

# Metropolitan Planning Commission



## Staff Reports

**March 12, 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.*



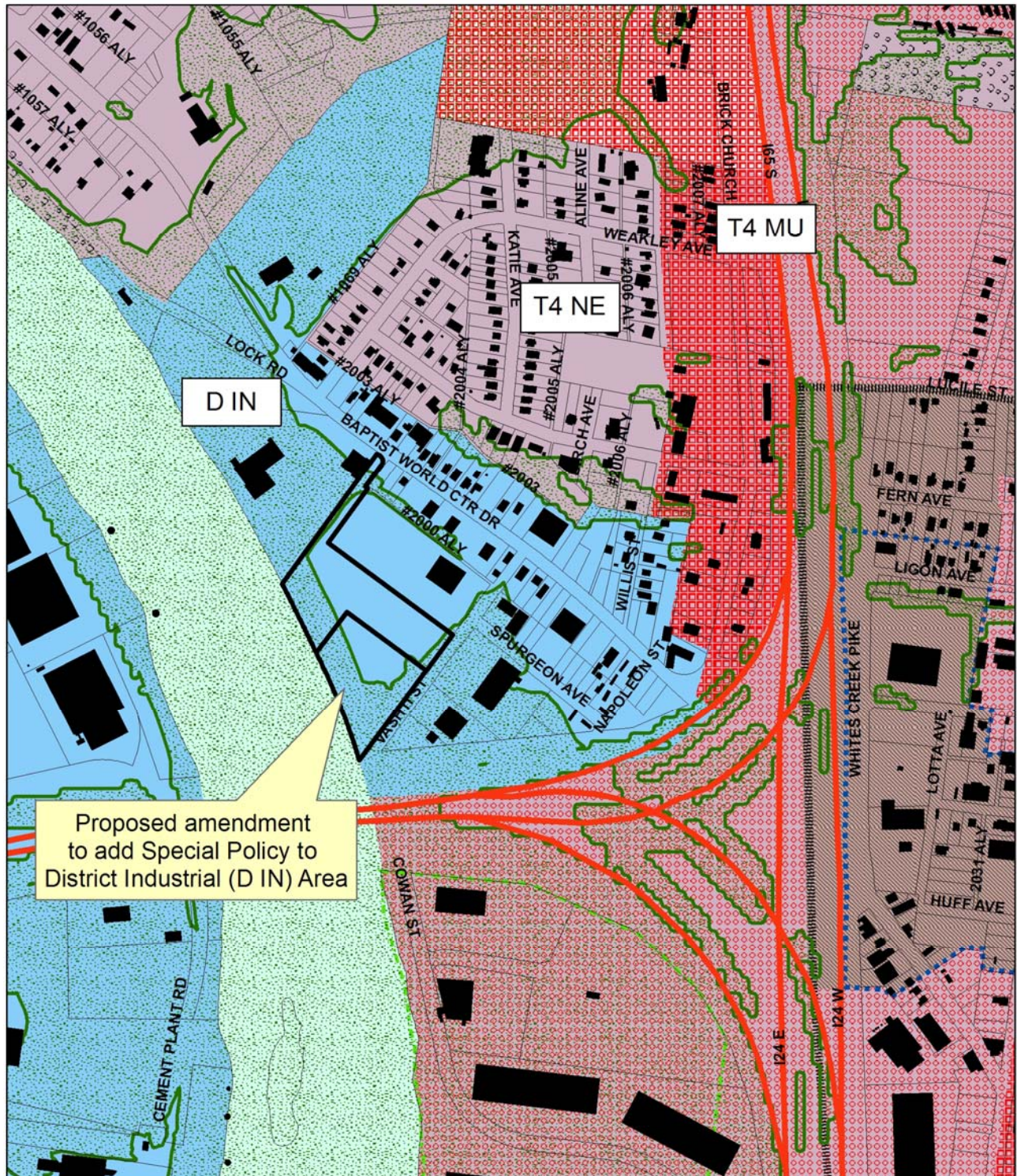
## **PREVIOUSLY DEFERRED ITEMS**

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





# Metro Planning Commission Meeting of 03/12/2015



**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, and the February 26, 2015, Planning Commission meetings.

**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:



## Metro Planning Commission Meeting of 03/12/2015

- *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



## Metro Planning Commission Meeting of 03/12/2015

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.





## **Metro Planning Commission Meeting of 03/12/2015**

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**

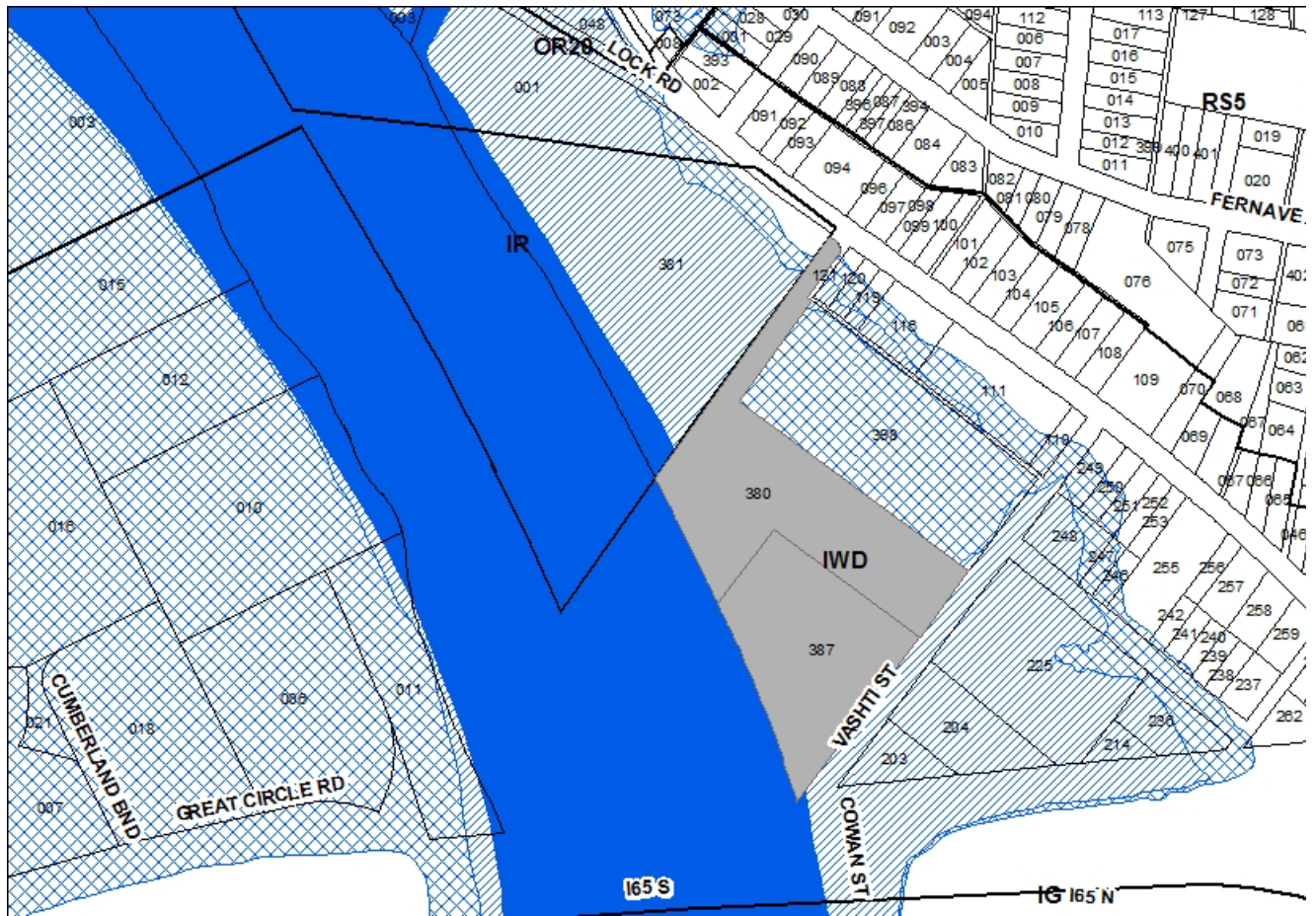
Staff recommends amending the existing District Industrial policy for the properties to include a special policy for the area as noted above finding that the operational characteristics of concrete batch plant are not a deviation from what is currently anticipated in the District Industrial Policy, and 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 03/12/2015



**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, and the February 26, 2015, Planning Commission meetings.

**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.



# Metro Planning Commission Meeting of 03/12/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 03/12/2015

### **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 batch plant operation at 1436 Cowan Court, approximately one mile south of the proposed site.

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 trees, 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





## **Metro Planning Commission Meeting of 03/12/2015**

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 be limited to between 6:00 am and 5:00 pm, Monday through Friday, and 7:00 am to 12:00 pm on Saturdays, in order to protect the surrounding neighborhood from undesirable noise and disturbances at irregular hours.

Because of the plan to extend Nashville's Greenway system along this stretch of the riverfront as detailed in the Greenways Master Plan, staff recommends a condition that the applicant shall dedicate a Conservation Greenway Public Access Trail Easement Area within the floodway plus an additional 75 feet in order to buffer the greenway from the proposed operation.

### **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. The applicant shall dedicate a Conservation Greenway Public Access Trail Easement Area including all of the floodway plus 75 feet along the entire length of the property abutting the riverfront.

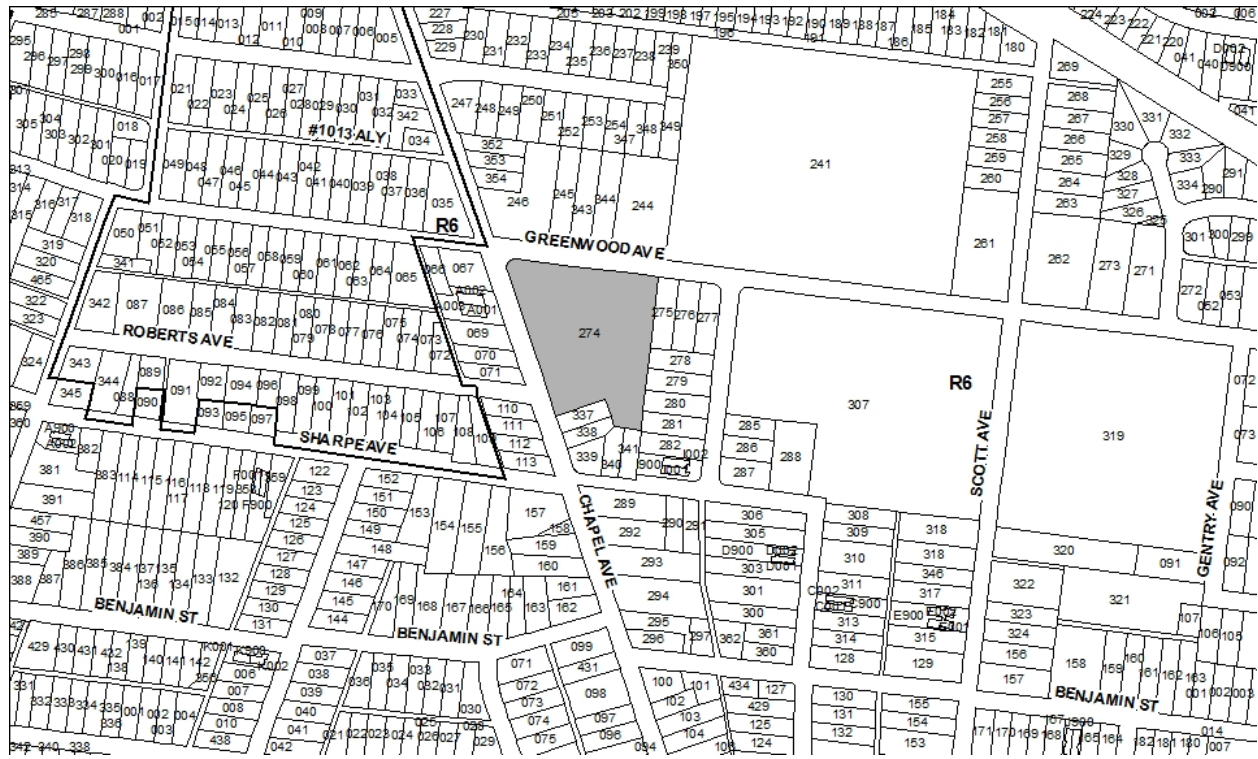


## Metro Planning Commission Meeting of 03/12/2015

3. Operating hours are limited to 6:00 am- 5:00 pm, Monday through Friday, and 7:00 am to 12:00 pm on Saturdays.
4. 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.
5. All lighting shall be projected downward and shall not project onto adjacent properties.
6. Total height, including the silo and required air pollution control device, is limited to 73 feet.
7. Permitted are all uses under IWD zoning and concrete batch plant.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. 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.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 03/12/2015



**2015CP-005-002**

EAST NASHVILLE COMMUNITY PLAN

Map 083-02, Parcel(s) 274

05, East Nashville

06 (Peter Westerholm)





**Project No.** Major Plan Amendment 2015CP-005-002  
**Project Name** East Nashville Plan Amendment  
**Council District** 6 – Westerholm  
**School District** 5 – Kim  
**Requested by** Dale and Associates, applicant; Greenwood Villages, LLC, owner.

