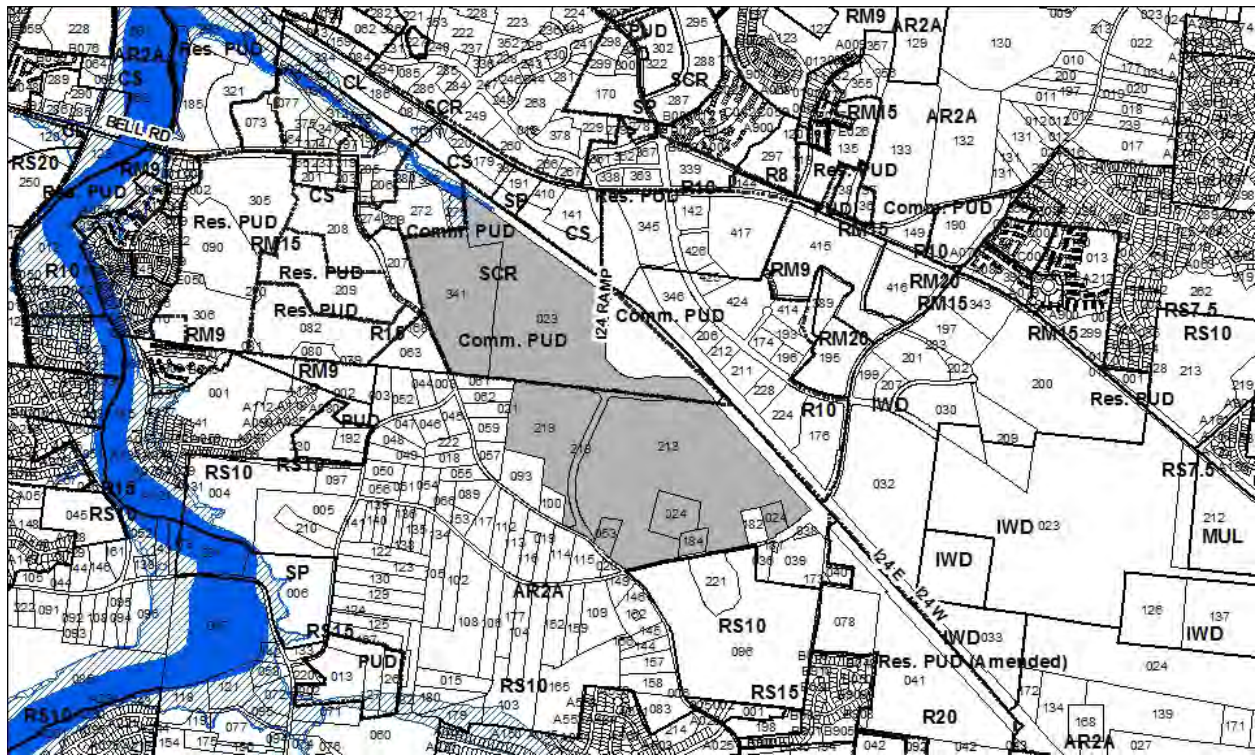
Staff recommends approval of the amendment.



SEE NEXT PAGE



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2015SP-005-001

BEAMAN & TURNER PROPERTIES

Map 163, Parcel(s) 341

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

12, Southeast

32 (Jacobia Dowell)



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Project No.	2015SP-005-001
Project Name	Beaman Turner Properties SP
Associated Cases	2015CP-012-001; 51-87P-001
Council District	32 - Dowell
School District	6 - Hunter
Requested by	D3 Hickory Hollow, LLC, applicant; various property owners, owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Staff recommends approval with conditions and disapproval without all condition, subject to approval of the associated Community Plan amendment. If the associated Community Plan amendment is not approved, Staff recommends disapproval.</i>

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

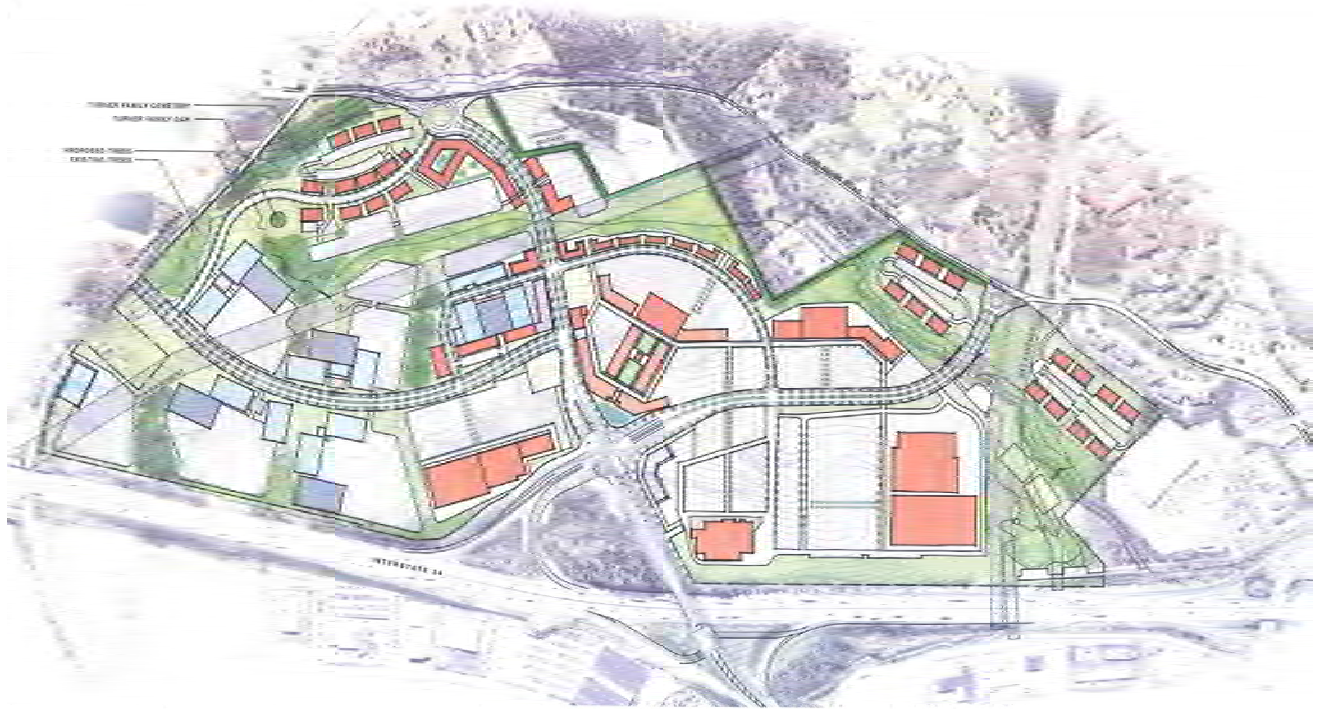
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

CRITICAL PLANNING GOALS

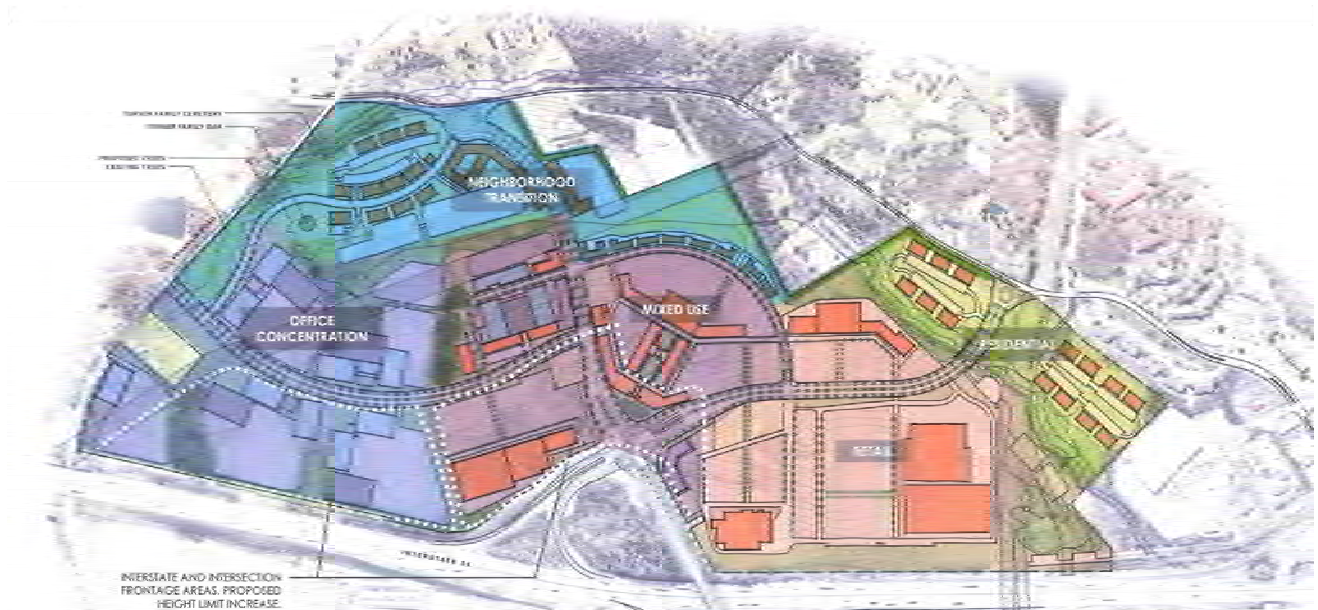
- Provides a Range of Housing Choices
- Preserves Sensitive Environmental Features
- Creates Walkable Neighborhoods



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Proposed Conceptual Master Plan



Proposed Sub Areas



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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



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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.



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- 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



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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.



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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



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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.



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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

Comments will be provided at the meeting.

TRAFFIC AND PARKING RECOMMENDATION

Comments will be provided at the meeting.

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.



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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 include residential uses and specify a maximum number of residential dwelling units.

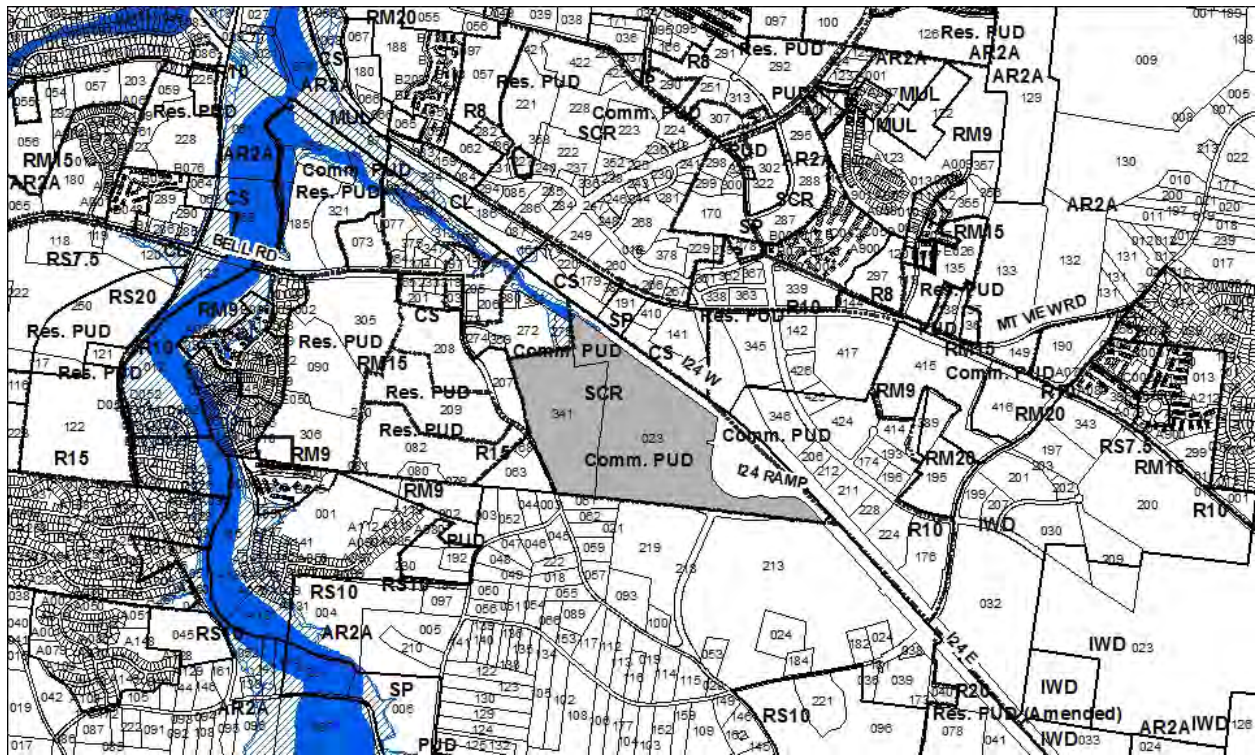


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9. The Mixed Use subdistrict shall limit the acreage allowed for Big Box buildings to a maximum of 25 acres.
10. The Mixed Use subdistrict shall limit Big Box buildings to land between the parkway and Interstate 24 only.
11. The Mixed Use subdistrict 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. Additional conditions related to traffic and public road improvements will be provided at the meeting.



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51-87P-001

HICKORY HOLLOW MARKET PLACE

Map 163, Parcel(s) 341

Map 174, Parcel(s) 023

12, Southeast

32 (Jacobia Dowell)



Project No. 51-87P-001
Project Name Hickory Hollow Market Place Planned Unit Development (Cancel)
Associated Cases 2015SP-005-001; 2015CP-012-001
Council District 32 - Dowell
School District 6 - Hunter
Requested by Barge Waggoner Sumner & Cannon, Inc., applicant; Lee A. Beaman, owner.

Staff Reviewer Milligan
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.



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



RECOMMENDATIONS TO METRO COUNCIL

- **Text Amendment**
- **Specific Plans**
- **Zone Changes**



NO SKETCH



Project No.	Zone Change 2015Z-002TX-001
Project Name	Boat Storage
Council Bill	BL2015-1038
Council District	Countywide
School District	Countywide
Requested by	Councilmember Josh Stites
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

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.



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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



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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 RECOMMENDATION

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:

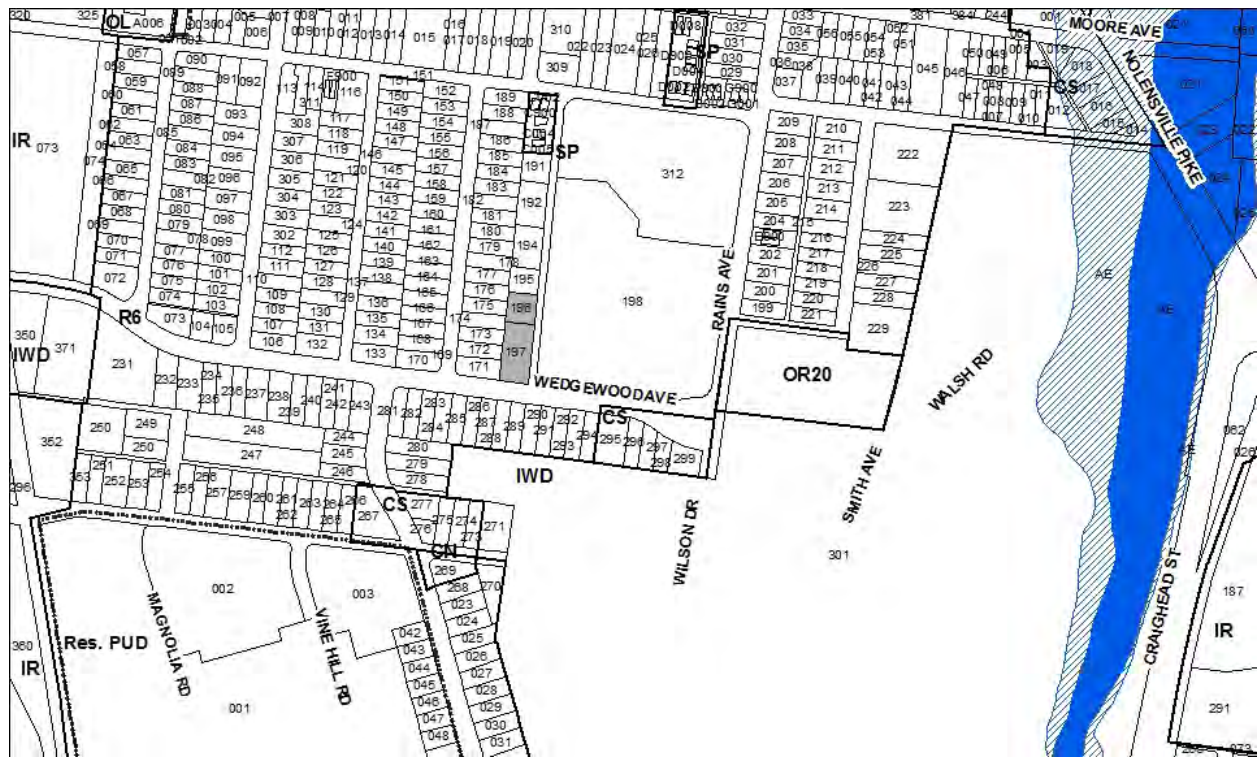
Section 1. Section 17.16.070 of the Metropolitan Code, Zoning Regulations, is hereby amended by amending subsection I., Boat Storage, by deleting subsections 1. and 2. pertaining to the maximum lot size and limitation on boat slips, and by re-numbering the remaining subsections accordingly.

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



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2015SP-018-001
WEDGEWOOD & CARVELL
Map 105-11, Parcel(s) 196-197
11, South Nashville
17 (Sandra Moore)



Project No.	2015SP-018-001
Project Name	Wedgewood & Carvell
Council District	17 – Moore
School District	5 – Kim
Requested by	Dale and Associates, applicant; Max Khazanov and David & Judith Baker, owners.
Staff Reviewer	Sajid
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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.

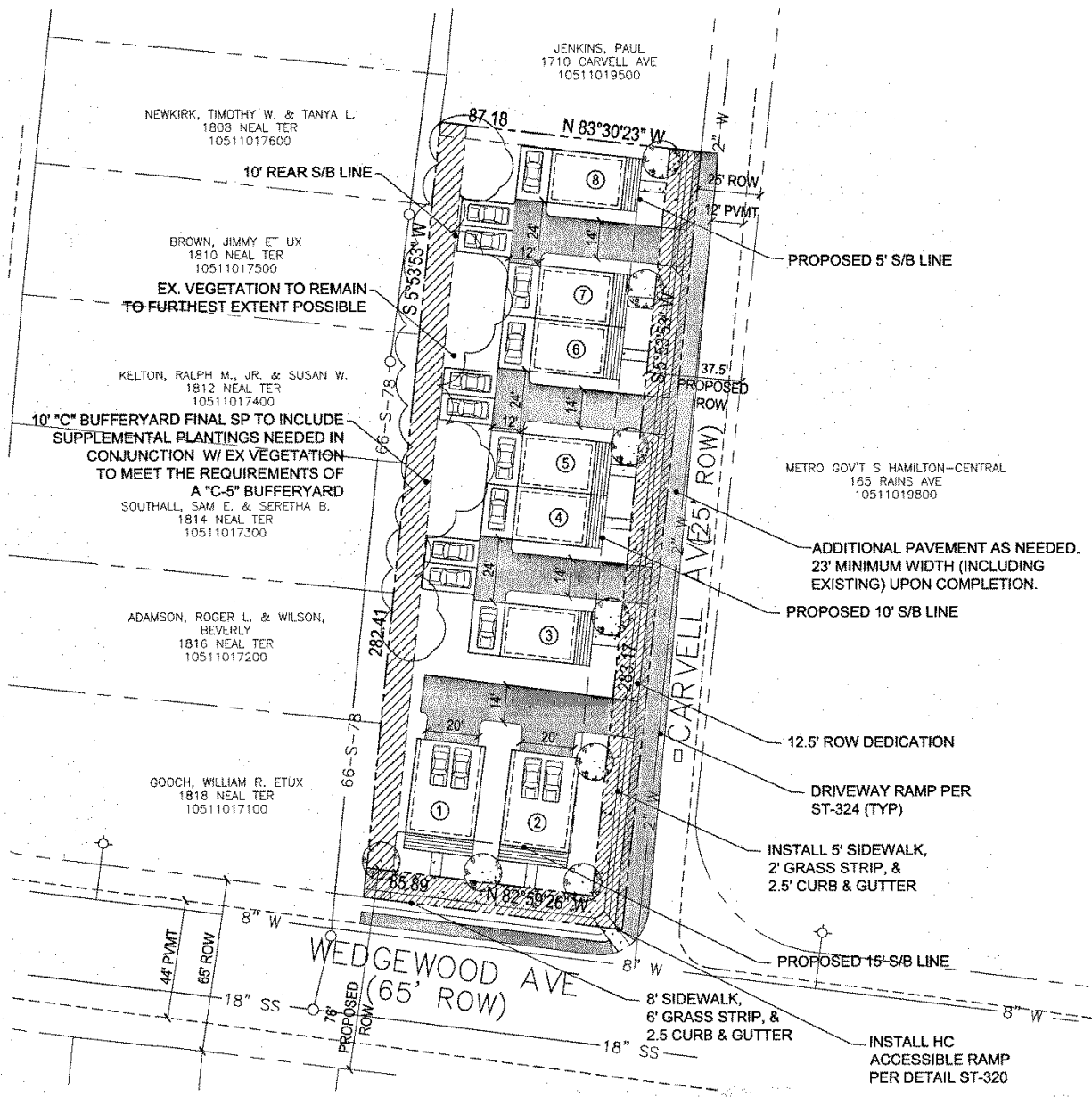
SOUTH NASHVILLE COMMUNITY PLAN

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.