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

**Staff Reviewer** Wood  
**Staff Recommendation** *Defer to the April 9, 2015, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Change the policy from Urban Neighborhood Maintenance to Urban Neighborhood Center.**

Major Plan Amendment

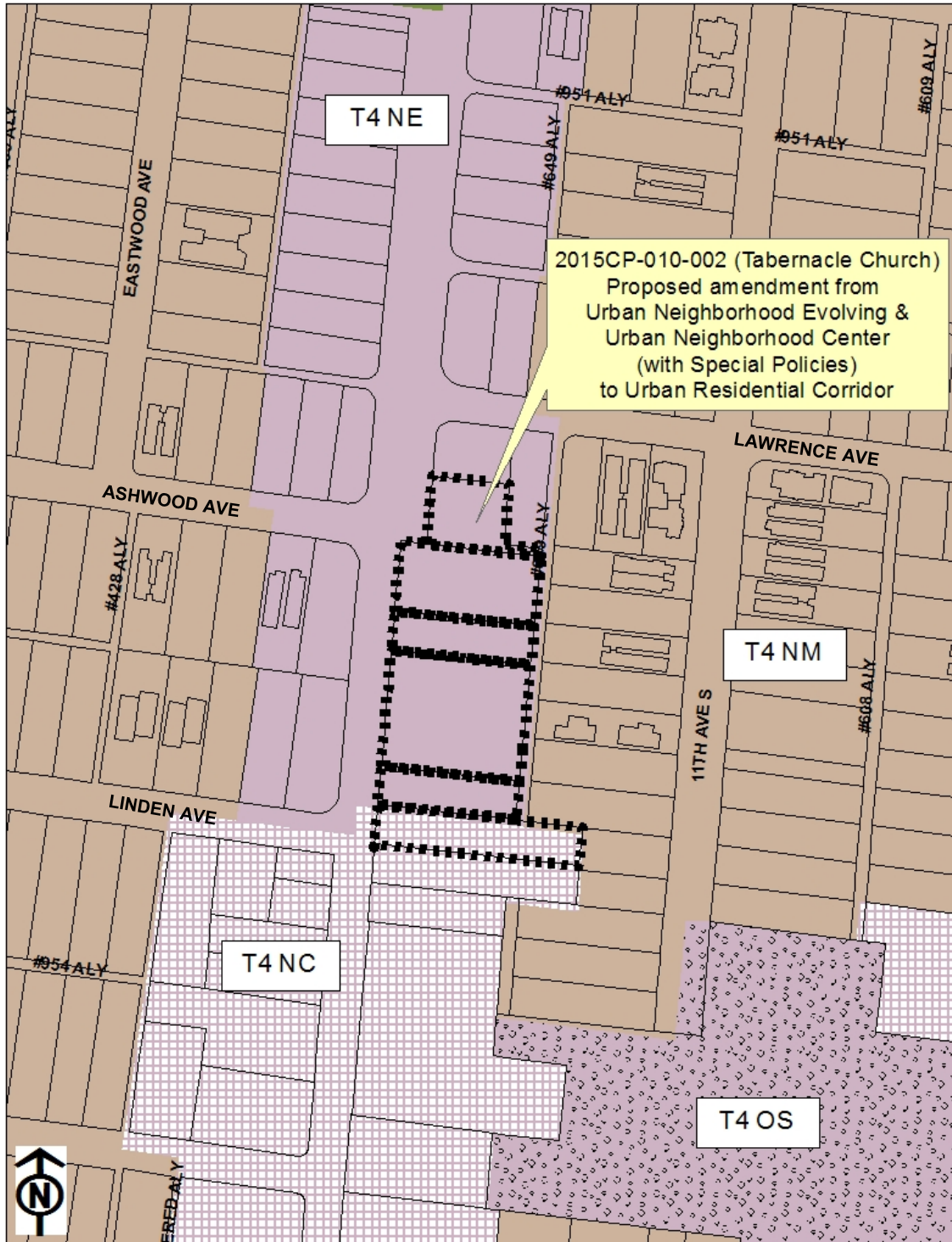
A request to amend the East Nashville Community Plan: 2006 Update by changing the Community Character Policy from T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Center for property located at 1716 Greenwood Avenue, located at the southeast corner of Greenwood Avenue and Chapel Avenue.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 9, 2015, Planning Commission meeting.



# Metro Planning Commission Meeting of 03/12/2015



**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, and February 26, 2015, Planning Commission meetings.

**Staff Reviewer** McCaig  
**Staff Recommendation** *Approve. However, this plan amendment will not support 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 12<sup>th</sup> Avenue South Corridor Detailed Neighborhood Design Plan.**

Minor Plan Amendment

A request to amend the 12<sup>th</sup> 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 and Urban Neighborhood Center policies with Special Policies to Urban Residential Corridor policy for property located at 2206-2220 12<sup>th</sup> Avenue South, approximately 140 feet east of 12<sup>th</sup> 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.



## Metro Planning Commission Meeting of 03/12/2015

Special Policies: The *12<sup>th</sup> 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 12<sup>th</sup> 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 *12<sup>th</sup> 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 12<sup>th</sup> 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.



## Metro Planning Commission Meeting of 03/12/2015

### **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 12<sup>th</sup> 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 *12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> 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.





## Metro Planning Commission Meeting of 03/12/2015

### **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 12<sup>th</sup> 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 12<sup>th</sup> 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.

While the applicant has not requested to amend the existing 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. This height limit is intended to keep a neighborhood scale along this portion of 12 Ave South.

### **STAFF RECOMMENDATION**

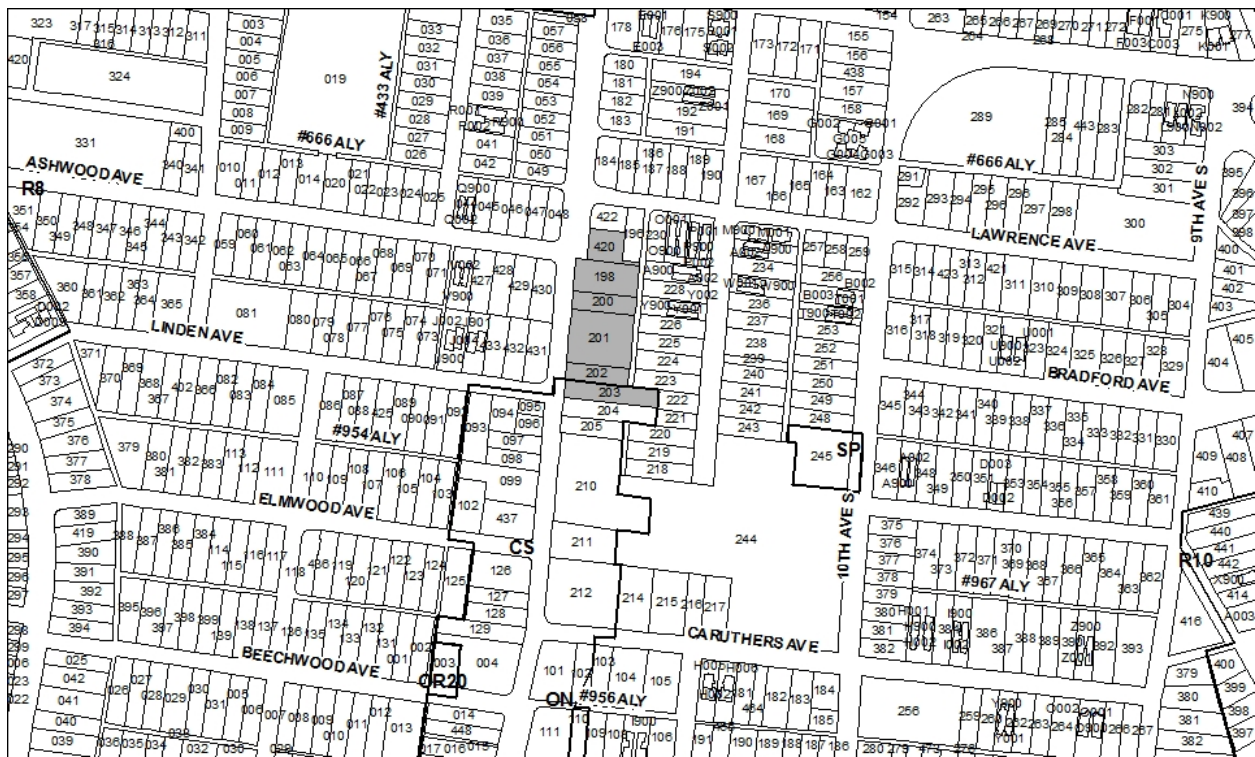
Staff recommends approval of the plan amendment application as it reflects the area's recommended policy change as part of NashvilleNext.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 03/12/2015



**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, and February 26, 2015, Planning Commission meetings.

**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 12<sup>th</sup> 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.

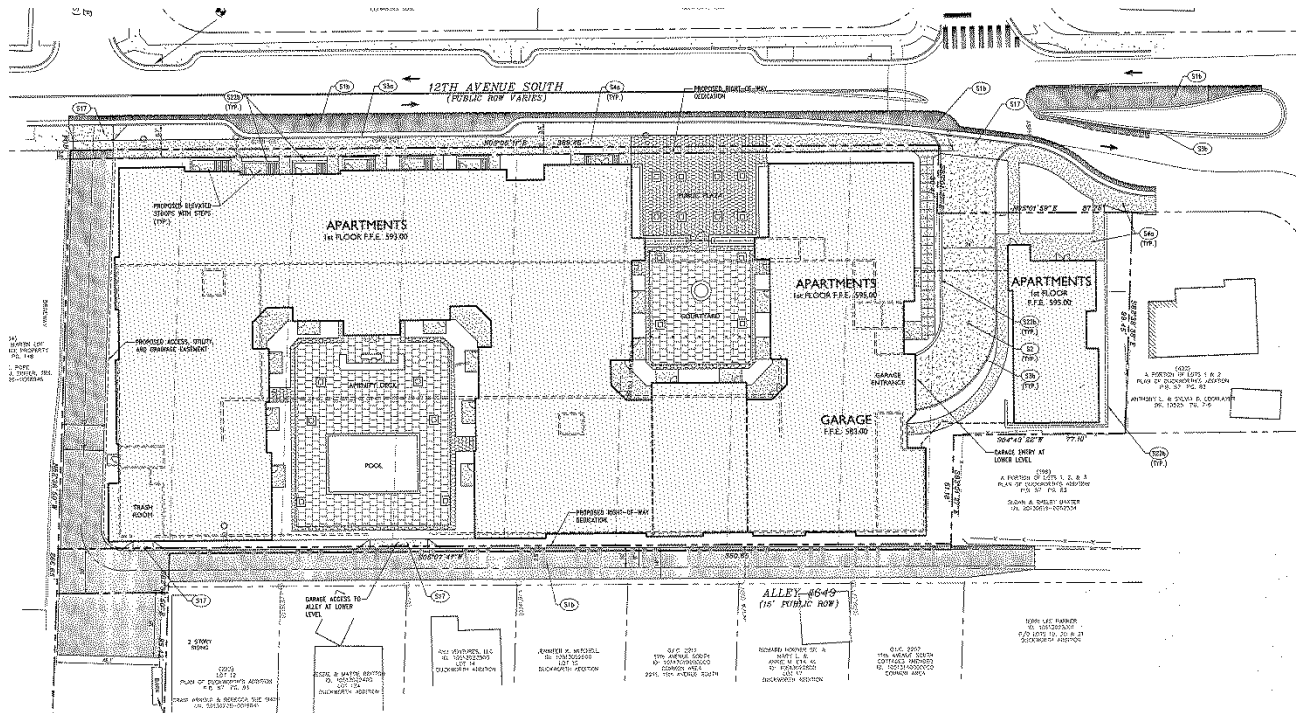
**GREEN HILLS MIDTOWN COMMUNITY PLAN**

**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.



# Metro Planning Commission Meeting of 03/12/2015



**Proposed Site Plan**



**Proposed 12<sup>th</sup> Avenue S Elevation**





## Metro Planning Commission Meeting of 03/12/2015

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 *12<sup>th</sup> 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 12<sup>th</sup> 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 *12<sup>th</sup> 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 12<sup>th</sup> Avenue



## Metro Planning Commission Meeting of 03/12/2015

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?

No. The proposed development is not consistent with the Special Policy 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 12<sup>th</sup> 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 12<sup>th</sup> 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 4<sup>th</sup> story of residential. The building will read as 4 stories on the alley with an additional 5<sup>th</sup> story beyond the stepback.

Vehicular access is being proposed at 2 points along 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> Avenue South.



## **Metro Planning Commission Meeting of 03/12/2015**

### **ANALYSIS**

The height of the building exceeds the maximum height in the policy. 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 12<sup>th</sup> Avenue South to 11<sup>th</sup> 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 existing 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.



## Metro Planning Commission Meeting of 03/12/2015

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.

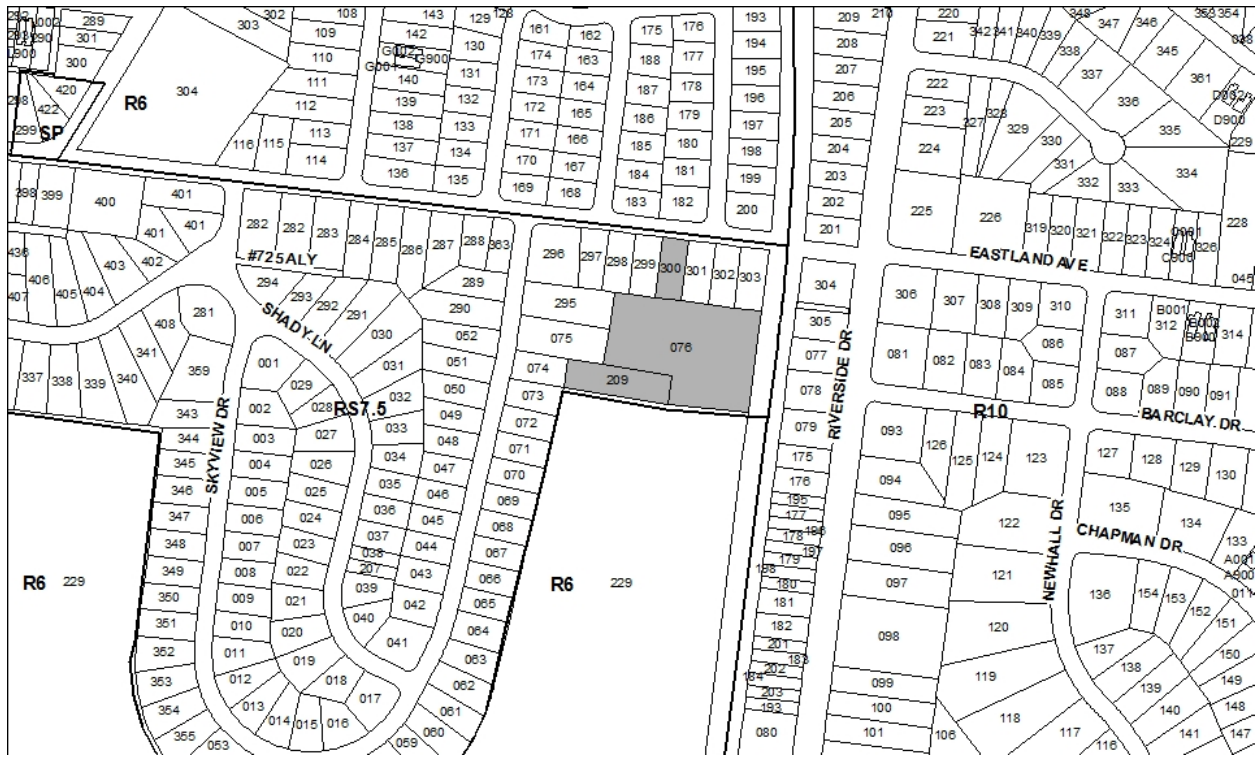


**SEE NEXT PAGE**





# Metro Planning Commission Meeting of 03/12/2015



**2014SP-085-001**

2208 EASTLAND AVENUE

Map 083-07, Parcel(s) 300

Map 083-11, Parcel(s) 076, 209

05, East Nashville

06 (Peter Westerholm)



**Project No.** 2014SP-085-001  
**Project Name** 2208 Eastland Avenue  
**Council District** 6 – Westerholm  
**School District** 5 – Kim  
**Requested by** Dale and Associates, applicant; Upside, LLC, owner.