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Proposed Site Plan



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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 the 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 ridge line. 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.



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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.



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

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



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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.

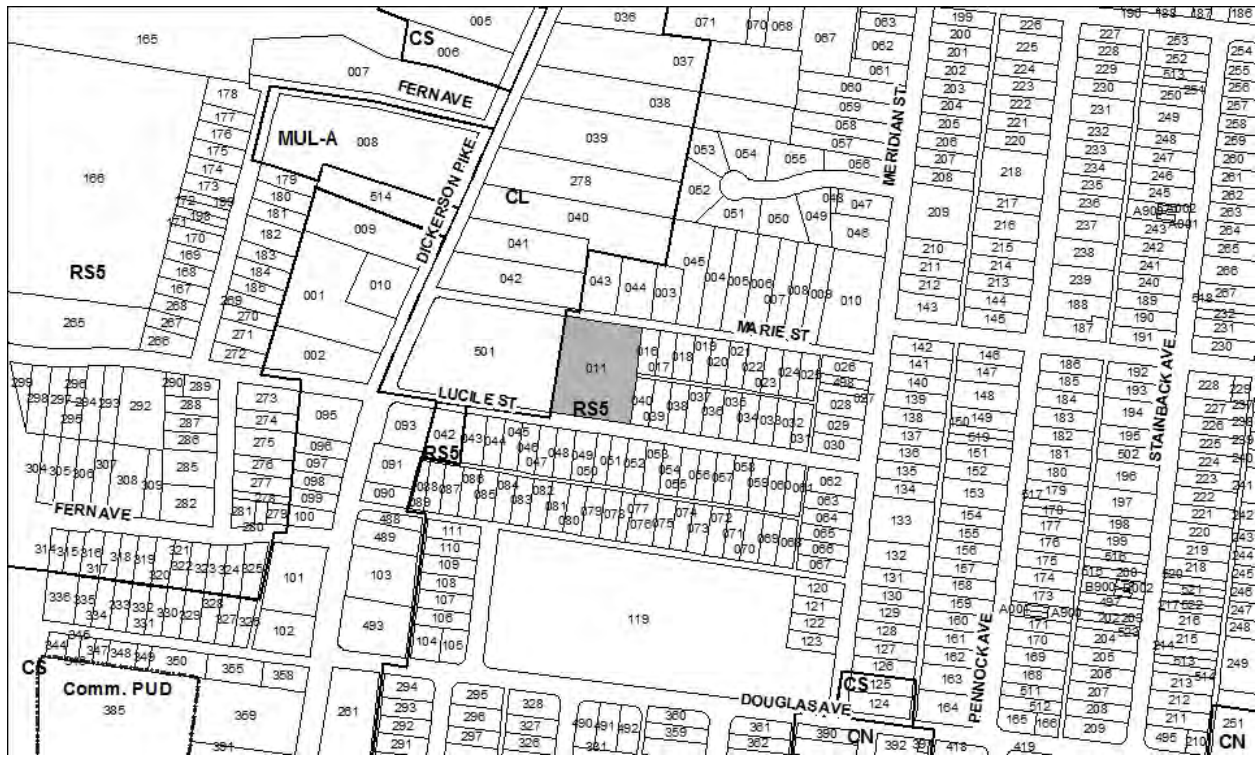
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/26/2015



2015SP-019-001
121 LUCILE STREET
Map 071-15, Parcel(s) 011
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2015SP-019-001
Project Name	121 Lucile Street
Council District	5 – S. Davis
School District	5 - Kim
Requested by	Dale and Associates, applicant; D224, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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.

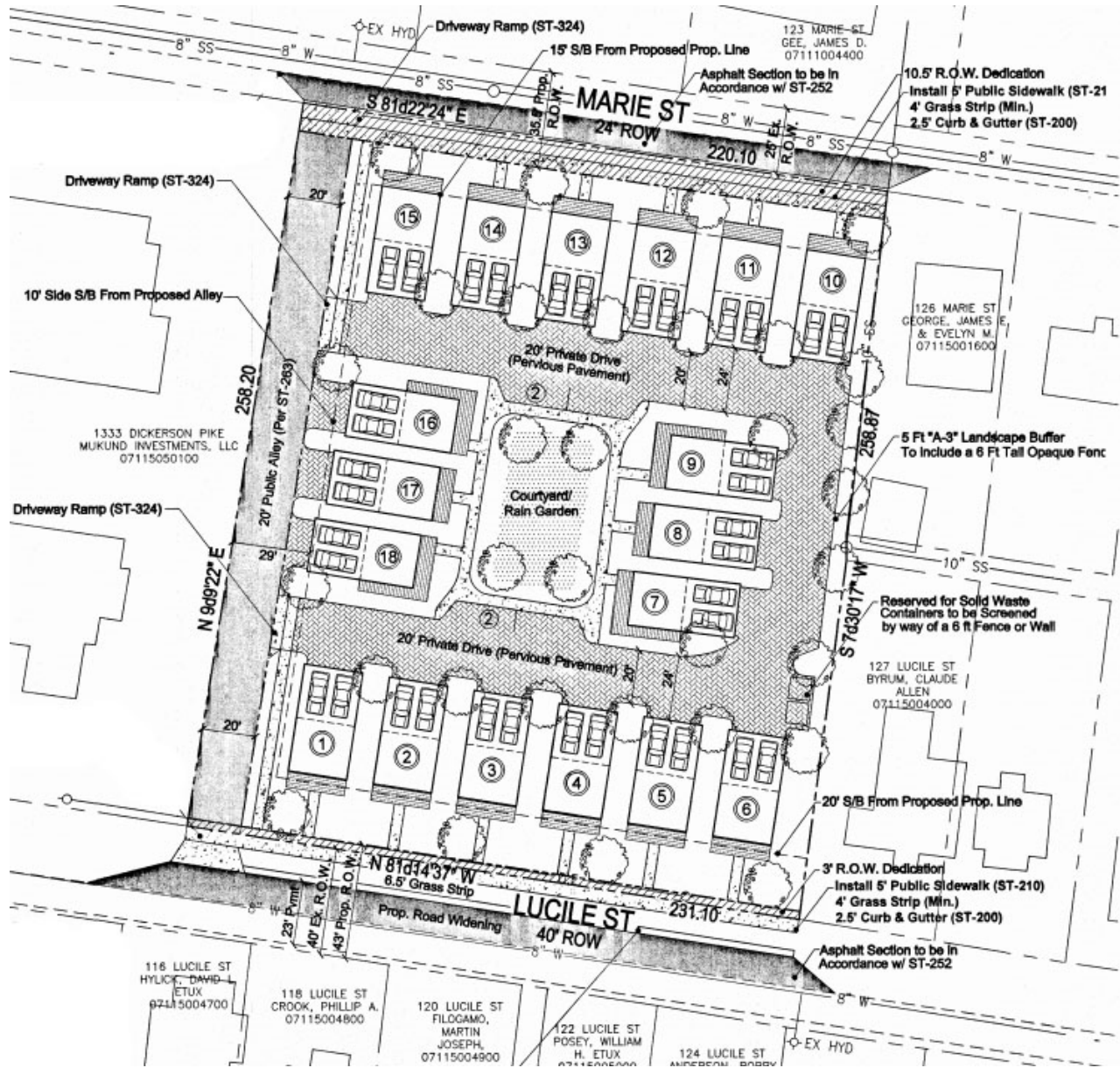
EAST NASHVILLE COMMUNITY PLAN

Current Policy

Urban Residential Corridor (T4 RC) is intended to preserve, enhance and create urban residential corridors that support



Metro Planning Commission Meeting of 02/26/2015



Proposed Site Plan



Metro Planning Commission Meeting of 02/26/2015

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.



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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



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

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



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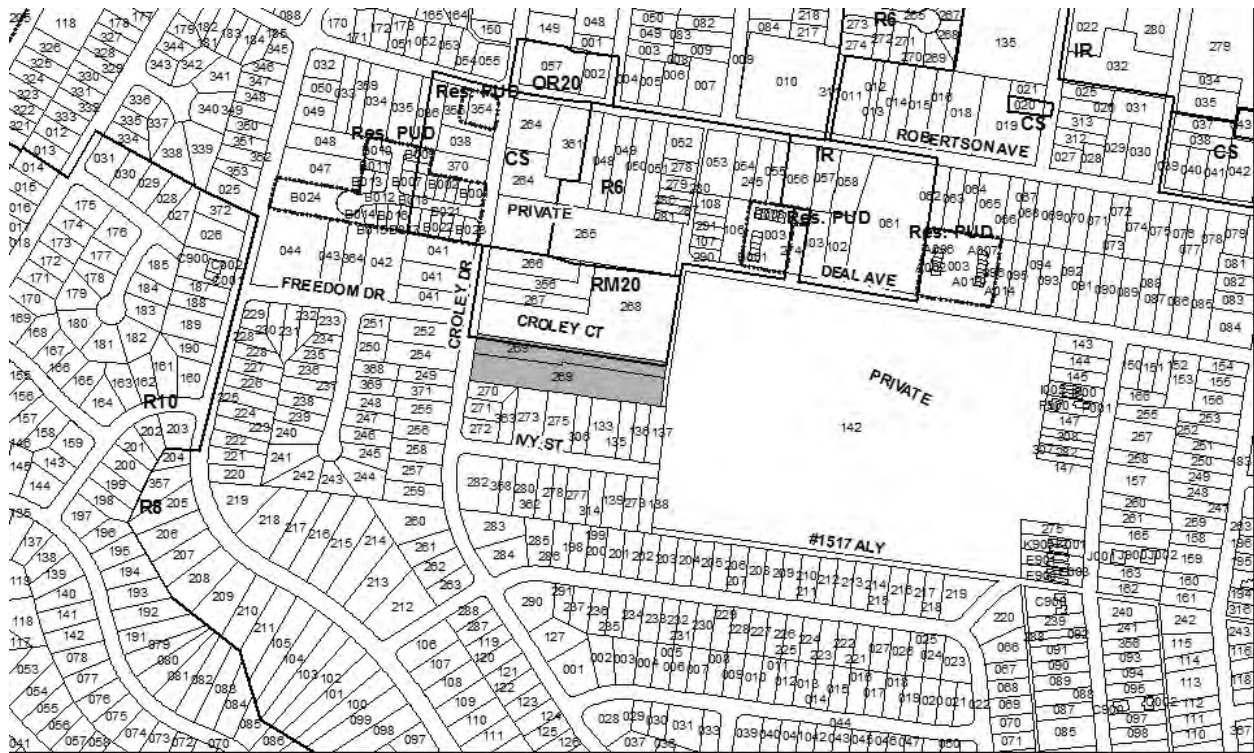
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/26/2015



2015SP-020-001
CROLEYWOOD PARK
Map 090-12, Parcel(s) 269.01, 269
07, West Nashville
20 (Buddy Baker)



Project No.	Zone Change 2015SP-020-001
Project Name	Croleywood Park
Council District	20 – Baker
School District	9 – Frogge
Requested by	Nashville Civil, applicant; Goodson Family Trust, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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

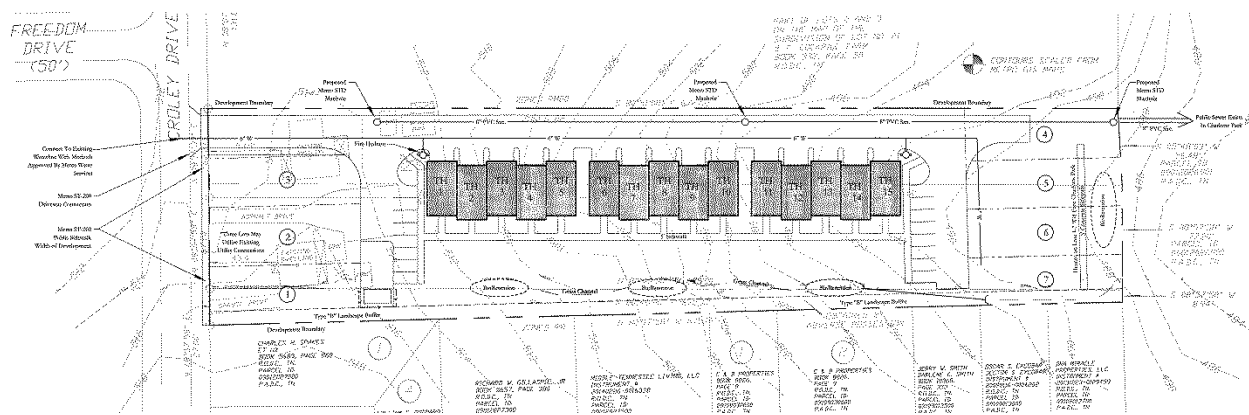
This area is located in an area that is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure, such as substandard roads, water and sewer, because it does not burden Metro with the cost of upgrading 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



Metro Planning Commission Meeting of 02/26/2015



Proposed Site Plan



Metro Planning Commission Meeting of 02/26/2015

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.



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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



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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

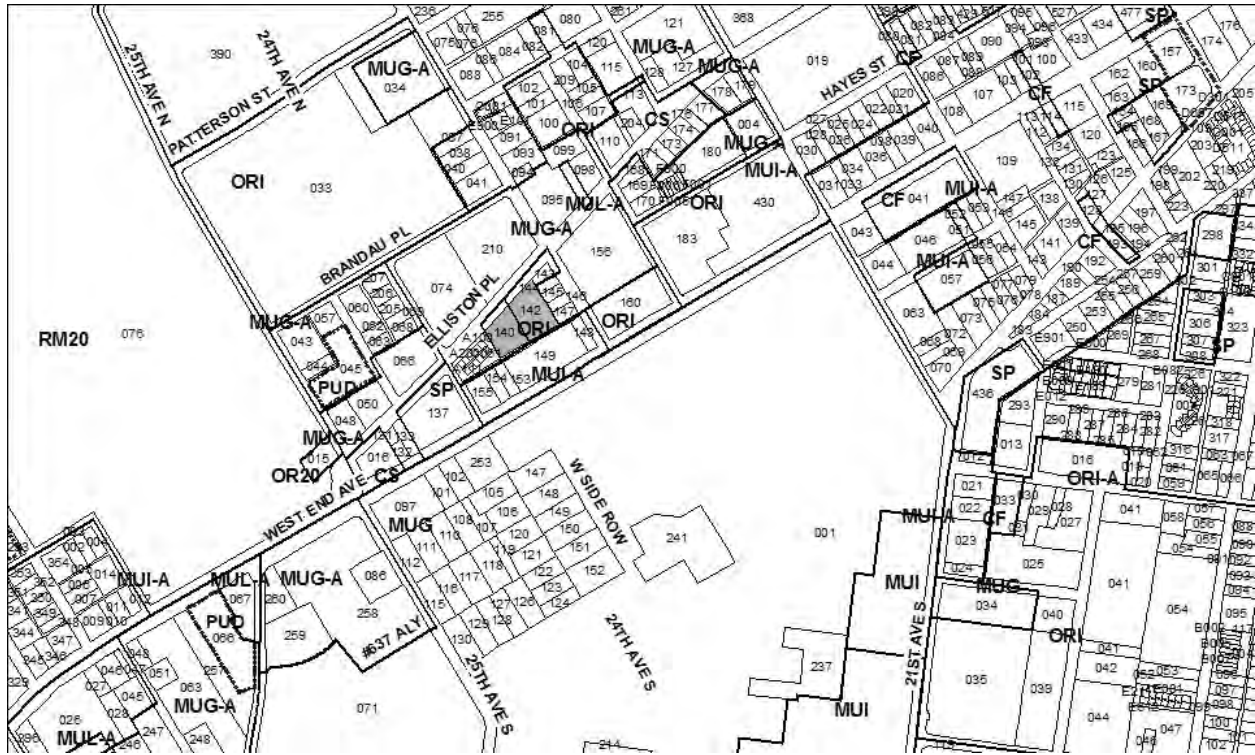
Staff recommends that the proposed SP be approved with conditions and disapproved without all conditions.

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.



Metro Planning Commission Meeting of 02/26/2015



2015SP-021-001
GRACE AT ELLISTON
Map 092-15, Parcel(s) 140, 142
10, Green Hills - Midtown
21 (Edith Taylor Langster)



Project No. 2015SP-021-001
Project Name Grace @ Elliston
Council District 21 - Langster
School District 5 - Kim
Requested by Barge Cauthen & Associates, applicant; West End Land Dev. Co, LP, owner.

Staff Reviewer Milligan
Staff Recommendation *Defer to the March 12, 2015, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received prior to the meeting, staff recommends 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

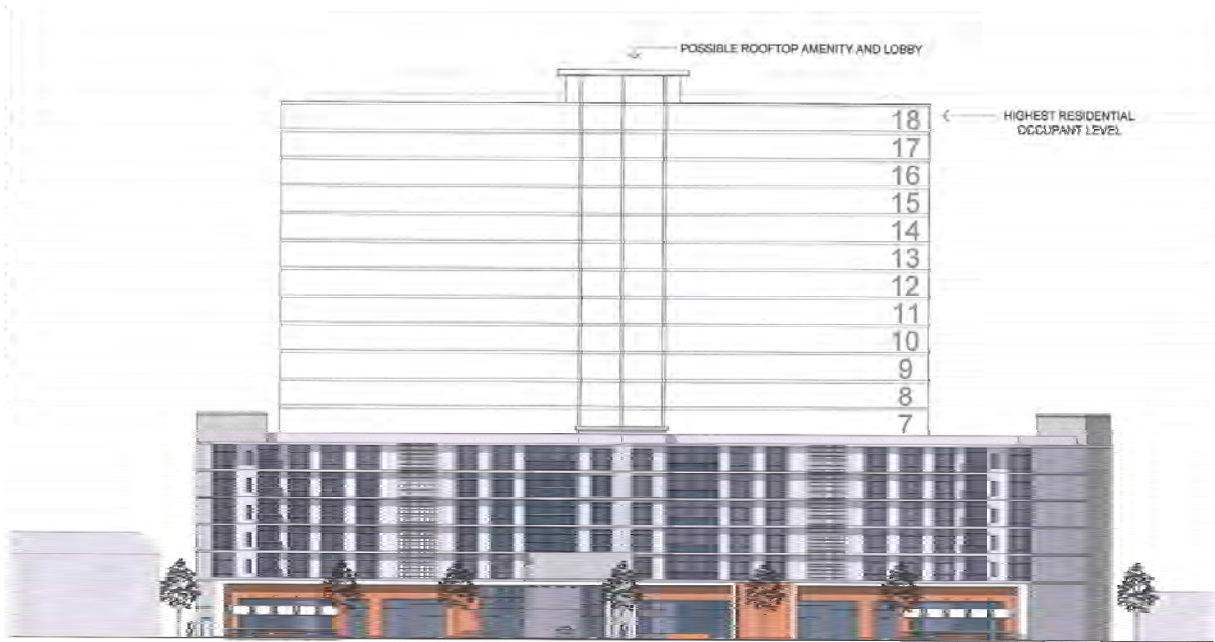
- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices



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Proposed Site Plan



Elliston Place Elevations



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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.