**Deferrals** This case was deferred from the December 11, 2014, and the February 12, 2015, Planning Commission meetings.

**Staff Reviewer** Sajid  
**Staff Recommendation** *Defer to the March 26, 2015, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Preliminary SP to permit up to 24 residential units.**

Preliminary SP

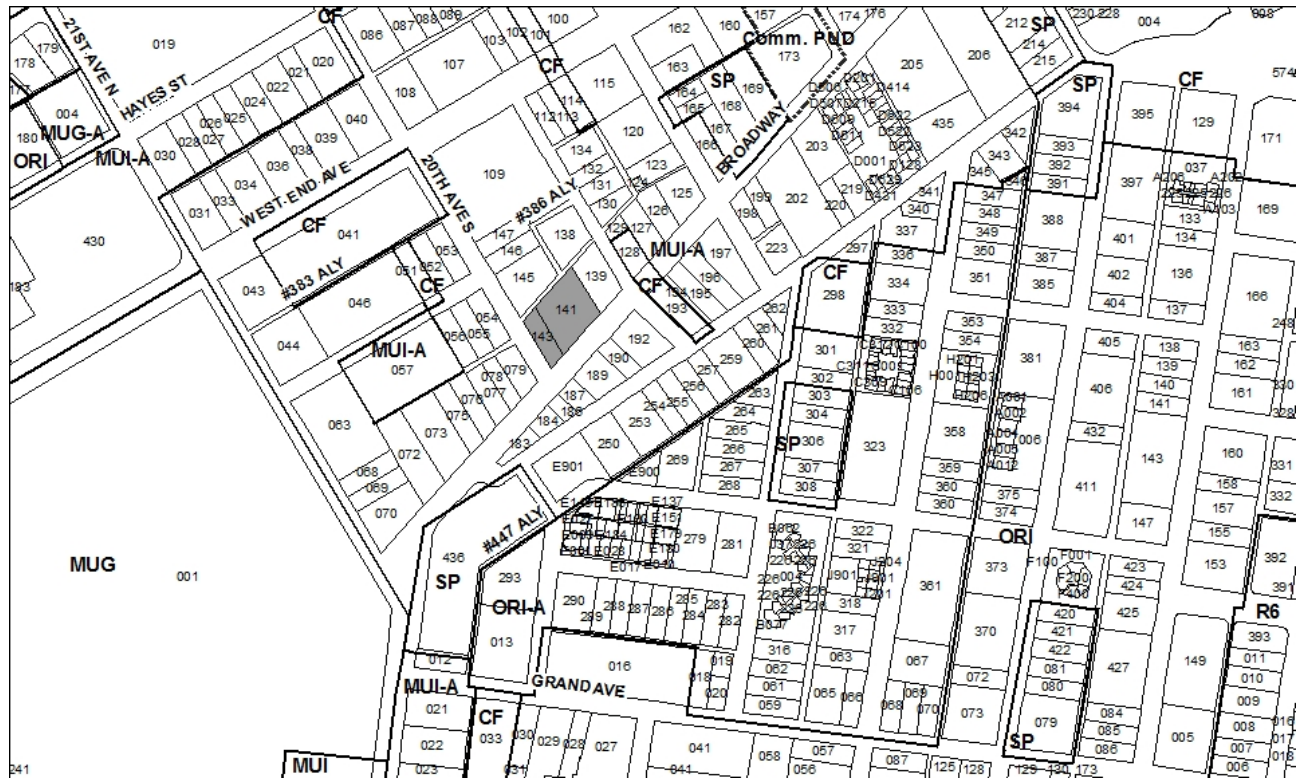
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Residential (SP-R) zoning for properties located at 2208 Eastland Avenue and Skyview Drive (unnumbered), approximately 775 feet west of Riverside Drive, (3.27 acres), to permit up to 24 detached dwelling units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 26, 2015, Planning Commission meeting as requested by the applicant in order to complete the detailed environmental assessment requested by the Planning Commission.



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-016-001**  
1922 BROADWAY  
Map 092-16, Parcel(s) 141, 143  
10, Green Hills – Midtown  
19 (Erica S. Gilmore)



**Project No.** Specific Plan 2015SP-016-001  
**Project Name** 1922 Broadway  
**Council District** 19 – Gilmore  
**School District** 8 – Pierce  
**Requested by** Land Development.com, applicant; 1918 Broadway, LLC, and Land Development.com, owners.

**Deferrals** This request was previously deferred from the February 12, 2015, MPC meeting.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the April 9, 2015, Planning Commission meeting.*

---

**APPLICANT REQUEST**  
**Preliminary SP to permit a mixed-use development.**

Preliminary SP

A request to rezone from Mixed-Use-Alternative (MUI-A) to Specific Plan – Mixed-Use (SP-MU) zoning for properties located at 1918 and 1922 Broadway, at the corner of Broadway and 20th Avenue South, (0.68 acres), to permit a mixed-use development.

**Existing Zoning**

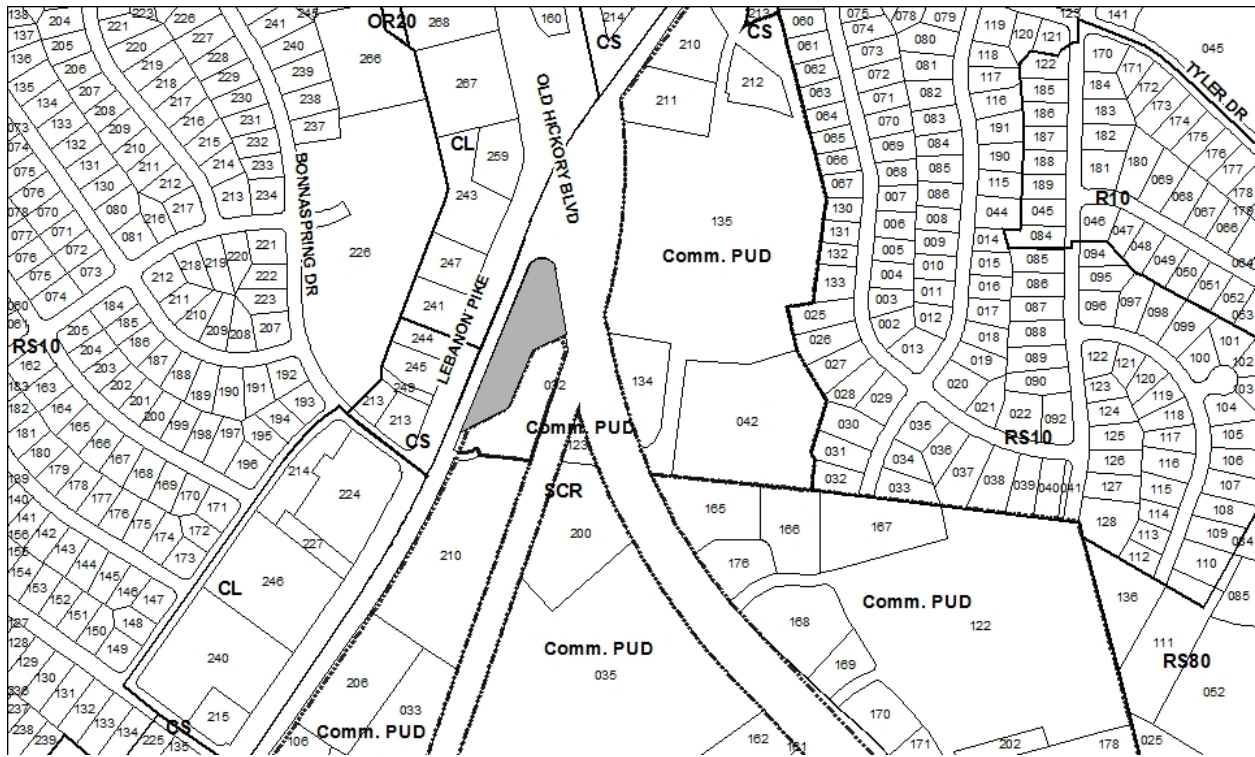
Mixed Use Intensive-Alternative (MUI-A) is intended for a high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 9, 2015, Planning Commission meeting as requested by the applicant.



# Metro Planning Commission Meeting of 03/12/2015



**128-78G-001**

**HERMITAGE BUSINESS CENTER PUD (AMENDMENT)**

Map 075, Parcel(s) 032

14, Donelson - Hermitage

14 (James Bruce Stanley)





**Project No.** **Planned Unit Development 128-78G-001**  
**Project Name** **Hermitage Business Center (Amendment)**  
**Council District** 14-Stanley  
**School District** 4-Shepherd  
**Requested by** Civil Site Design Group, PLLC, applicant; Richard H. Watts Family Ltd. Partnership, owner.

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

**Staff Reviewer** Milligan  
**Staff Recommendation** *Defer to the April 23, 2015, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Amend PUD to add 1.2 acres to the existing commercial PUD.**

Amend PUD

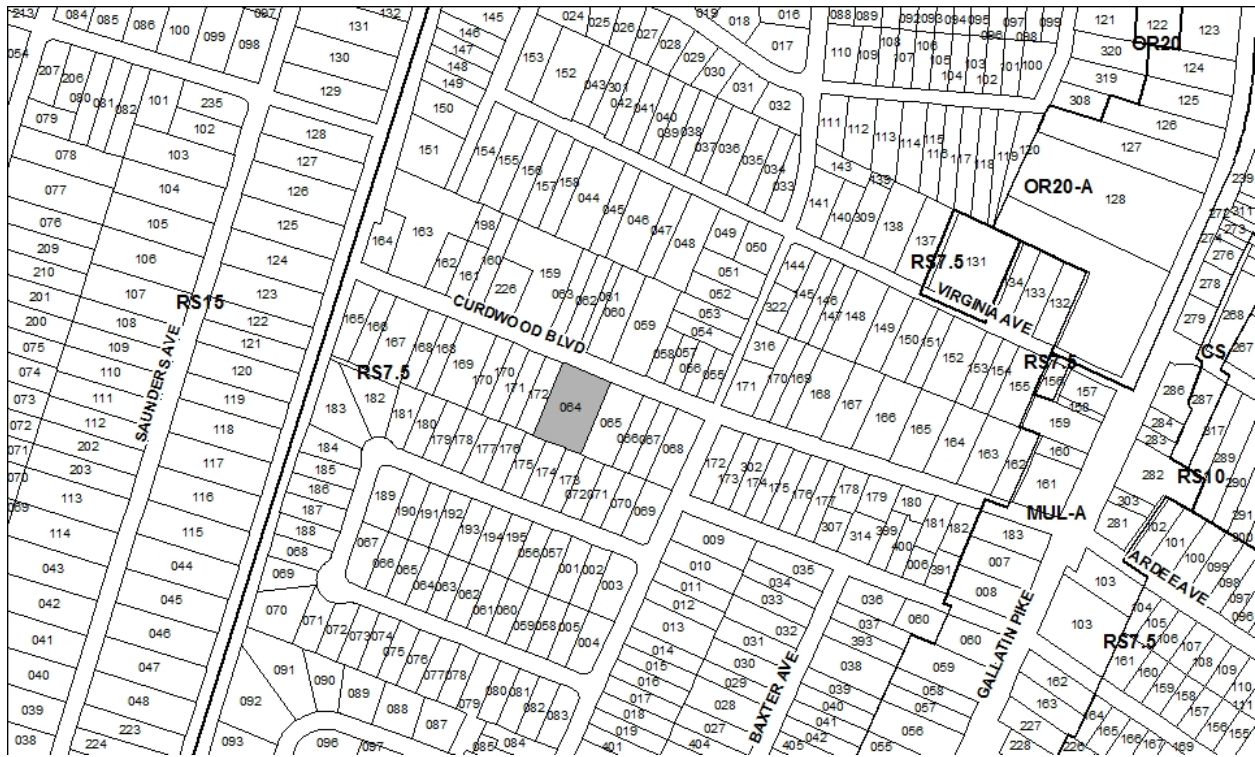
A request to amend the Hermitage Business Center Commercial Planned Unit Development Overlay District for a portion of property located at 4001 Lebanon Pike, at the corner of Lebanon Pike and Old Hickory Boulevard, zoned Shopping Center Regional (SCR), to add 1.2 acres to the boundary of the PUD.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 23, 2015, Planning Commission meeting.



# Metro Planning Commission Meeting of 03/12/2015



**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, the February 12, 2015, and the February 26, 2015, Planning Commission meetings.

**Staff Reviewer** Deus  
**Staff Recommendation** *Defer to the March 26, 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**

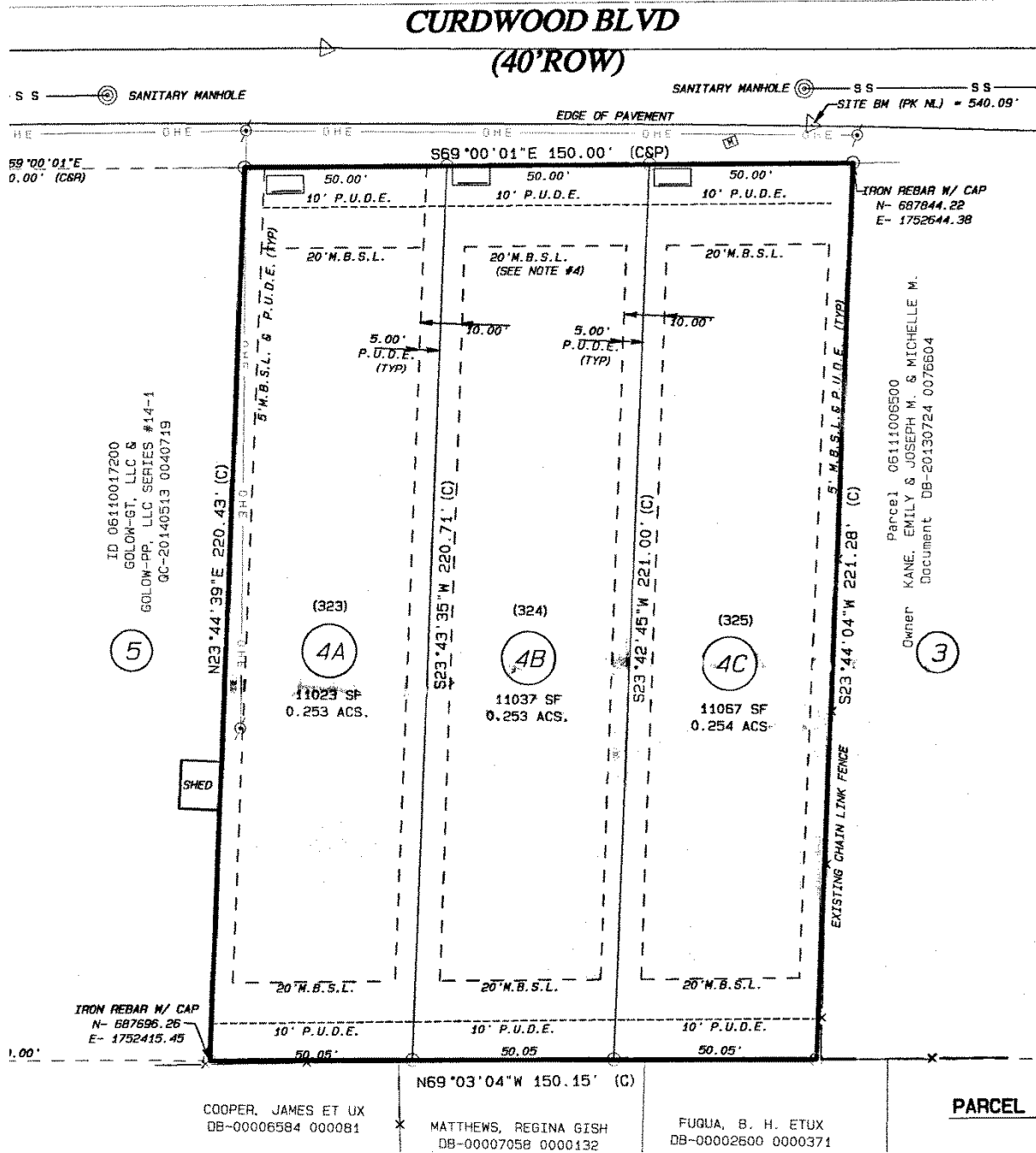
The applicant has requested final plat approval to create three lots where only one lot currently exists. The property is considered an infill subdivision under Section 3.5 of the Subdivision Regulations and must comply with the criteria for determining lot compatibility in Neighborhood Maintenance area.