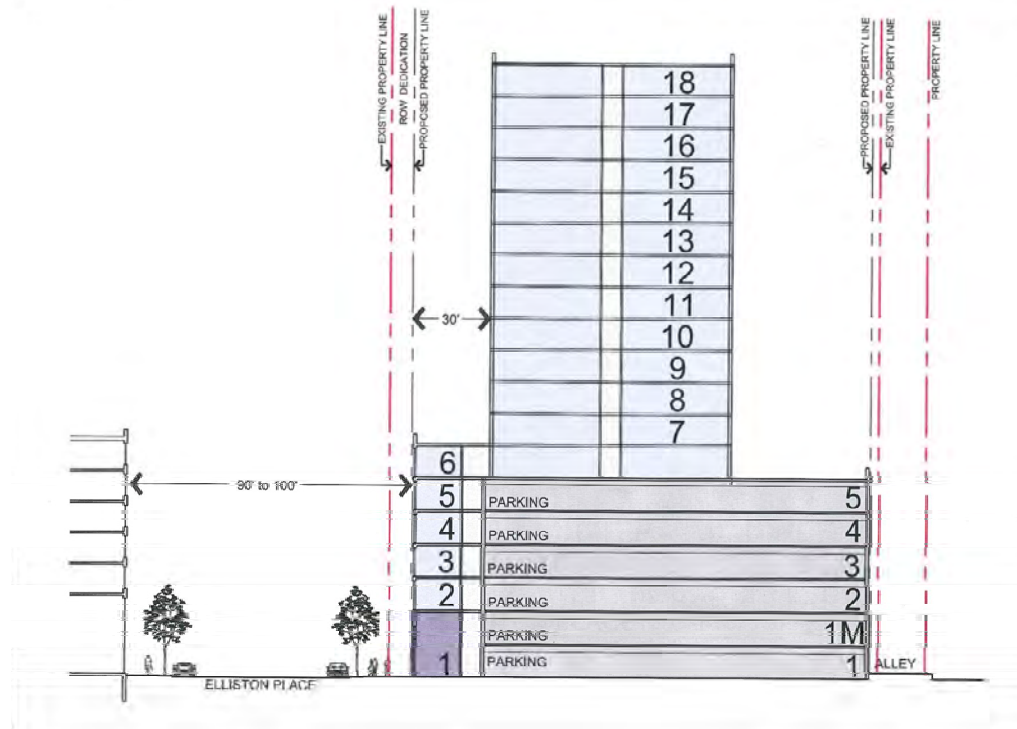
The building is proposed to be 6 stories feet at the build-to-line and go up to 18 stories. The tower element of the building is stepped back a minimum of 30 feet from the front build-to-line on the



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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.



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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

Returned for Correction

1. TIS under review.

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



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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 deferral to the March 12, 2015, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received prior to the meeting, staff recommends approve with conditions and disapprove 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



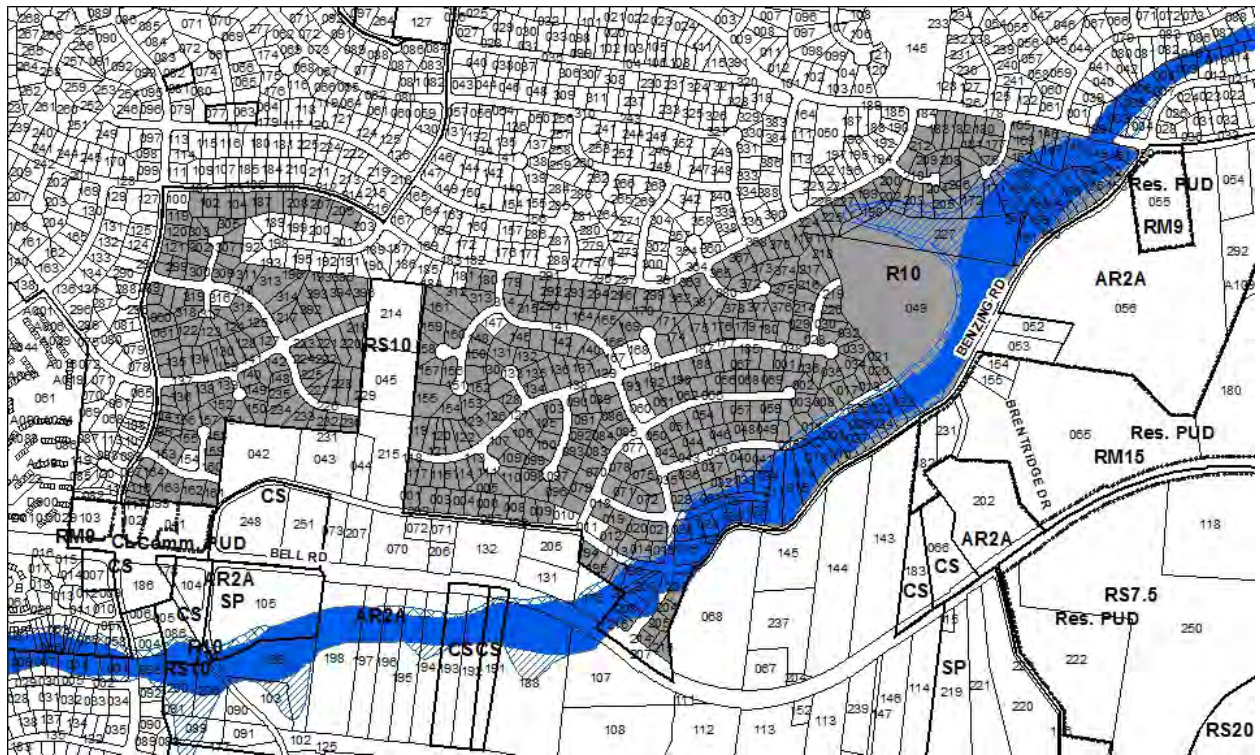
Metro Planning Commission Meeting of 02/26/2015

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.



Metro Planning Commission Meeting of 02/26/2015



2015Z-003PR-001

Map Various, Parcels Various

12, Southeast

31 (Fabian Bedne)



Project No. 2015Z-003PR-001
Council Bill BL2015-1004
Council District 31 - Bedne
School District 2 - Brannon
Requested by Councilmember Fabian Bedne, applicant; various property owners.

Staff Reviewer Milligan
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



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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.



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Substitute Ordinance No. BL2015-1004

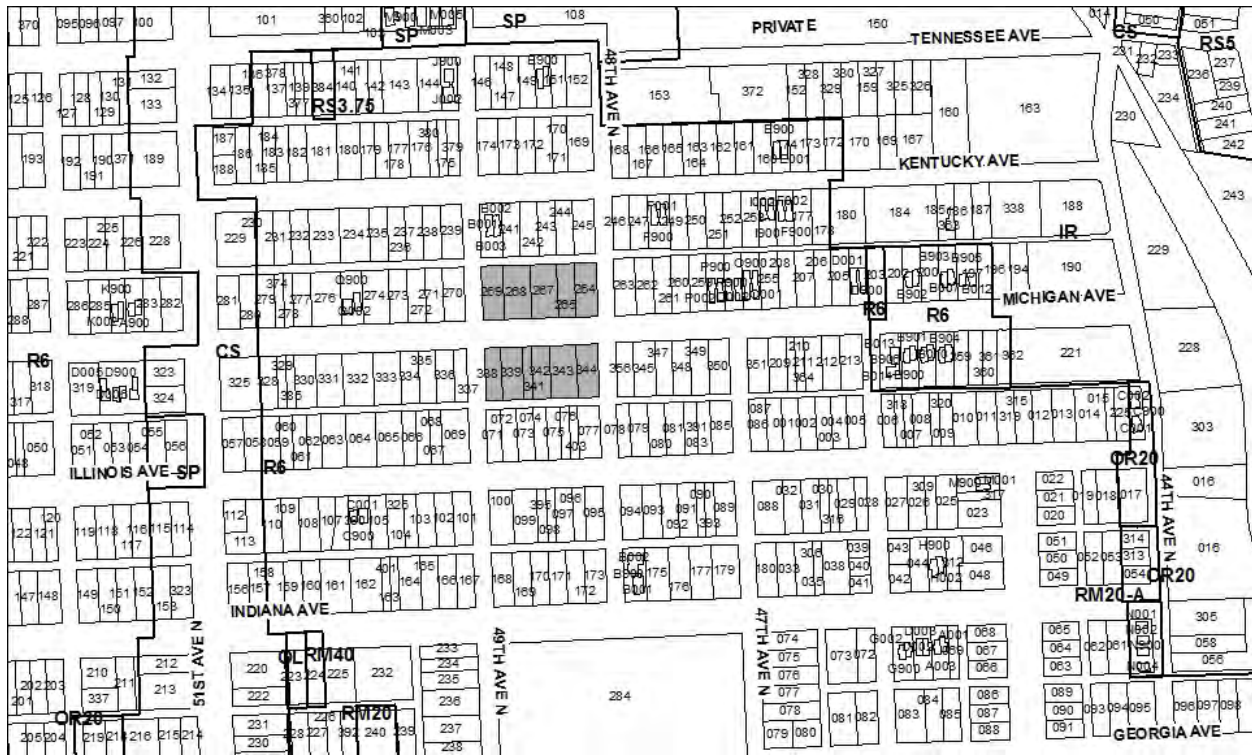
Staff recommends approval with a substitute to remove Map 162 Parcel 49 from the downzoning. The property in question is approximately 16 acres in size and has the potential to be developed as a subdivision. If zoned R10 and subdivided, the property would be limited to 25% of the lots allowing duplexes.

STAFF RECOMMENDATION

Staff recommends approval with a substitute ordinance.



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2015Z-004PR-001

Map 091-07, Parcel(s) 264-265, 267-269, 338, 339, 341-344

07, West Nashville

20 (Buddy Baker)



Project No.	2015Z-004PR-001
Council Bill	BL2015-1035
Council District	20 - Baker
School District	1 - Gentry
Requested by	Councilmember Buddy Baker, applicant; various property owners.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve.</i>

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



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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.



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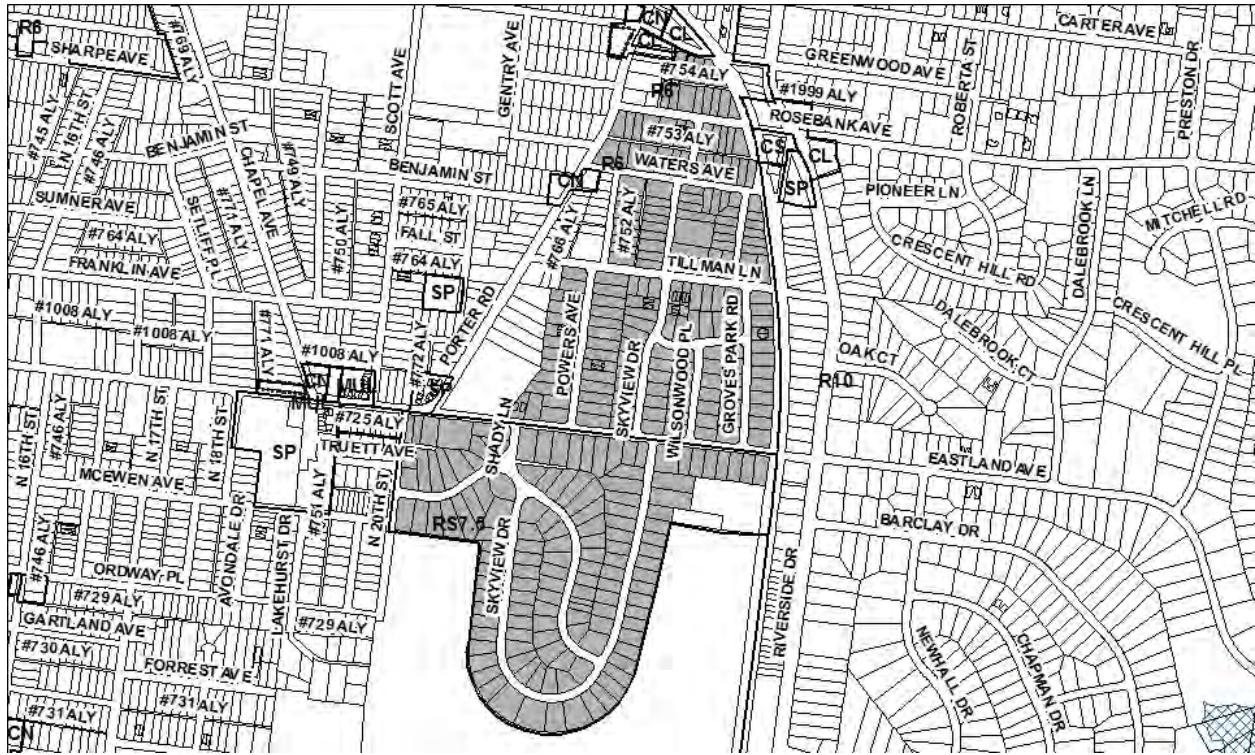
- a. Where existing, access shall be from an improved alley. Where no improved alley exists, a driveway within the street setback may be permitted.
 - b. For a corner lot, the driveway shall be located within 30 feet of the rear property line.
 - c. Driveways are limited to one driveway ramp per public 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.



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2015Z-007PR-001
Map Various, Parcels Various
05, East Nashville
06 (Peter Westerholm)



Project No. 2015Z-007PR-001
Council Bill BL2015-1032
Council District 6 - Westerholm
School District 5 - Kim
Requested by Councilmember Peter Westerholm, applicant; various property owners.

Staff Reviewer Milligan
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



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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.



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- 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.



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2015Z-009PR-001
Map 130-07, Parcel(s) 074
10, Green Hills - Midtown
34 (Carter Todd)



Project No.	2015Z-009PR-001
Council Bill	BL2015-1024
Council District	34- Todd
School District	8- Pierce
Requested by	Councilmember Carter Todd, applicant; James C. King, III and Melissa G. Langley, owners.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve.</i>

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.



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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

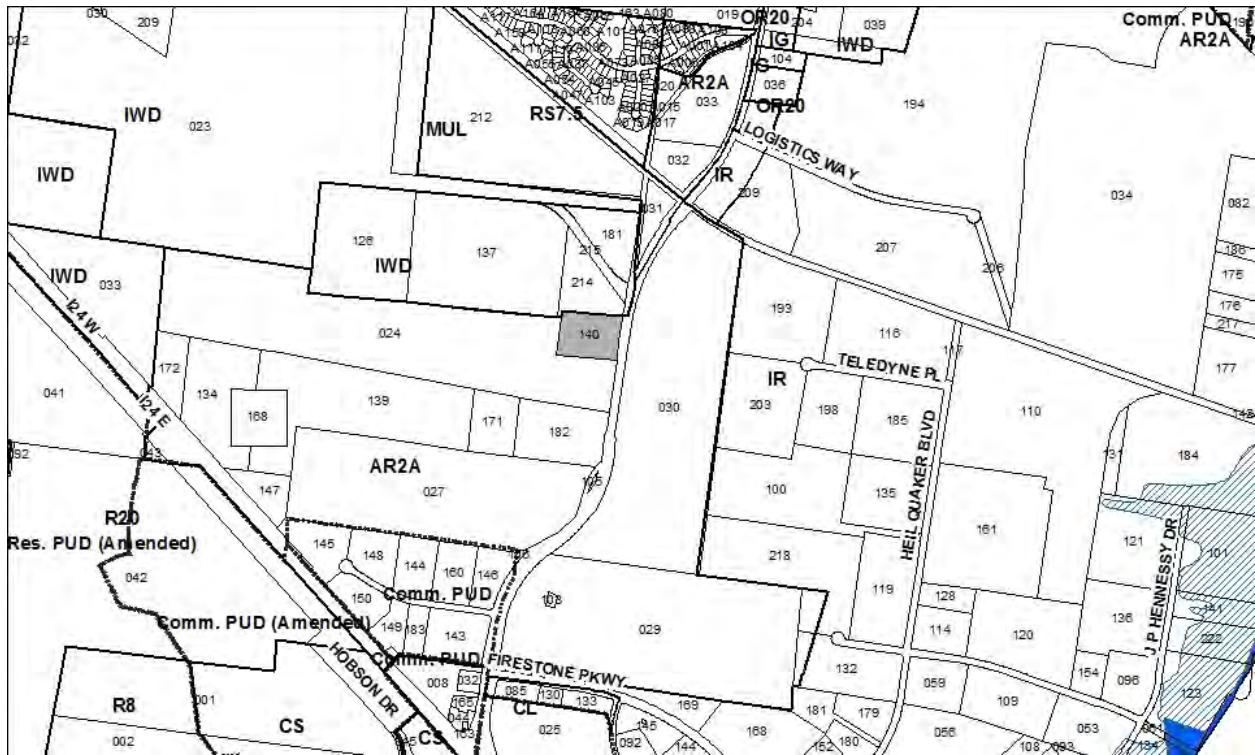
Staff recommends approval.



SEE NEXT PAGE



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2015Z-010PR-001

Map 175, Parcel(s) 140
13, Antioch - Priest Lake
33 (Robert Duvall)



Project No. 2015Z-010PR-001
Council District 33 – Duvall
School District 6 – Hunter
Requested by Digidata Corporation, applicant; Geoffrey Pfeifer and Donna G. Wilson, owners.

Staff Reviewer Nalbantyan
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.



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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.

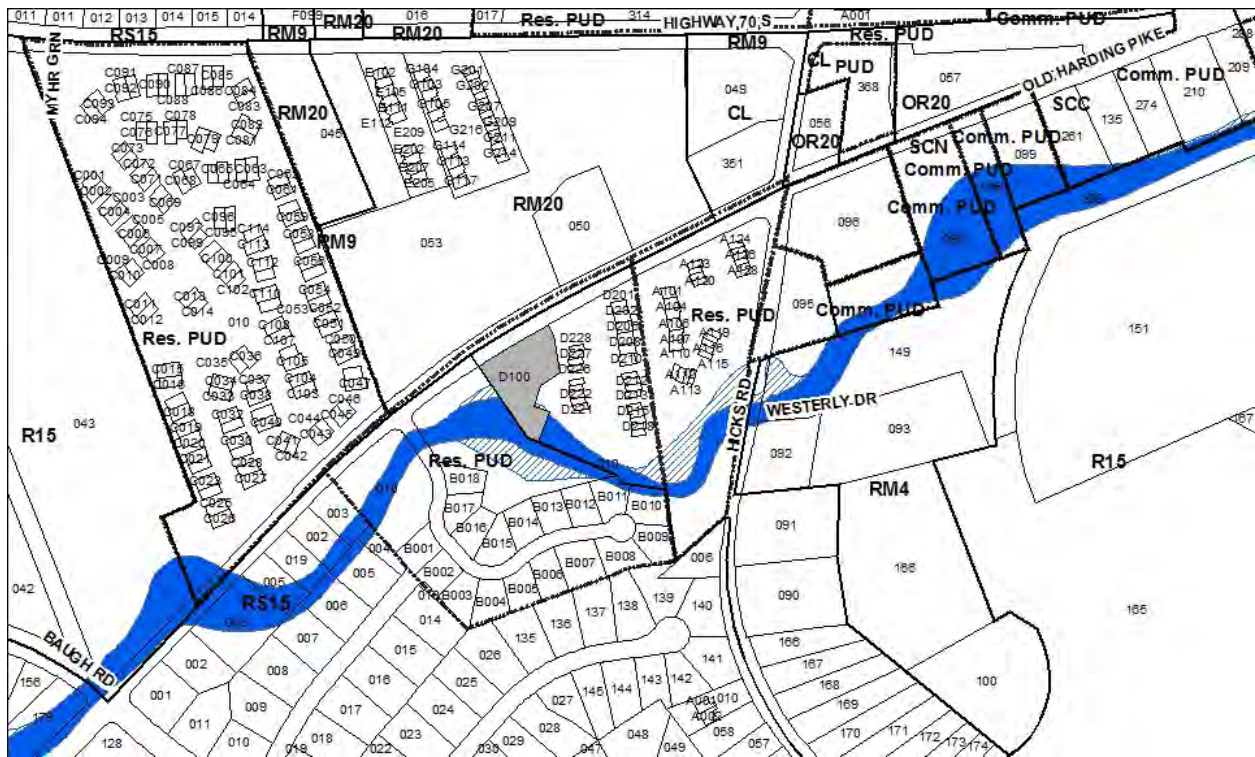


PLANNING COMMISSION ACTIONS

- **Planned Unit Developments (Final)**
- **Subdivision (Concept Plan Extension)**
- **Subdivision (Final Plat)**