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.



# Metro Planning Commission Meeting of 03/12/2015



Proposed Subdivision



## Metro Planning Commission Meeting of 03/12/2015

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.

<b>Frontage Analysis</b>	
<b>Proposed Lots</b>	<b>50.00'</b>
70 % Average	45.26'
Smallest Surrounding Parcel	<b>50.00'</b>

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.

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

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

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

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.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

**No Exception Taken**



## Metro Planning Commission Meeting of 03/12/2015

### **STORMWATER RECOMMENDATION**

**Approved**

### **WATER SERVICES RECOMMENDATION**

**Returned**

Adjust the existing public sewer layout, as marked. Add the private sewer service line easement and note to the plat, as marked. Update the plat to reflect the approved construction plans. Approval is contingent on construction and completion of MWS project #'s 15-SL-12. A bond value of \$7,000 has been assigned to this project. The required 30% capacity fees must be paid prior to plat approval.

These comments apply to Metro Water Services' public sewer and water utility issues only.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 26, 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.

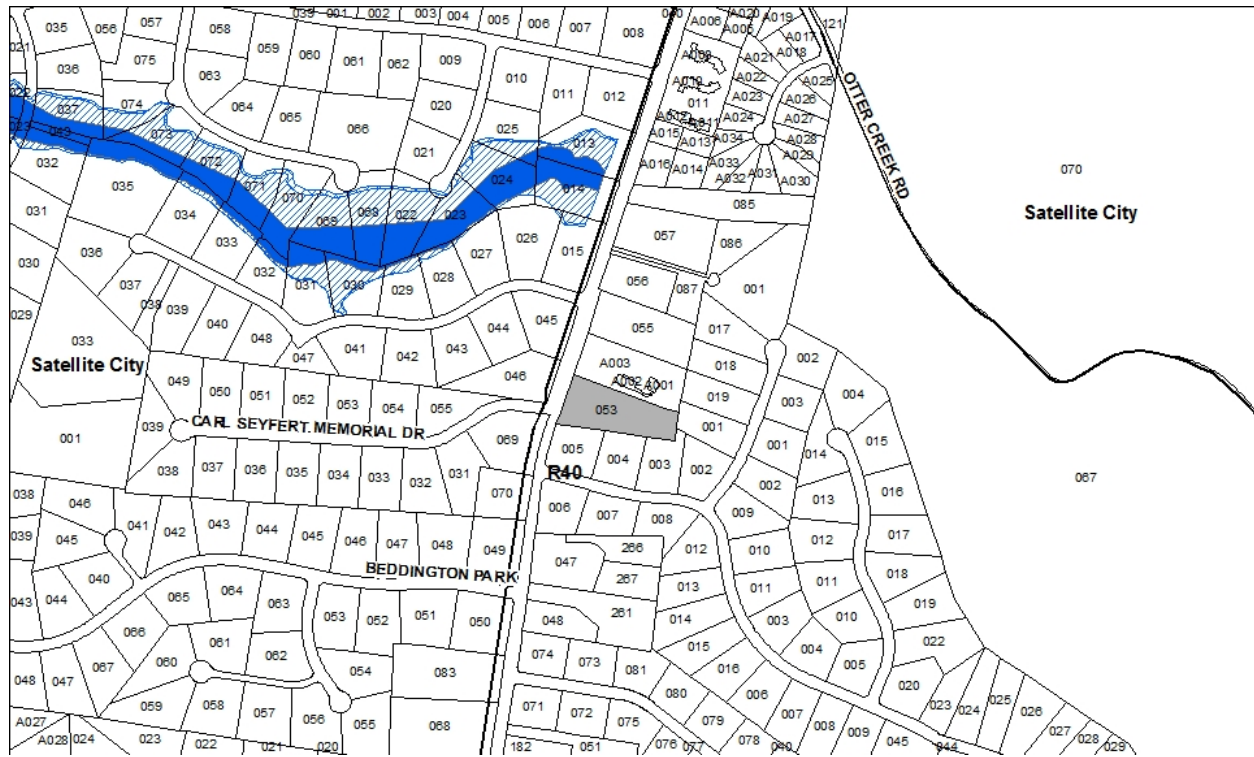


**SEE NEXT PAGE**





# Metro Planning Commission Meeting of 03/12/2015



**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 ux, owners.

**Deferrals** This request was deferred from the February 26, 2015, Commission meeting at the request of the applicant.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the March 26, 2015, Planning Commission meeting.*

---

**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 26, 2015, Planning Commission meeting as requested by the applicant.



**SEE NEXT PAGE**

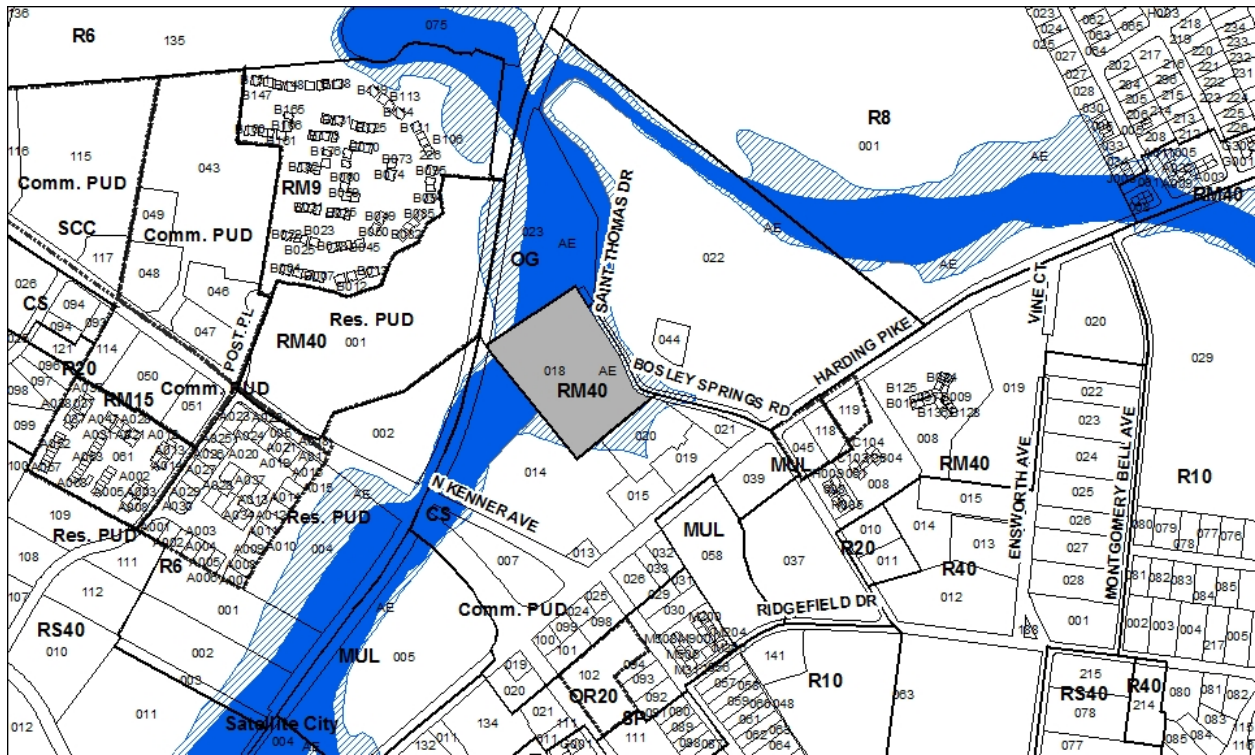


## **RECOMMENDATIONS TO METRO COUNCIL**

- **Specific Plans**
- **Zone Changes**



# Metro Planning Commission Meeting of 03/12/2015



**2013SP-018-001**

**SAINT THOMAS HOSPITAL DISTRICT**

Map 103-15, Parcel(s) 018

10, Green Hills - Midtown

24 (Jason Holleman)



**Project No.** Specific Plan 2013SP-018-001  
**Project Name** St. Thomas Hospital  
**Council District** 24 – Holleman  
**School District** 9 – Frogge  
**Requested by** Civil Site Design Group, applicant, Saint Thomas Hospital, owner.

**Deferrals** This request was deferred at the May 9, 2013, Planning Commission meeting at the request of the applicant.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the April 23, 2015, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Preliminary SP to permit a mixed-use development.**

Preliminary SP

A request to rezone from Multi-Family Residential (RM40) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 109 Bosley Springs Road, approximately 530 feet west of Harding Pike and located within the Harding Town Center Urban Design Overlay District (7.0 acres), to permit a mixed use development consistent with the Harding Town Center UDO.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 23, 2015, Planning Commission meeting. A Traffic Impact Study (TIS) is required by Public Works and at this time a TIS has not been submitted to Public Works for review. Given the nature of this proposal, planning staff finds that it is appropriate for a TIS to be completed and reviewed by Public Works prior to being placed on a MPC agenda.



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-001-001**

THE ROW AT 6TH & GARFIELD

Map 081-08, Parcel(s) 445-446, 448, 450-451

08, North Nashville

19 (Erica S. Gilmore)





<b>Project No.</b>	<b>Zone Change 2015SP-001-001</b>
<b>Project Name</b>	<b>The Row at 6<sup>th</sup> &amp; Garfield</b>
<b>Council District</b>	19 - Gilmore
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Dale and Associates, applicant; Bryan Development, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change to permit twenty multifamily 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 1700, 1702, 1706, 1710 and 1712 6th Avenue North, at the northeast corner of 6th Avenue North and Garfield Street, (1.01 acres), to permit up to 20 multi-family 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 7 lots with 1 duplex lot for a total of 9 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 attached residential buildings.

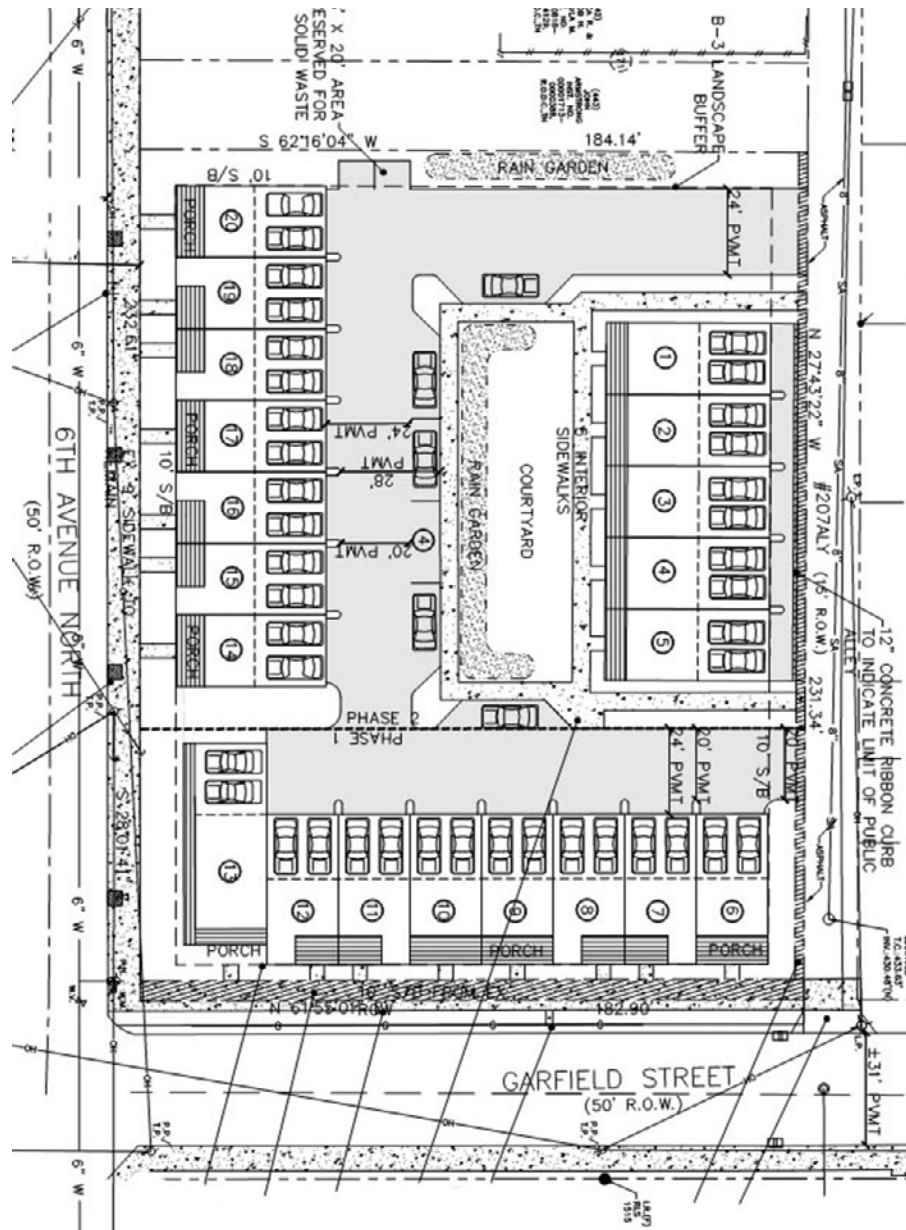
**CRITICAL PLANNING GOALS**

- Supports a Variety of Transportation Choices
- Creates Walkable Neighborhoods
- Provides a Range of Housing 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 the southern side of the SP, along Garfield Street. Increased intensity through infill development makes bus service and similar transit services more feasible because it generates more riders. A new sidewalk along Garfield Street will provide an improved pedestrian connection by providing pedestrians safe and access to other areas.