Metro Planning Commission Meeting of 02/26/2015



304-84P-001
FAIRHAVEN PLACE
Map 142-07-0-D, Parcel(s) 100
06, Bellevue
22 (Sheri Weiner)



Project No.	Planned Unit Development 304-84P-001
Project Name	Fairhaven (Revision and final site plan)
Council District	22 – Weiner
School District	9 – Frogge
Requested by	Wamble & Associates, PLLC, applicant; Old Harding Venture, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions.</i>

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



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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;



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- 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



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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

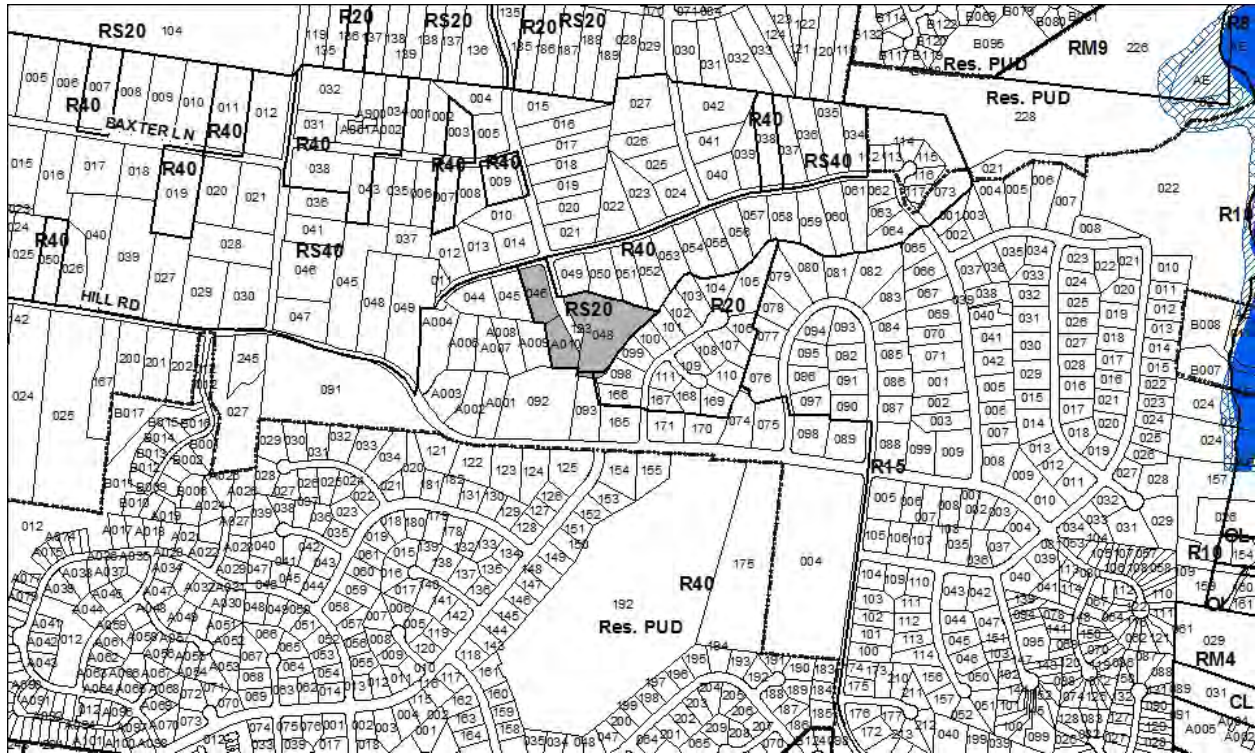
Staff recommends approval with conditions.

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.



Metro Planning Commission Meeting of 02/26/2015



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

12, Southeast

26 (Chris Harmon)



Project No.	Subdivision 2008S-061U-12
Project Name	Brentwood Branch Estates (Concept Plan Extension # 6)
Council District	26 – Harmon
School District	2 – Brannon
Requested by	Michael and Sharon Yates, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve the extension of the Concept Plan approval to February 26, 2016.</i>

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

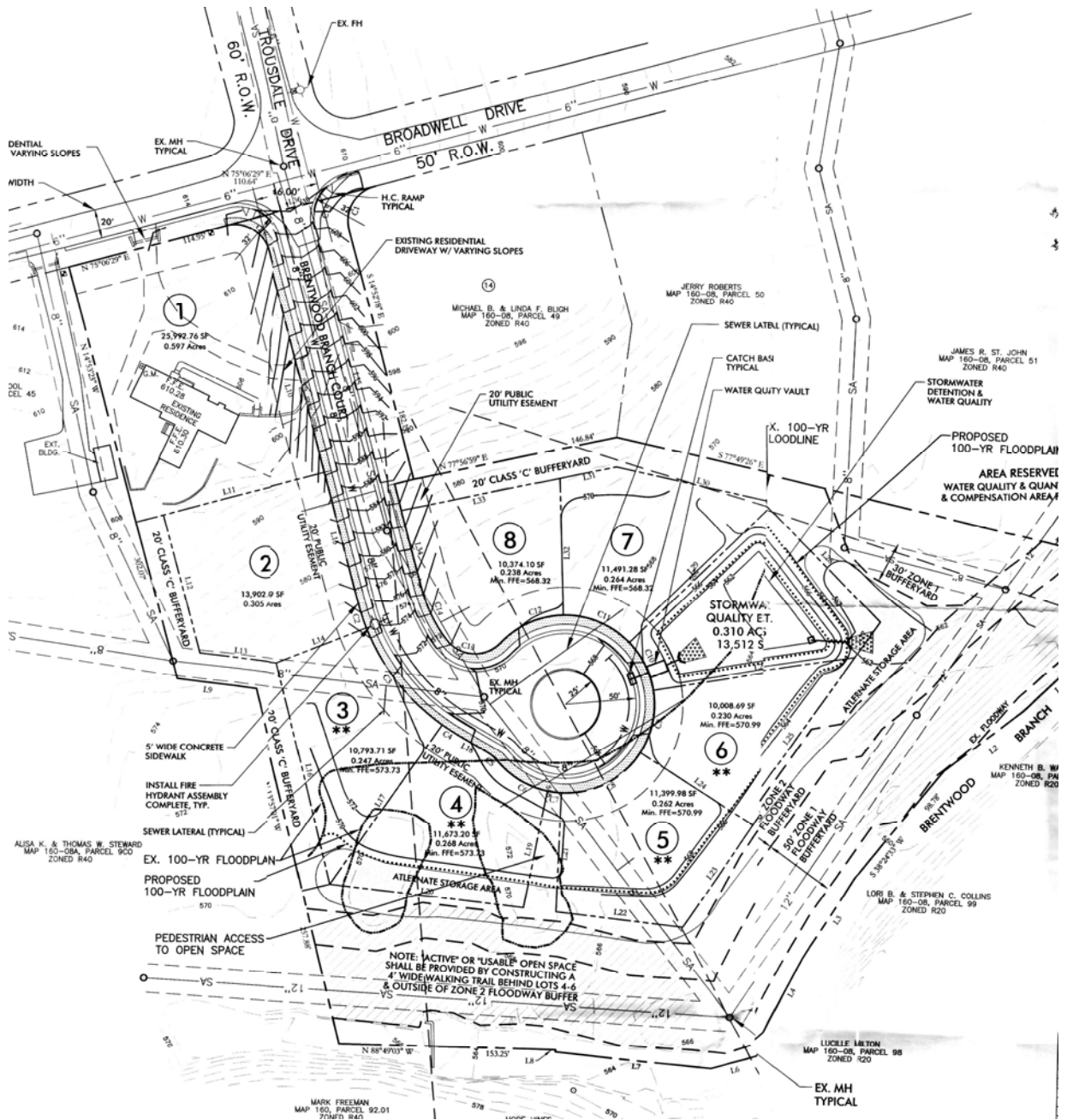
This is a request to extend concept plan approval for Brentwood Branch Estates, a major subdivision. The request is to extend the approval for one year, to February 26, 2016. The properties included in the concept plan are located on the south side of Broadwell Drive in the Crieve Hall area. The concept 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.



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Approved Subdivision



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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 ANALYSIS