# Metro Planning Commission Meeting of 03/12/2015



Proposed Site Plan





## Metro Planning Commission Meeting of 03/12/2015

### **NORTH NASHVILLE 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.

#### **Proposed Policy**

No change proposed.

#### Consistent with Policy?

Yes. The policy supports residential uses, including multifamily residential. The plan provides an urban form by placing the buildings along Garfield Street and 6<sup>th</sup> Avenue North and providing a private drive from the alley to access the buildings. The proposed multifamily residential units provide that mixture of housing types in a strategic location within North Nashville.

### **PLAN DETAILS**

This site is located at the northeast corner of Garfield and 6<sup>th</sup> Avenue North, in north Nashville. The site consists of five existing parcels located at 1700, 1702, 1706, 1710 and 1712 6<sup>th</sup> Avenue South. 1702, 1706, 1710 and 1712 6<sup>th</sup> Avenue North have existing duplex dwellings; 1700 6<sup>th</sup> Avenue South is vacant. The parcels are within the Salemtown Worthy of Conservation District. However, the structures on these parcels have been determined to be non-contributing structures.

The proposed SP includes 20 multifamily dwelling units. Eight attached units will front Garfield Street, seven attached units will front 6<sup>th</sup> Avenue South and five attached units will front a courtyard within the SP. The SP will be completed in two phases. Phase 1 will include the eight attached dwelling units fronting Garfield Street. Phase 2 will include the remaining 12 units.

The existing alley will provide two vehicular access points to the proposed dwelling units. The five attached units fronting the courtyard will have garage access off the existing alley. All units will have a two-car garage and six surface parking spaces have been provided on-site. A minimum of five bike parking spaces have been added near the courtyard, providing transportation options to the future residents. A "B-3" type landscape buffer will be installed along the northern property line to buffer the existing structures to the north of the site. Additional landscaping will be placed within the SP.

Garfield Street is a collector street that provides circulation within and between neighborhoods in North Nashville. This SP includes an eight foot sidewalk and a four foot planting street along Garfield Street as the Major and Collector Street Plan (MCSP) requires. The tree wells will be added to the existing sidewalk along 6<sup>th</sup> Avenue North. A five foot sidewalk shall be installed between units 13 and 14, to provide a pedestrian connection to 6<sup>th</sup> Avenue North. A sidewalk connection shall be made from the courtyard side walk to the sidewalk between units 13 and 14.



## **Metro Planning Commission Meeting of 03/12/2015**

The properties within the SP have been designated as Worthy of Conservation by the Metro Historic Zoning Commission. The structures located on these parcels have been identified as non-contributing structures by the Metro Historic Zoning Commission. Architectural standards have been included on the plan and elevations will be provided with the final site plan. The standards include that buildings 1-5 shall have porches on the courtyard side, as well as the standard façade requirements. The proposed residential units shall have a maximum height limitation of 45 feet measured to roofline.

### **ANALYSIS**

The SP is consistent with the T4 Neighborhood Evolving policy and meets several critical planning goals. The twenty multifamily residential units will provide a well-designed development within along the Garfield Street corridor.

### **HISTORIC ZONING COMMISSION RECOMMENDATION**

#### **Approved**

- Within Salemtown WOC District, but parcels are vacant or contain non-contributing properties.

### **FIRE MARSHAL RECOMMENDATION**

**N/A**

### **STORMWATER RECOMMENDATION**

**Approved**

### **WATER SERVICES RECOMMENDATION**

**Approved**

- Approved as a Preliminary SP only. Public utility construction plans must be approved before the Final SP can be approved

### **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.
- Indicate dumpster and recycling container location onsite ~ indicate that they must be installed with phase 1



# Metro Planning Commission Meeting of 03/12/2015

## 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)	1.01	7.26 D	8 U *	77	6	9

\*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)	1.01	-	20 U	159	15	17

## 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
-	-	-	+ 12 U	+82	+9	+8

## METRO SCHOOL BOARD REPORT

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

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

Based on data from the Metro School Board last updated September 2014, the proposed SP permitting up to twenty multifamily residential dwelling units will not generate additional students from what is generated by the existing R6 zoning district.

## STAFF RECOMMENDATION

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

## CONDITIONS

1. Uses within this SP shall be limited to a maximum of 20 multifamily 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 RM20-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 five foot sidewalk shall be installed between units 13 and 14 and connect to 6<sup>th</sup> Avenue North. Sidewalk connection shall be installed from the courtyard sidewalk to the sidewalk between units 13 and 14.



## Metro Planning Commission Meeting of 03/12/2015

5. No structure shall be more than three stories and shall be limited to a maximum height of 45 feet, measured to the roofline. Building elevations for all street and courtyard facing facades shall be provided with the final site plan. Buildings 1-5 shall have porches on the courtyard side. 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 dormers.
  - 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.
6. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
7. The preliminary SP plan approved by the metropolitan council is of such detail that the executive director of the planning department or his designee may waive the submittal of a final site plan.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

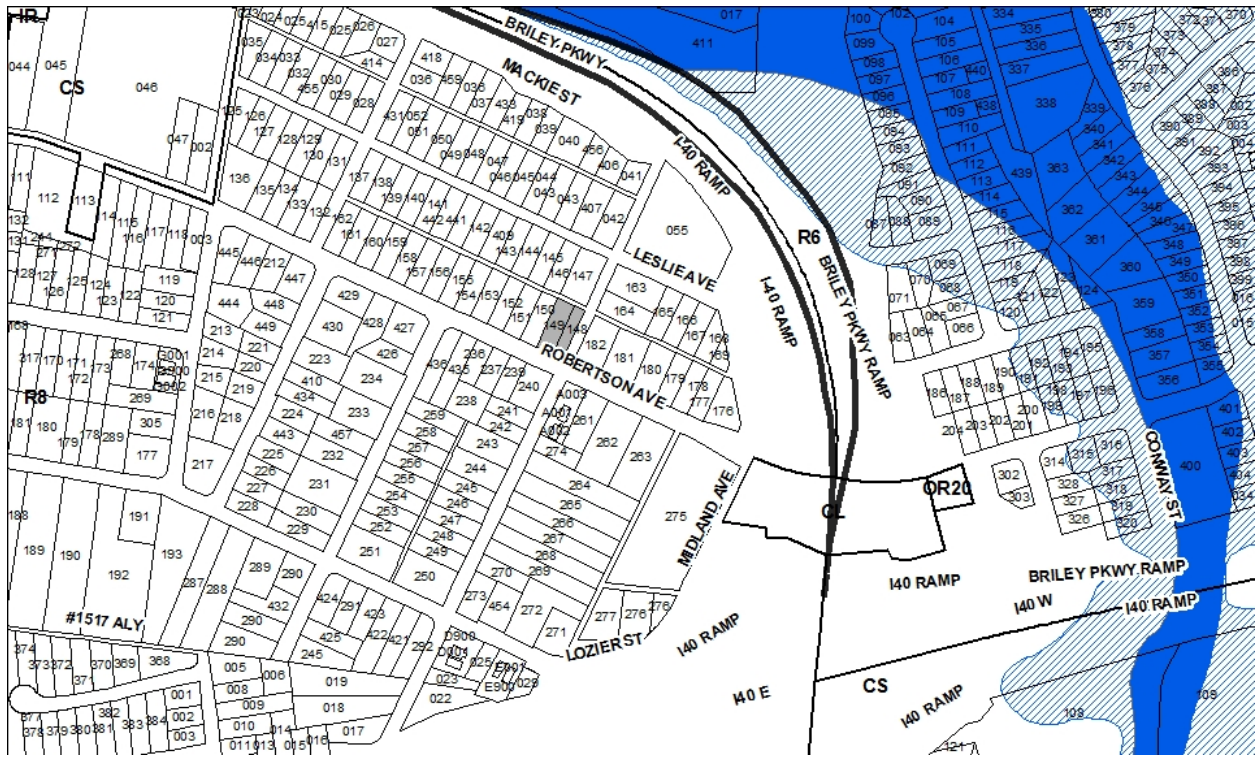


**SEE NEXT PAGE**





# Metro Planning Commission Meeting of 03/12/2015



**2015SP-014-001**

**SNYDER COURT**

Map 091-10, Parcel(s) 148-149

07, West Nashville

20 (Buddy Baker)



<b>Project No.</b>	<b>2015SP-014-001</b>
<b>Project Name</b>	<b>Snyder Court</b>
<b>Council District</b>	20 – Baker
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Dale and Associates, applicant; Nuck & Beal, LLC, owners.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to 4 detached residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning for properties located at 5800 and 5802 Robertson Avenue, at the northwest corner of Robertson Avenue and Snyder Avenue, (0.28 acres), to permit up to 4 detached residential 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 1 lot with 1 duplex lot for a total of 2 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

The proposed SP creates an opportunity for infill housing in an area that is served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure.

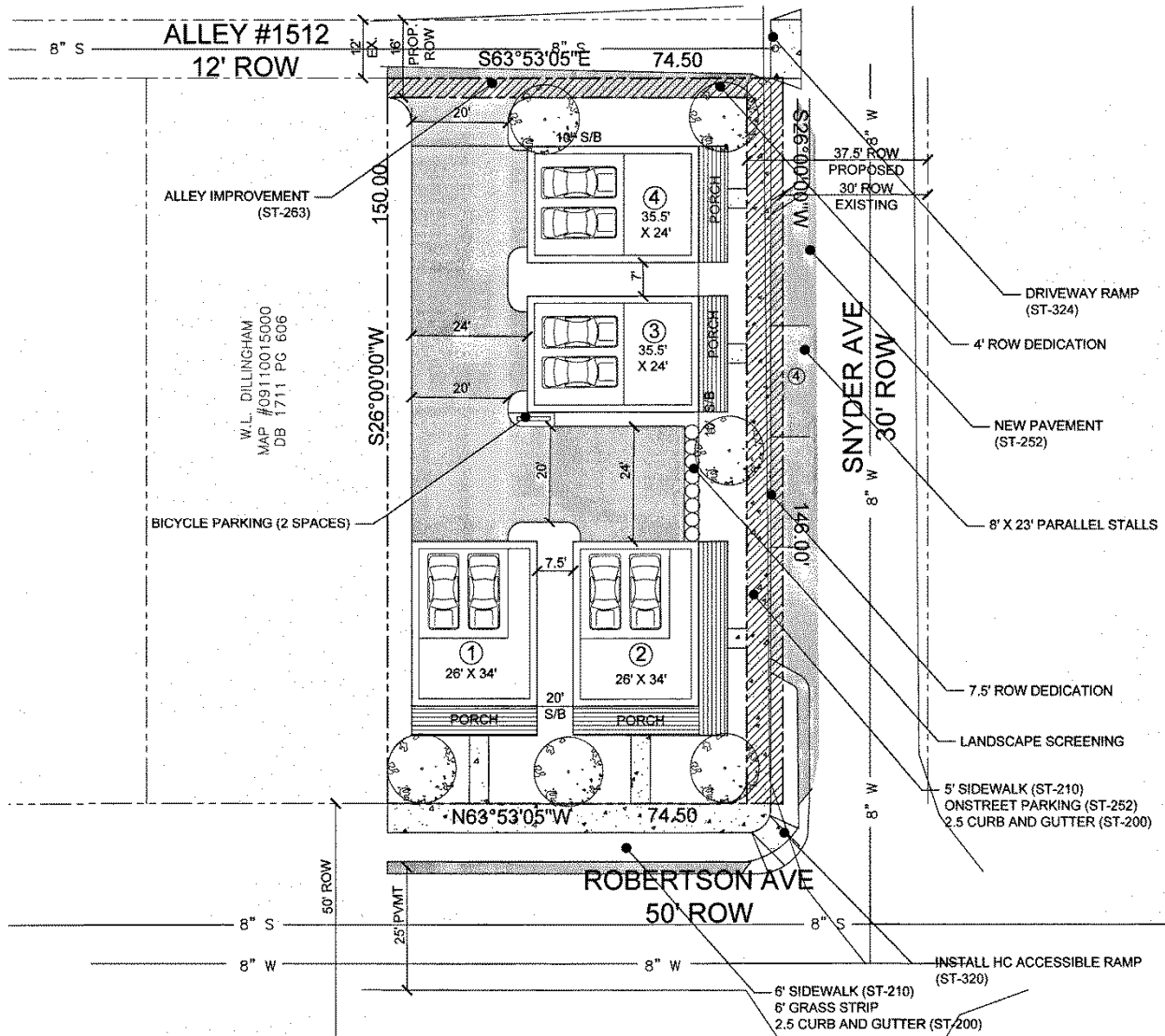
**WEST NASHVILLE COMMUNITY PLAN**

**Existing 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.



# Metro Planning Commission Meeting of 03/12/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 03/12/2015

### **DRAFT Preferred Future Policy**

No change proposed.

#### Consistent with Policy?

Yes, the SP is consistent with the Urban Neighborhood Evolving policy. 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 mixture of housing types. In addition, the subject property is located along Robertson Avenue which is classified as a collector street.

### **PLAN DETAILS**

The site is located at the northwest corner of the intersection of Robertson Avenue and Snyder Avenue. Surrounding zoning includes R8, and the area is characterized by a mixture of housing types. Access to the property is from the existing improved alley that abuts the site to the north.

#### Site Plan

The plan proposes 4 detached residential units with two units fronting Robertson Avenue and two units fronting Snyder Avenue. Unit 2 includes a side façade oriented toward Snyder Avenue and incorporates a wraparound porch 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. The maximum height for all units is 3 stories in 35' to the roof ridgeline. Staff recommends that the plan incorporate a Type A-3 landscape buffer yard between the site and the existing single-family residential to the west.

Parking for the units is provided in garages and surface parking, and on-street parking will be available for guests. The SP proposes to widen the road and construct sidewalks along the Snyder Avenue frontage and improve the existing sidewalk at Robertson Avenue to the standards of the Major and Collector Street Plan.

### **ANALYSIS**

The proposed SP is consistent with Urban Neighborhood Evolving land use policy and meets a critical planning goal. Therefore, staff recommends approval with conditions and disapproval without all conditions.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Conditional if approved**

- Offsite storm improvements may be required (to be determined during Construction Drawing Review).



# Metro Planning Commission Meeting of 03/12/2015

## TRAFFIC & PARKING RECOMMENDATION

No exception taken

## WATER SERVICES RECOMMENDATION

Approve

- Approved as a Preliminary SP only. If needed, public construction plans must be submitted and approved prior to Final SP approval. The required capacity fees should be paid prior to Final SP stage.

## PUBLIC WORKS RECOMMENDATION

Approve

- 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, indicate installation of on-street parking.

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)	0.28	5.44 D	2 U *	20	2	3

\*Based on one two-family lot.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.28	-	5 U	48	4	6

Traffic changes between maximum: **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
-	-	-	+ 3 U	+28	+2	+3

## SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district would generate one more students than what is typically generated under the existing R6 zoning district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. Cockrill Elementary School and Pearl-Cohn High School have been identified as over capacity. There is capacity within the cluster for additional elementary school students. 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.



## Metro Planning Commission Meeting of 03/12/2015

### STAFF RECOMMENDATION

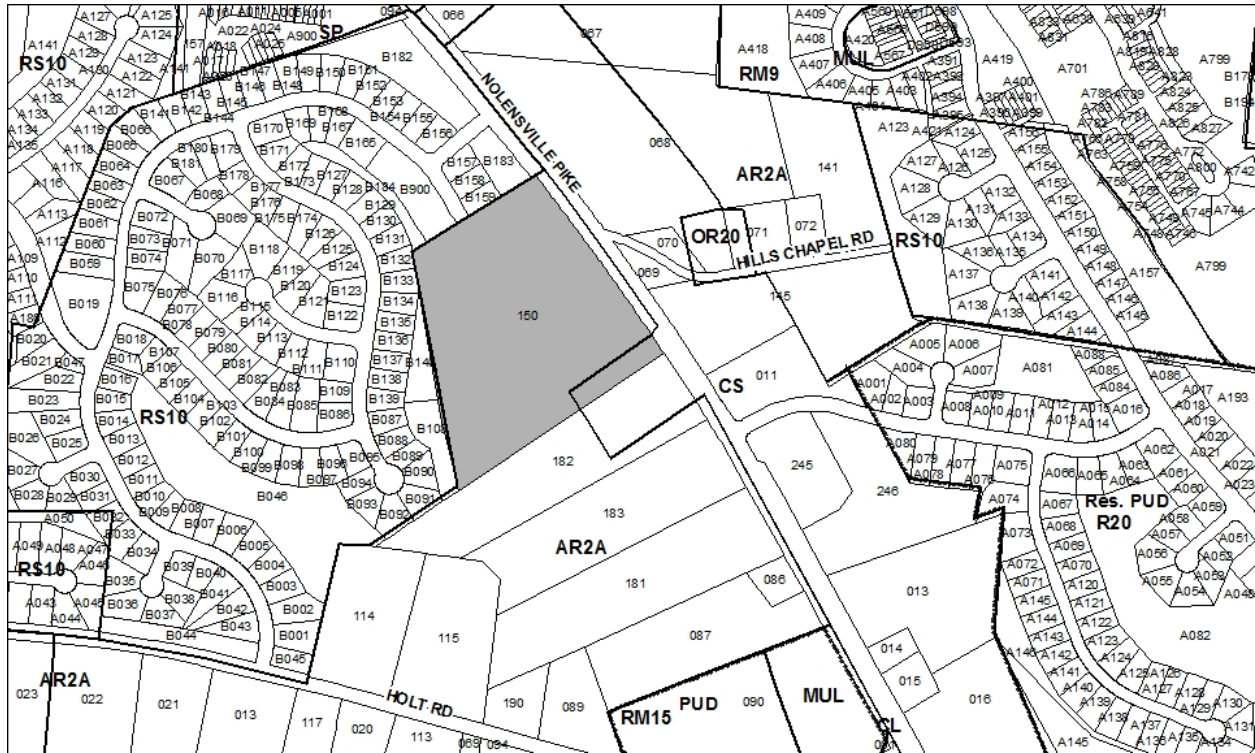
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses within the SP shall be limited to 4 detached residential units.
2. A Type A-3 landscape buffer yard shall be provided along the western property line.
3. 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.
4. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-022-001**

6309 NOLENSVILLE PIKE

Map 173, Parcel(s) 150

12, Southeast

04 (Brady Banks)



**Project No.** 2015SP-022-001  
**Project Name** 6309 Nolensville Pike  
**Council District** 4 – Banks  
**School District** 2 – Brannon  
**Requested by** Anderson, Delk, Epps and Associates, applicant; Pense Leasing, LLC, owners.

**Staff Reviewer** Sajid  
**Staff Recommendation** *Defer to the April 9, 2015, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Preliminary SP to permit up to 108 residential units.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning for property located at 6309 Nolensville Pike, approximately 1,530 feet north of Holt Road, (11.3 acres), to permit 108 residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 9, 2015, Planning Commission meeting at the request of the applicant.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-023-001**

PEARL AND FISK STREET

Map 092-08, Parcel(s) 134-135, 153, 366

08, North Nashville

19 (Erica S. Gilmore)



<b>Project No.</b>	<b>Zone Change 2015SP-023-001</b>
<b>Project Name</b>	<b>Pearl and Fisk Street</b>
<b>Council District</b>	5- Scott Davis
<b>School District</b>	5 - Kim
<b>Requested by</b>	Anderson, Delk, Epps & Associates, Inc., applicant; Michael D. Schmerling Partners, G.P. and Pearl Street Development G.P., owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit a multifamily residential development.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Mixed Use (SP-R) zoning for properties located on part of 1709 Pearl Street and at 423, 425 and 427 Fisk Street, at the southeast and southwest corners of Fisk Street and Pearl Street, (0.95 acres), to permit up to 50 residential units, within two buildings.

**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 6 lots with 1 duplex lot for a total of 8 units.*

**Proposed Zoning**

Specific Plan-Mixed Use (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 residential uses.

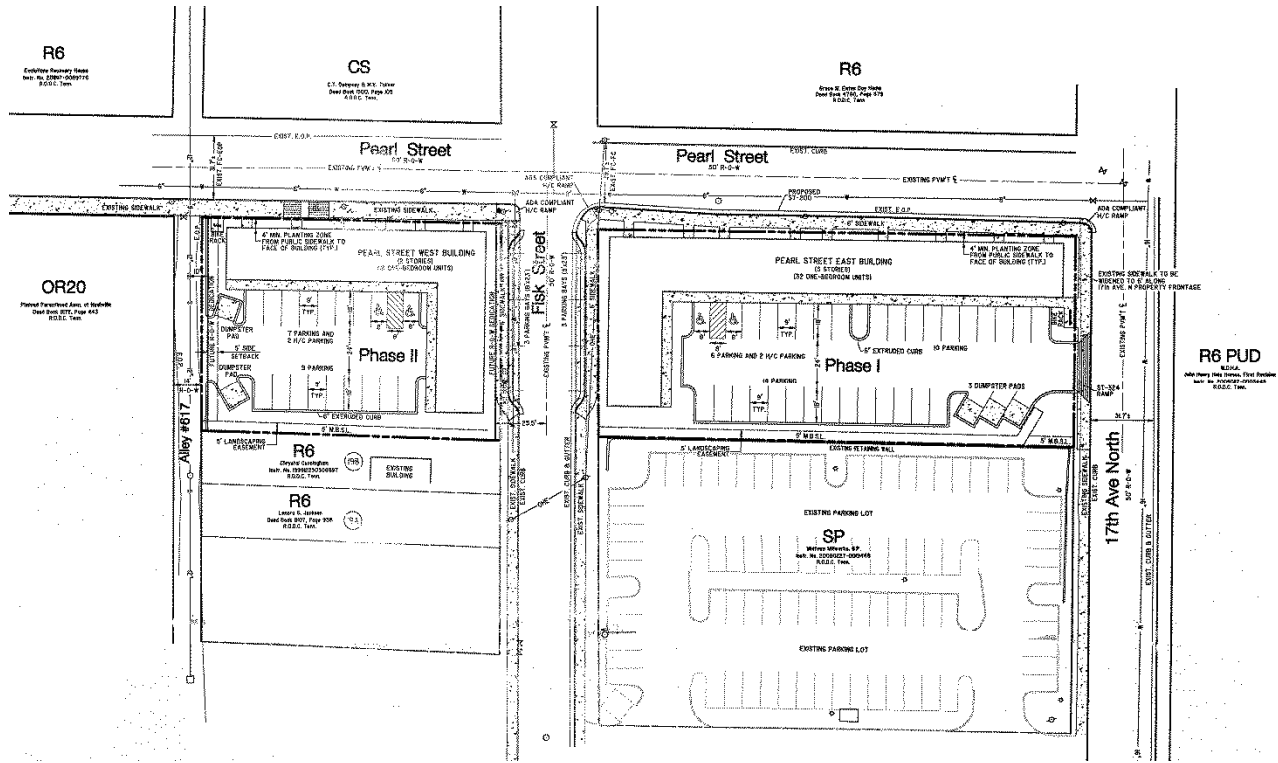
**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices
- Provides a Range of Housing 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 D.B Todd Jr. Blvd, one block away from this SP. Increased intensity through infill development makes bus service and similar transit services more feasible because it generates more riders. A new six foot sidewalk along Pearl and Fisk Streets will provide an improved pedestrian connection by providing pedestrians safe and access to other areas.



# Metro Planning Commission Meeting of 03/12/2015



### Proposed Site Plan



## Metro Planning Commission Meeting of 03/12/2015

### **NORTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods 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. T4 MU areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development.

### **DRAFT Proposed Policy**

No change proposed.

### Consistent with Policy?

Yes. The policy supports residential uses, include multifamily residential uses. The plan provided an urban form by placing the buildings along Garfield Street and 6<sup>th</sup> Avenue North and providing a private drive from the alley to access the buildings. The proposed multifamily residential units provide mixture of housing types in a strategic location within North Nashville.

### **PLAN DETAILS**

The proposed SP includes two buildings located on two sites at the southeast and southwest corner of Fisk Street and Pearl Street in North Nashville. The Pearl Street East portion consists of three existing parcels located at 423, 425, and 427 Fisk Street that are currently vacant. Pearl Street West portion is located at 1709 Pearl Street and is also vacant.

### Pearl Street East Building

The first phase of the SP includes the Pearl Street East building. The building proposes 32 one-bedroom multifamily dwelling units along with 32 parking stalls placed in the rear of the site. Vehicular access will be provided by 17th Avenue North, along the east side of the site. Access will not go through to Fisk Street.

### Pearl Street West Building

The second phase of the SP includes the Pearl Street West building. The building proposes 18 one-bedroom multifamily dwelling units along with 18 parking stalls placed in the rear of the site. Vehicular access will be provided by the existing alley, along the west side of the site. Access will not go through to Fisk Street.

The proposed buildings will frame both Pearl and Fisk Street and provide a pedestrian friendly environment. An additional six parking spots will be installed along Fisk Street, three spots on each side of the street. A minimum of 13 bike parking spaces; 8 spaces allocated to Pearl Street East and 5 spaces allocated to Pearl Street West have been providing transportation options to the future residents. An "A-3" type landscape buffer shall be installed along the southern property line, of both parcels, to buffer the proposed parking lot from the southern properties.

This SP includes a six foot sidewalk and a four foot planting street along Pearl and Fisk Streets as the Major and Collector Street Plan (MCSP) requires. A five foot sidewalk will be installed from 17th Avenue North Street along the rear of the Pearl Street East building to provide pedestrian access to the parking area. Pearl Street West will also have a sidewalk along that rear of the building abutting the parking area. A sidewalk connection from the Pearl Street sidewalk to the sidewalk in



## Metro Planning Commission Meeting of 03/12/2015

the rear of the Pearl Street West building, along that west side of the building is a condition of approval.

Architectural standards been included on the plan and elevations will be required with the final site plan. Both buildings shall have articulated street-facing facades and raised foundation requirements. Both residential buildings shall have a maximum height of three stories.

### ANALYSIS

The SP provides a preliminary site plan and a development plan with the necessary conditions that will be used to regulate future development within the SP boundary. The SP is consistent with T4 Mixed Use Neighborhood land use polices. The proposed 50 multifamily residential units will provide a well-designed development along Pearl Street corridor. The proposed SP is consistent with the land use polices and staff recommends approval with conditions.

### FIRE MARSHAL'S OFFICE

#### Approved with conditions

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

### 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.
- The existing pavement dimensions on Pearl Street should be maintained. Install curb face at the existing edge of pavement/ curb face. Final design of all roadside elements should be coordinated with MPW prior to the submittal of the Final SP.

#### 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)	0.95	7.26 D	7 U *	67	6	8

\*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 (220)	0.95	-	50 U	427	29	46

#### 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
-	-	-	+ 43 U	+360	+23	+38



## Metro Planning Commission Meeting of 03/12/2015

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Verify sight distance at 17th Ave access point with field run survey prior to final SP.

### STORMWATER RECOMMENDATION

#### Approved with conditions

- Offsite storm improvements will be required with this development.

### WATER RECOMMENDATION

#### Approved

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final SP approval.

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 2 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-R district: 13 Elementary 7 Middle 5 High**

The proposed SP-R zoning district would generate 21 more students than what is typically generated under the existing R6 zoning district using the urban infill factor. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. Pearl-Cohn High School is over capacity. There is capacity within the adjacent cluster for additional elementary students. This information is based upon data from the school board last updated September 2014.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all staff conditions.

### CONDITIONS

1. Uses shall be limited to a maximum of 50 multifamily residential units.
2. First floor residential units along Pearl Street shall have access and frontages with doors oriented towards the street, whether individual stoops or a combined stoop of no more than 2 units per stoop.
3. The two first floor units in each building along Fisk Street, closest to Pearl Street, shall have frontages with doors oriented towards the street, whether individual stoops or a combined stoop of no more than 2 units per stoop.
4. Prior to the final site plan application, the applicant shall evaluate whether the first floor unit farthest from Pearl Street in each building can be two stories and create an active street level presence with an entrance from Fisk Street that is below the grade of the other first floor units, with a second floor entrance to the parking to the rear of the building. Otherwise, street facades shall be pedestrian friendly through means of landscaping and architectural articulation of the building.
5. Raised foundations of 12-48" are required for both buildings, except where additional foundation is needed due to topography. Foundations over 48" without pedestrian entrances shall include articulation and landscaping elements.
6. Sidewalk shall be installed along the western side of the Pearl Street West building to connect the sidewalk along Pearl Street and the sidewalk abutting the parking lot.



## Metro Planning Commission Meeting of 03/12/2015

7. A four foot planting strip shall be placed between the curb and the sidewalk along both buildings.
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 MUL-A zoning district as of the date of the applicable request or application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
11. Where non-residential and residential uses are allowed along West Eastland Avenue, as depicted on page four of the development standards, the height shall be limited to 52 feet. Where only residential uses are allowed along Bailey Street, as depicted on page four of the development standards, the height shall be limited to 48 feet.