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

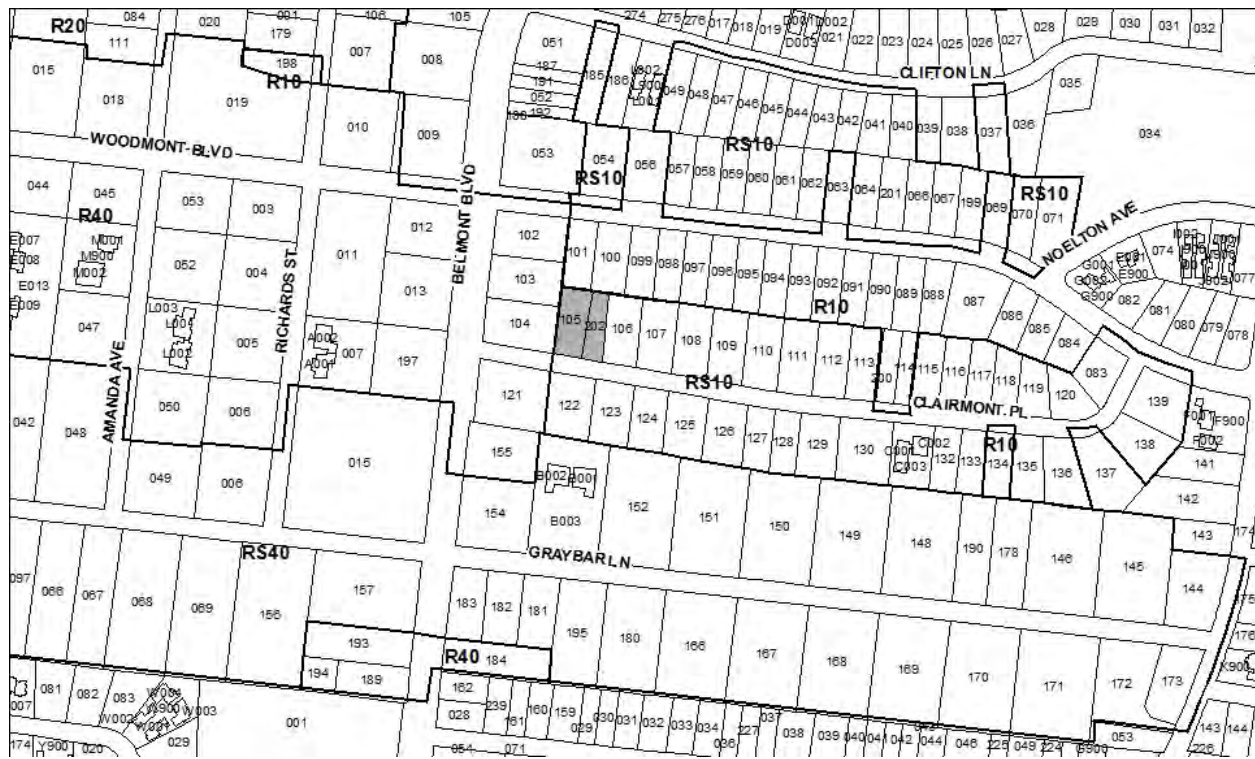
Approved

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 02/26/2015



2013S-233-002
CLAIRMONT, RESUB LOT 12, BLK B
Map 117-12, Parcel(s) 105, 202
10, Green Hills - Midtown
25 (Sean McGuire)



Project No.	Subdivision 2013S-233-002
Project Name	Clairmont, Resub Lot 12, Blk B
Council District	25 – McGuire
School District	8 – Hayes
Requested by	James Terry & Associates, applicant; Van Christian, owner.

Previous Action This final plat was approved last year, at the February 13, 2014, Planning Commission meeting. The Planning Commission’s decision was appealed to Chancery Court. The Chancery Court reversed the decision and remanded it back to the Planning Commission.

Staff Reviewer	Logan
Staff Recommendation	<i>Approve.</i>

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.

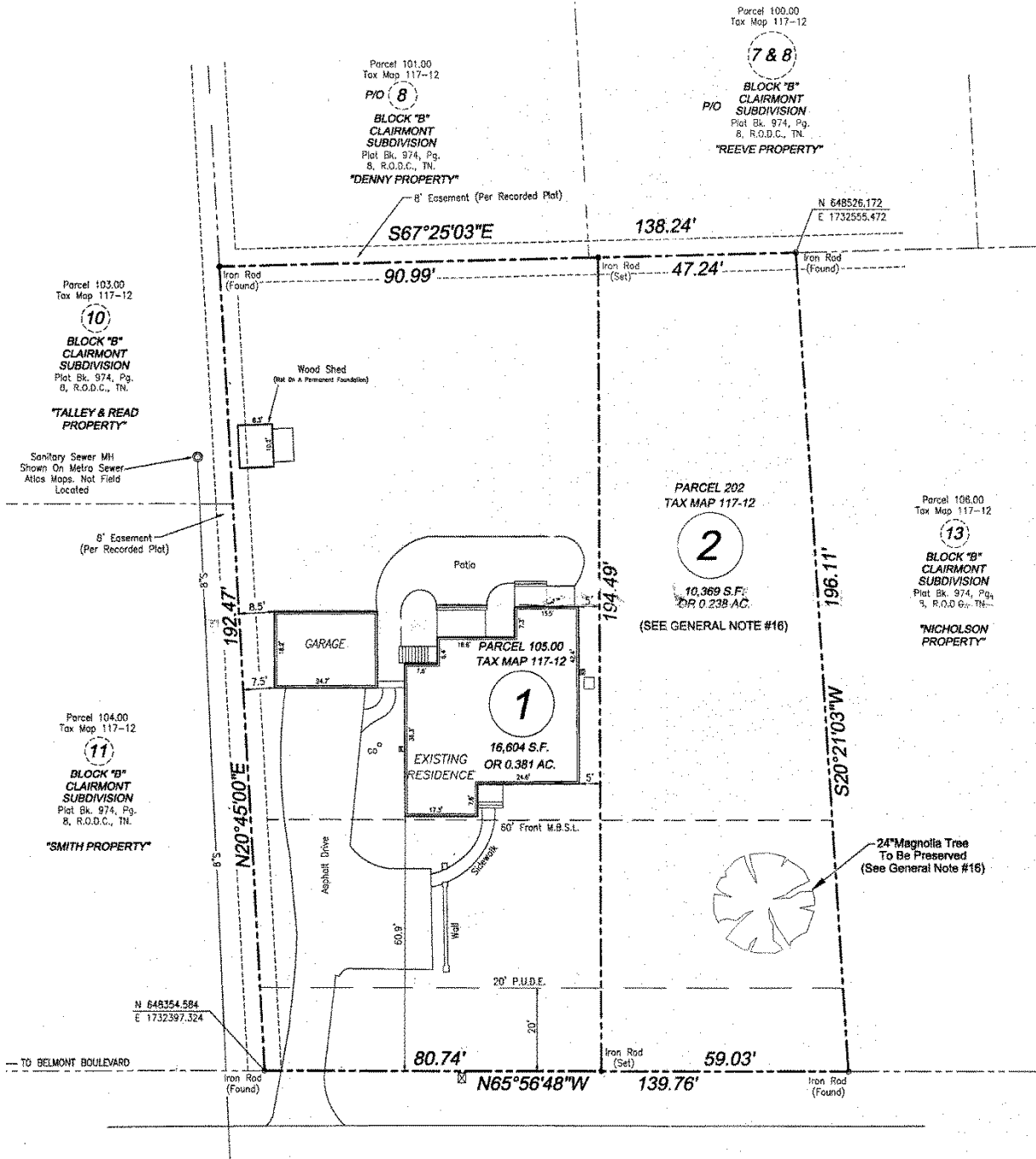
HISTORY

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



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Proposed Subdivision



Metro Planning Commission Meeting of 02/26/2015

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.



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- 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 polices 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.



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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



Metro Planning Commission Meeting of 02/26/2015

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

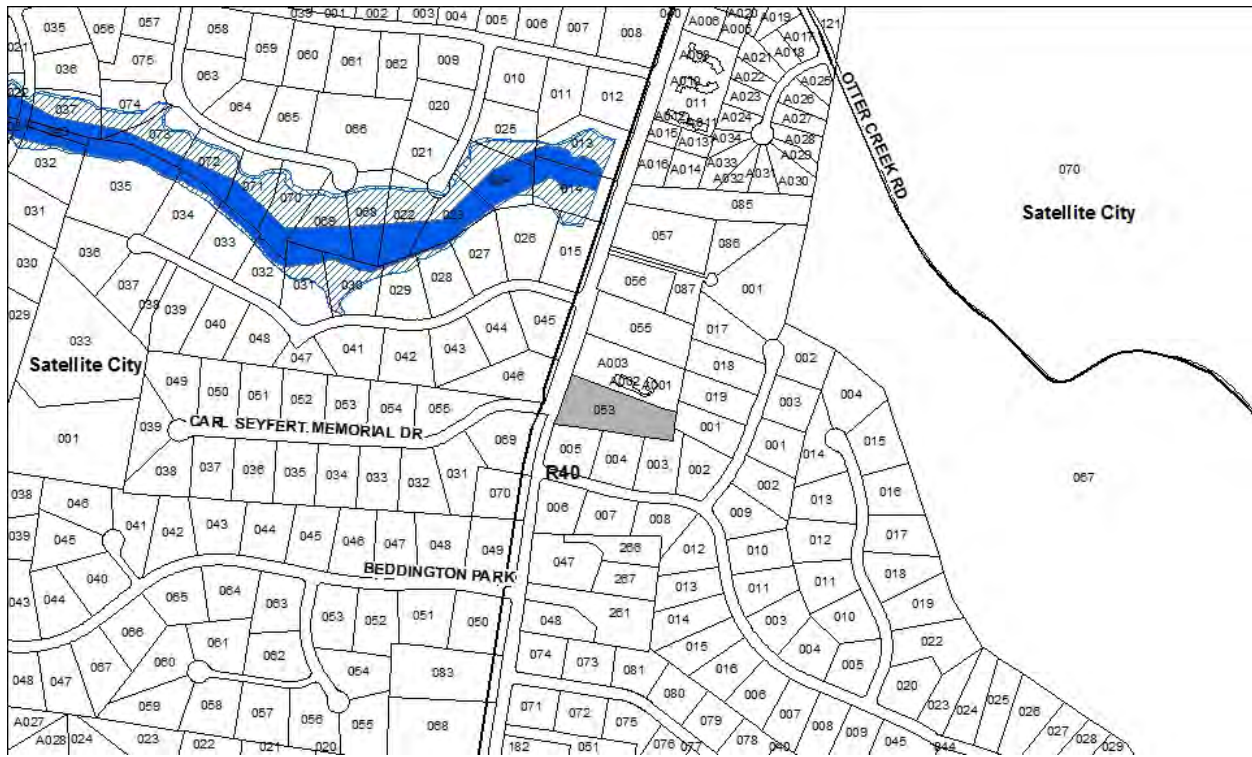
Staff recommends approval. The proposed subdivision complies with the One-Tier approach.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/26/2015



2015S-024-001

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

Map 145, Parcel(s) 053

10, Green Hills - Midtown

34 (Carter Todd)



Project No.	2015S-024-001
Project Name	Resub. Lot 6, The Robert H. Demoss 69 – Acre Tract
Council District	34 – Todd
School District	8 – Pierce
Requested by	CK Surveyor, LLC, applicant; Phillip L. Bennett, et.uxt., owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the March 12, 2015, Commission meeting.</i>

APPLICANT REQUEST

Create two lots.

Final Plat

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 One and Two-Family Residential (R40) (2.53 acres).

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of two lots with two duplex lots for a total of four units.*

STAFF RECOMMENDATION

Staff recommends deferral to the March 12, 2015, meeting at the request of the applicant.