# Metro Planning Commission Meeting of 03/12/2015



**2015SP-025-001**  
14TH & WEDGEWOOD  
Map 105-09, Parcel(s) 021-022  
10, Green Hills - Midtown  
17 (Sandra Moore)



<b>Project No.</b>	<b>Zone Change 2015SP-025-001</b>
<b>Project Name</b>	<b>14<sup>th</sup> and Wedgewood</b>
<b>Council District</b>	17 - Moore
<b>School District</b>	5 - Kim
<b>Requested by</b>	Dale and Associates, applicant; Brennon Mobley and Metropolitan Government of Nashville and Davidson County, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change to permit four attached residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) for property located at 1727 and 1729 14th Ave. S., at the northwest corner of 14th Ave. S. and Wedgewood Avenue (0.25 acres), to permit four attached 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 1 lot with 1 duplex lot for a total of 2 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 attached residential buildings.

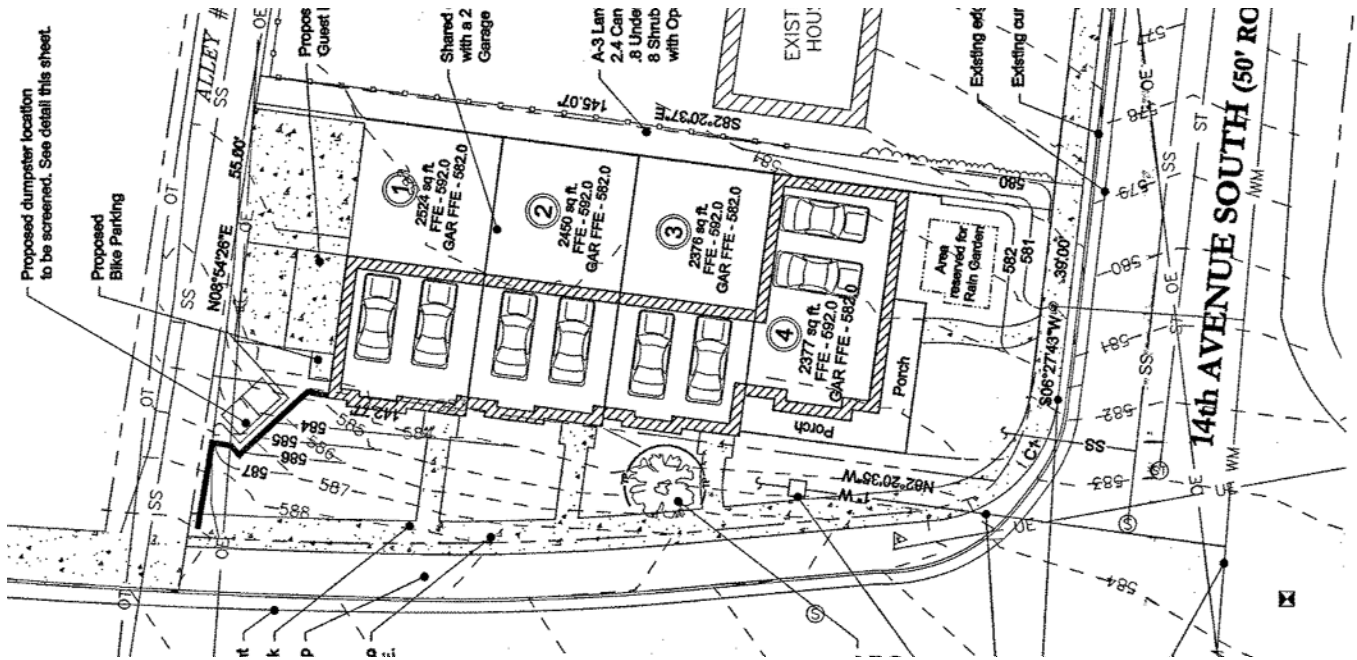
**CRITICAL PLANNING GOALS**

- Supports a Variety of Transportation Choices
- Creates Walkable Neighborhoods
- Provides a Range of Housing 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 the southern side of the SP, along Wedgewood Avenue. Increased intensity through infill development makes bus service and similar transit services more feasible because it generates more riders. A new sidewalk along Wedgewood and 14<sup>th</sup> Avenue South will provide an improved pedestrian connection by providing pedestrians safe and access to other areas.



# Metro Planning Commission Meeting of 03/12/2015



Proposed Site Plan



## Metro Planning Commission Meeting of 03/12/2015

### **GREEN HILLS - MIDTOWN COMMUNITY PLAN**

#### **Current 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.

#### **Detailed Policy**

##### **Edgehill Detailed Neighborhood Design Plan (DNDP)**

Single Family Detached (SFD) is intended for single-family housing; detached housing are single units on a single lot.

#### **Draft Preferred Future Policy**

No change proposed. However the Single Family Detached Policy is proposed to be removed with the policy update.

#### Consistent with Policy?

Yes. The policy supports residential uses within this urban neighborhood. The proposed draft policy intends to remove the Single Family Detached detailed policy in this area. The proposed attached residential units provide that mixture of housing types in a strategic location within Edgehill. The project will also provide sidewalk improvements to enhance the pedestrian connectivity of the area. The units will also mirror what is already constructed on the east side of 14<sup>th</sup> Avenue South at the corner. This project is consistent with the maintenance policy in that it bookends the west side of 14<sup>th</sup> Avenue South with a similar design along a major arterial street, thus, providing density at an appropriate location.

### **PLAN DETAILS**

The site is located at the northwest corner of Wedgewood Avenue and 14th Avenue South, within the Edgehill Neighborhood. The site consists of two existing parcels located at 1727 and 1729 14th Avenue South. 1727 14<sup>th</sup> Avenue South has existing single family dwelling located on it; 1729 14<sup>th</sup> Avenue South is owned by Metro Nashville Davidson County and is vacant. The proposed SP includes four attached dwelling units that will front Wedgewood Avenue.

The existing alley to the west will provide vehicular access to the units via a shared drive. All units will have a two-car garage and two additional surface parking spaces have been provided on-site. A minimum of two bike parking spaces have been added along the western most residential units providing transportation options to the future residents. A "A-3" type landscape buffer will be installed along the northern property line to buffer the existing structures to the north of the site. Additional landscaping will be placed within the SP.

This SP includes an eight foot sidewalk and a six foot planting strip along Wedgewood Avenue as required by the Major and Collector Street Plan (MCSP). This sidewalk will be placed within a pedestrian easement. The existing five foot sidewalk and two foot grass strip shall be extended



## Metro Planning Commission Meeting of 03/12/2015

along 14<sup>th</sup> Avenue South, then transition around the curve the full grass strip and sidewalk along Wedgewood Avenue.

Conceptual building elevation drawings were not provided within the SP, however architectural standards been included on the plan and building elevations are required with the final site plan. Additionally, unit four shall have façade requirements and a porch that addresses both street frontages. The grade along Wedgewood Avenue is higher than other areas on the site. The grade decreases as the site extends north, to the rear of the site, along 14<sup>th</sup> Avenue South. The proposed residential units work with grade and surrounding neighborhood by limiting the height to a maximum of two stories along Wedgewood Avenue. As the grade decreases along 14<sup>th</sup> Avenue South, towards the rear of the site, a height limitation to three stories in 45 feet, measured from the rear roofline, is more appropriate.

### ANALYSIS

The SP is consistent with the T4 Urban Neighborhood Maintenance policy and meets several critical planning goals. The four residential units will provide a well-designed development along the Wedgewood Avenue corridor providing density at an appropriate location along a major arterial street.

### FIRE MARSHAL RECOMMENDATION

#### Approved with conditions

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

### STORMWATER RECOMMENDATION

#### Approved with comments

- Additional room for water quality may be required (to be determined during Final SP review).
- Offsite storm improvements may be required (to be determined during Final SP review).

### WATER SERVICES RECOMMENDATION

#### Approved

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

### TRAFFIC AND PARKING RECOMMENDATION

#### No exception taken

### PUBLIC WORKS 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)	0.25	7.26 D	2 U *	20	2	3

\*Based on one two-family lot.



# Metro Planning Commission Meeting of 03/12/2015

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)	0.25	-	5 U	39	4	5

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
-	-	-	+ 3 U	+19	+2	+2

## METRO SCHOOL BOARD REPORT

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

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

Based on data from the Metro School Board last updated September 2014, the proposed SP permitting up to four attached residential dwelling units will not generate additional students from what is generated by the existing R6 zoning district.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Uses within this SP shall be limited to a maximum of four attached 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 RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. Sidewalk improvements along Wedgewood Avenue shall be within a pedestrian easement.
4. Sidewalk extension along 14<sup>th</sup> Avenue South shall be a minimum of five feet in width. The final site plan shall include architectural elevations showing raised foundations of 18-36” for residential buildings. No structure shall be more than three stories and shall be limited to a maximum height of 45 feet, measured to the rear roofline. No structure shall be more than two stories along Wedgewood Avenue. Building elevations for all street facades shall be provided with the final site plan. Building 4 shall have a porch on both street sides. The following standards shall be met:
  - a. Building facades fronting Wedgewood Avenue shall provide a minimum of one principal entrance (doorway). Building facades fronting Wedgewood and 14<sup>th</sup> Avenue South shall have a minimum of 25% glazing.
  - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except dormers.
  - c. EIFS and vinyl siding shall be prohibited.
5. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
6. The preliminary SP plan approved by the metropolitan council is of such detail that the executive director of the planning department or his designee may waive the submittal of a final site plan.



## Metro Planning Commission Meeting of 03/12/2015

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

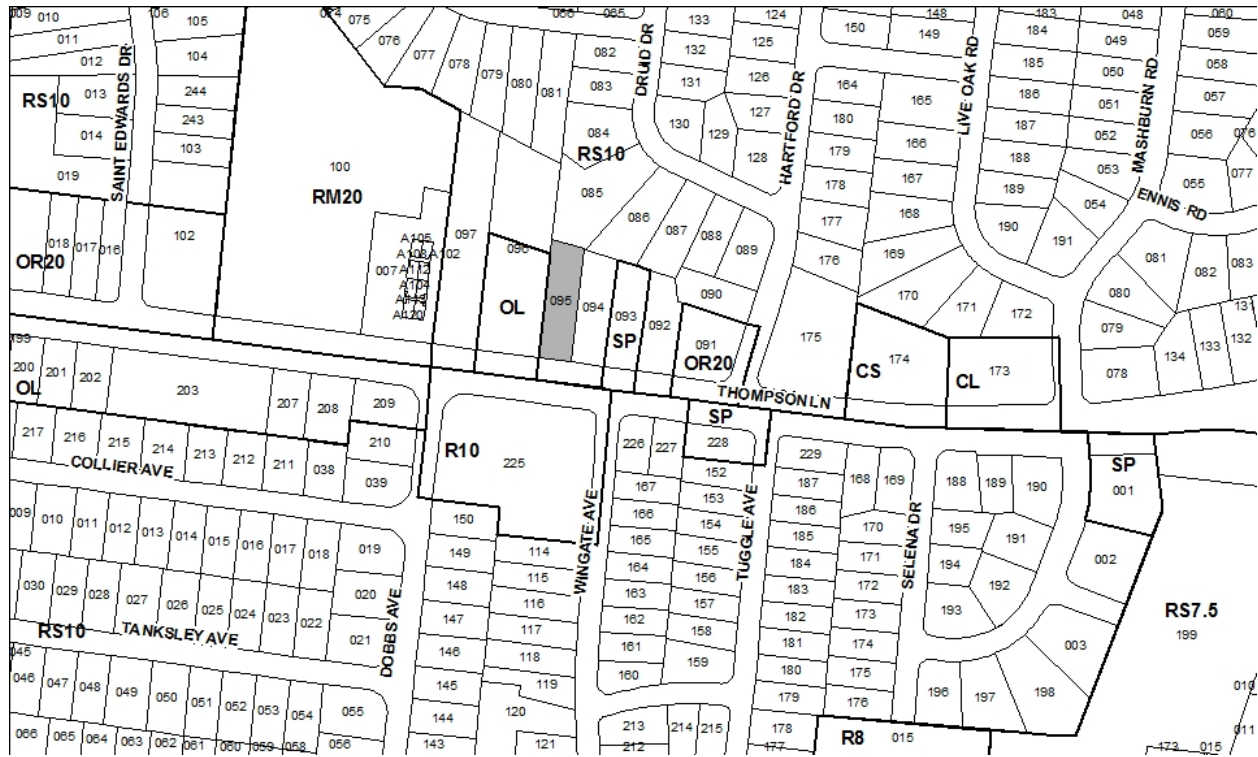


**SEE NEXT PAGE**





# Metro Planning Commission Meeting of 03/12/2015



**2015SP-026-001**

94 THOMPSON LANE

Map 119-10, Parcel(s) 095

11, South Nashville

16 (Tony Tenpenny)



<b>Project No.</b>	<b>2015SP-026-001</b>
<b>Project Name</b>	<b>94 Thompson Lane</b>
<b>Council District</b>	16 - Tenpenny
<b>School District</b>	7 - Pinkston
<b>Requested by</b>	Dale & Associates, applicant; John Thomas Goodwin, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to allow for general office.**

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan-Office (SP-O) zoning for property located at 94 Thompson Lane, approximately 391 feet west of Hartford Drive (0.46 acres), to permit general office.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 1 unit.*

**Proposed Zoning**

Specific Plan-Office (SP-O) 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 office uses.

**CRITICAL PLANNING GOALS**

N/A

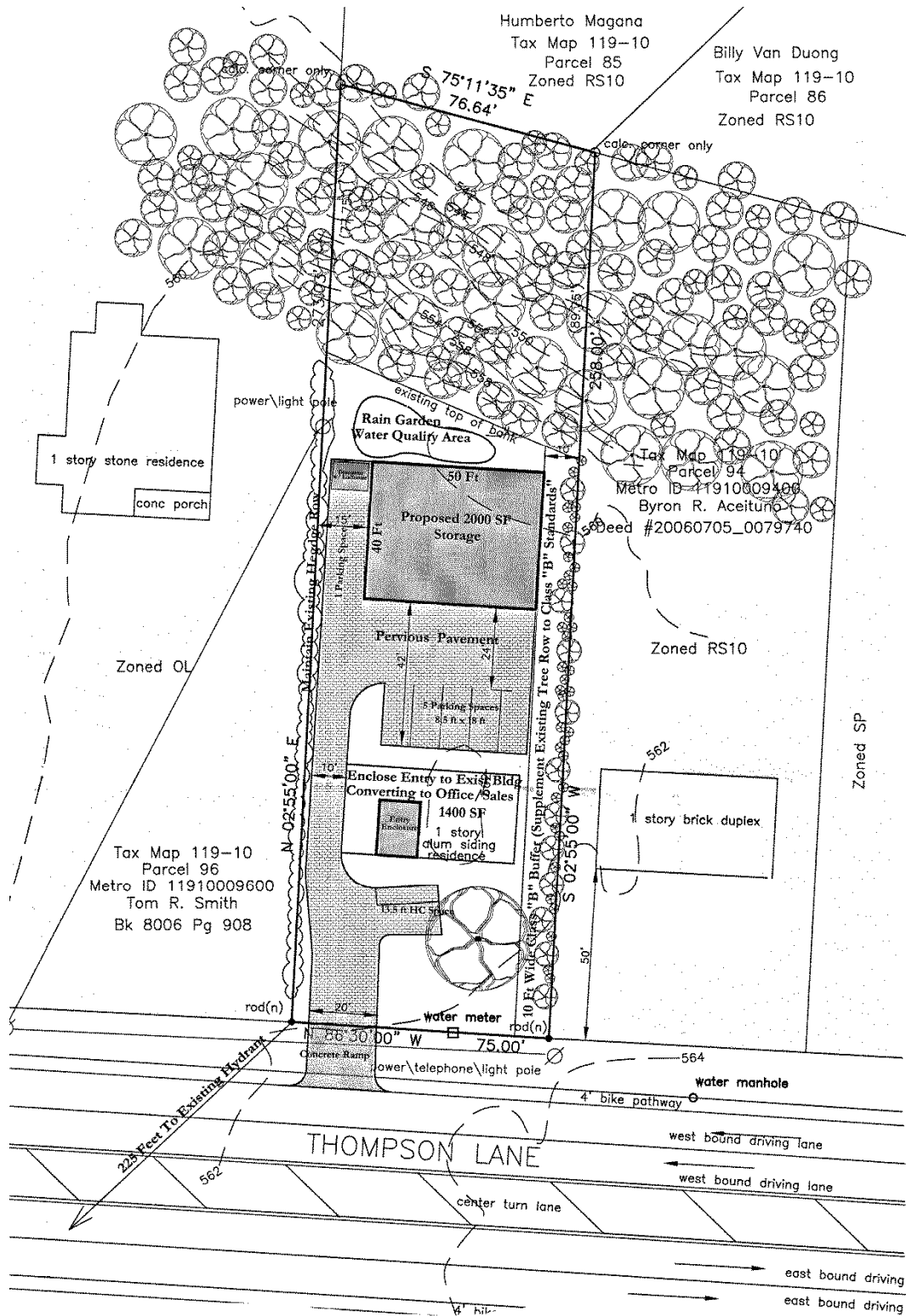
**SOUTH NASHVILLE COMMUNITY PLAN**

**Existing Land Use Policy**

T3 Suburban Neighborhood Evolving (T3 NE) policy 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.



# Metro Planning Commission Meeting of 03/12/2015



Proposed Site Plan



## Metro Planning Commission Meeting of 03/12/2015

South Nashville Community Plan Special Policy Area 3 – Thompson Lane Corridor: Simmons Avenue to Mashburn Road Intersection The land uses intended for this area include all types of residential development, community services customarily allowed in residentially zoned areas, and offices. Maximum intensity and maximum height is provided. New development and redevelopment should be pedestrian friendly. Buildings should be oriented toward and placed closer to Thompson Lane, with parking consolidated beside and/or behind buildings. Design passed zoning is recommended wherever a zone change is necessary to ensure the intended type and design of development and the provisions of any needed infrastructure improvements.

### **DRAFT Preferred Future Land Use Policy**

D Office Concentration (D OC) policy is intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

### Consistent with Policy?

Yes. The proposed plan is consistent with the existing Special Policy and with the draft preferred future policy. The proposed use of general office is in keeping with the Special Policy created for the area with the Community Plan update. Parking, except for 1 handicap space, is being placed behind the building.

### **PLAN DETAILS**

The site is located at 94 Thompson Lane, north of Thompson Lane and west of Hartford Drive. The site is approximately 0.46 acres in size. The current use of the property is 1 single-family detached residential unit.

### Site Plan

The plan proposes to utilize the existing residential structure, with a small addition, for a general office use. A 2,000 square foot storage building is proposed to be constructed behind the existing building.

A sidewalk is required along the Thompson Lane frontage and must be constructed. Vehicular access to the site is from a single point on Thompson Lane. A handicap parking space is proposed in front of the existing building while the remainder of the parking is located behind the existing building.

Existing vegetation on the rear of the lot adjacent to existing residential is being maintained to provide for a buffer. Specific standards have been included which will regulate the type of signage allowed.

### **ANALYSIS**

The proposed use is consistent with the existing policy as well as the draft preferred policy. Parking has been located to the rear of the existing structure to lessen its impact.

### **FIRE DEPARTMENT RECOMMENDATION**

N/A



# Metro Planning Commission Meeting of 03/12/2015

## STORMWATER RECOMMENDATION

### Approved with conditions

- Add Preliminary Note to plans: (This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.)

## WATER SERVICES

### Approved with conditions

- Approved as a Preliminary SP only. Payment of any required capacity fees must be submitted before 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.
- If sidewalks are required with this development then they should be shown on this plan per the MCSP. Indicate the following cross section curb and gutter (with the lip of the gutter placed at the existing edge of shoulder), 6 foot grass strip, and 8 foot sidewalk. Final design is to be coordinated with MPW prior to Final SP submittal.

## TRAFFIC AND PARKING RECOMMENDATION

### No exception taken

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.46	4.35 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.46	-	1,400 SF	50	7	7

Traffic changes between maximum: **RS10** and **SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+30	+5	+4



## Metro Planning Commission Meeting of 03/12/2015

### STAFF RECOMMENDATION

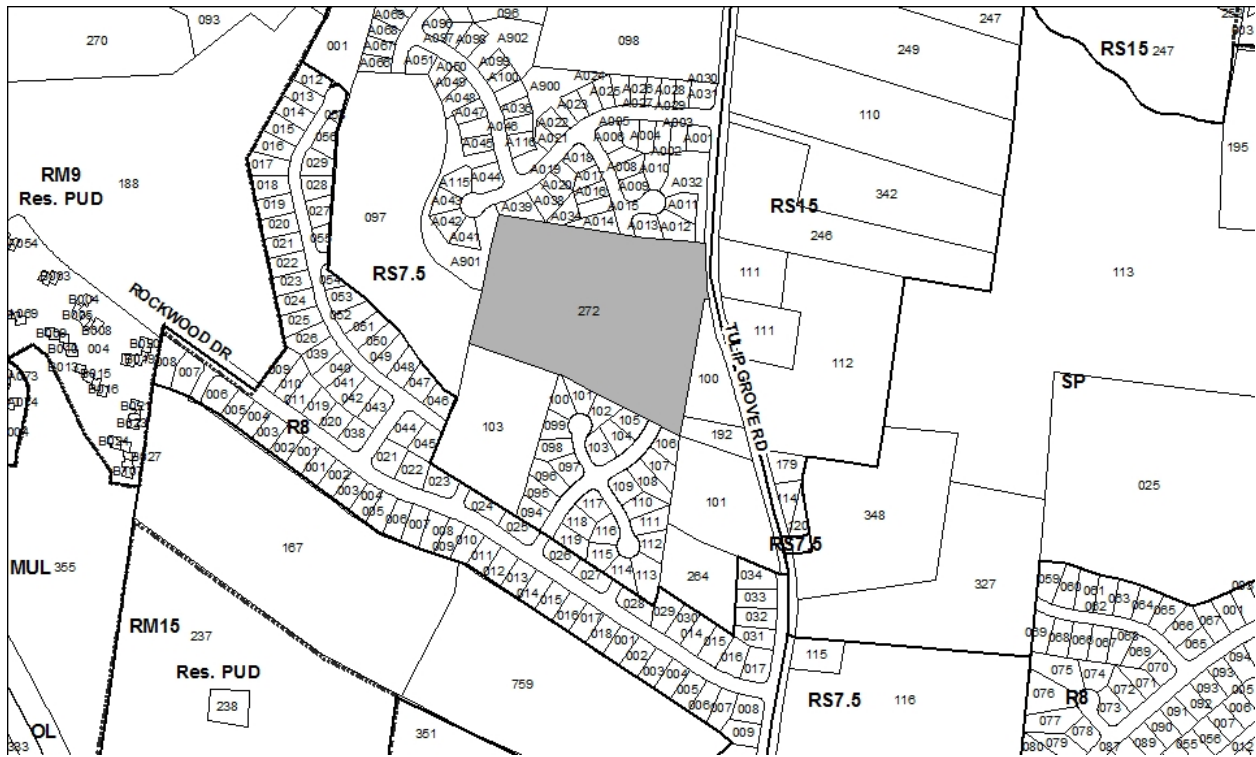
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to general office.
2. Sidewalks are required along Thompson Lane as per the adopted Major and Collector Street Plan. Depict a 4' planting strip and 8' sidewalk on the revised plan and construct the sidewalk prior to the issuance of a Use and Occupancy permit.
3. 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 OL zoning district as of the date of the application request or application.
4. 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.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-028-001**

**TULIP GROVE ADDITION**

Map 086, Parcel(s) 272

14, Donelson - Hermitage

12 (Steve Glover)



<b>Project No.</b>	<b>Zone Change 2015SP-028-001</b>
<b>Project Name</b>	<b>Tulip Grove Addition</b>
<b>Council District</b>	12 – Glover
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	Dale & Associates, applicant; Southeastern Development Group, LLC, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer or disapprove unless a letter is received from TDEC confirming the absence of sinkholes on the site.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit a 50 unit residential development.**

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Mixed Residential (SP-R) for property located at 1132 Tulip Grove Road, 400 feet south of Tulip Grove Point, (8.86 acres), to permit up to 49 detached residential dwelling units.

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 50 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

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.

**DONELSON – HERMITAGE COMMUNITY PLAN**

Suburban Neighborhood Evolving (T3 NE) policy 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







## Metro Planning Commission Meeting of 03/12/2015

land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

### **DRAFT Preferred Future Policy**

No changes are proposed.

### Consistent with Policy?

Yes. The plan is consistent with the policy as it supports a variety of residential types including the proposed detached multi-family development.

### **HISTORY**

On January 23, 2014, the Commission deferred indefinitely a SP request to permit up to 48 multi-family units, at the request of the applicant. Later the applicant submitted a concept plan application for subdivision approval for 22 single-family lots. The Commission approved the concept plan on May 5, 2014.

### **PLAN DETAILS**

The subject site is located on the west side of Tulip Grove Road, approximately 2,600 feet north of Central Pike. The site is between the Tulip Grove Pointe subdivision to the north and Rockwood Estates Subdivision to the south. The property is currently vacant, is heavily wooded and contains steep slopes near the western boundary. The Evans Hill cemetery is located at the top of the hill near the western boundary.

### Site Plan

The plan calls for 49 detached residential units with an overall density of approximately 5.5 units per acre. A majority of the units front onto Elegance Way, Saddlestone Drive, Tulip Grove Road or active open space. Nine units along the eastern property line front onto the neighboring property. Units are limited to three stories in 35 feet. The plan also includes some architectural standards that pertain to entrances, glazing, porches, window orientation and materials.

Access to the site is proposed to be provided by a public alley that connects Elegance Way to Saddlestone Drive. Some units are accessed by private drives. All units are accessed from the rear. The plan calls for Elegance Way to be extended from Tulip Grove Point Subdivision to Tulip Grove Road. The plan calls for Saddlestone Drive to be extended from Rockwood Estates Subdivision to the eastern property line. The plan calls for 125 parking spots and includes surface parking as well as single-car garages for each unit. An access easement is proposed to provide for access to the cemetery and necessary parking for the cemetery.

The plan calls for a 10 foot wide "A" buffer yard between lots located in the Tulip Grove Point Subdivision and the Rockwood Estates Subdivision. The area with the steepest slopes (approximately 3.6 acres) is proposed to be in open space, which includes the cemetery at the top of the hill. A path will be provided from a parking area to the cemetery.

### **ANALYSIS**

The proposed SP meets two critical planning goals and is consistent with the T4 NE policy. While not direct, the proposed development also provides a connection between two neighborhoods which improves the street network in the area. Metro Stormwater has indicated that there are possible



## Metro Planning Commission Meeting of 03/12/2015

sinkholes on the property. The applicant is working to obtain a letter from the Tennessee Department of Environment and Conservation confirming that there no sinkholes on the site. If sinkholes are found on the site, the plan will need to be redesigned to avoid all sinkholes on the property.

### **FIRE MARSHAL'S OFFICE**

#### **Approved with conditions**

- Water flow requirements for single-family homes that do not exceed 3600 sq. ft. is a minimum of 1000 gpm @ 20 psi. Provide this data to pre-approve the future homes.

### **PUBLIC WORKS RECOMMENDATION**

#### **Conditions if approved**

1. This development will require Public Works approval of detailed construction plans prior to grading the site. Final design and improvements may vary based on actual field conditions.
2. All streets in this development currently labeled as alleys shall be constructed to the ST-251 standard with sidewalks only where shown on this plan, except the alleys serving lots 1-5, and 49 and 50.
3. Alleys behind lots 1-5, and 49 and 50 shall have a 12" concrete ribbon curb on each side.
4. All streets and alleys shall be platted and dedicated to the public for maintenance.
5. The streets shall be named prior to beginning construction, coordinate with Public Works.

### **Traffic and Parking**

#### **Returned for corrections**

Provide adequate sight distance at access road connection to Tulip Grove. Construct NB left turn lane on Tulip Grove at Elegance Way access road with a minimum of 75ft of storage and transitions per AASHTO standards.

### **STORMWATER RECOMMENDATION**

#### **Returned for corrections**

- Provide information showing that the closed contour is not a sinkhole.

### **WATER SERVICES**

#### **Approved with conditions**

1. Update the availability study to match the unit count in the SP package. Our latest study proposes 52 units, and this SP package proposes 50.
2. Public construction plans must be submitted and approved prior to Final SP stage. The required capacity fees must be paid prior to Final SP approval.

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS7.5 district: 5 Elementary 4 Middle 4 High**

**Projected student generation proposed SP-R district: 6 Elementary 5 Middle 4 High**

The proposed SP-R zoning district would generate two additional students than what is typically generated under the existing RS7.5 zoning district. Students would attend Dodson Elementary, Dupont Tyler Middle School, and McGavock High School. All three schools are over capacity; however, there is capacity within the cluster for additional elementary and middle school students and there is additional capacity for additional high school students in the adjacent Hunters Lane and



## Metro Planning Commission Meeting of 03/12/2015

Stratford clusters. This information is based upon data from the school board last updated October 2014.

### **STAFF RECOMMENDATION**

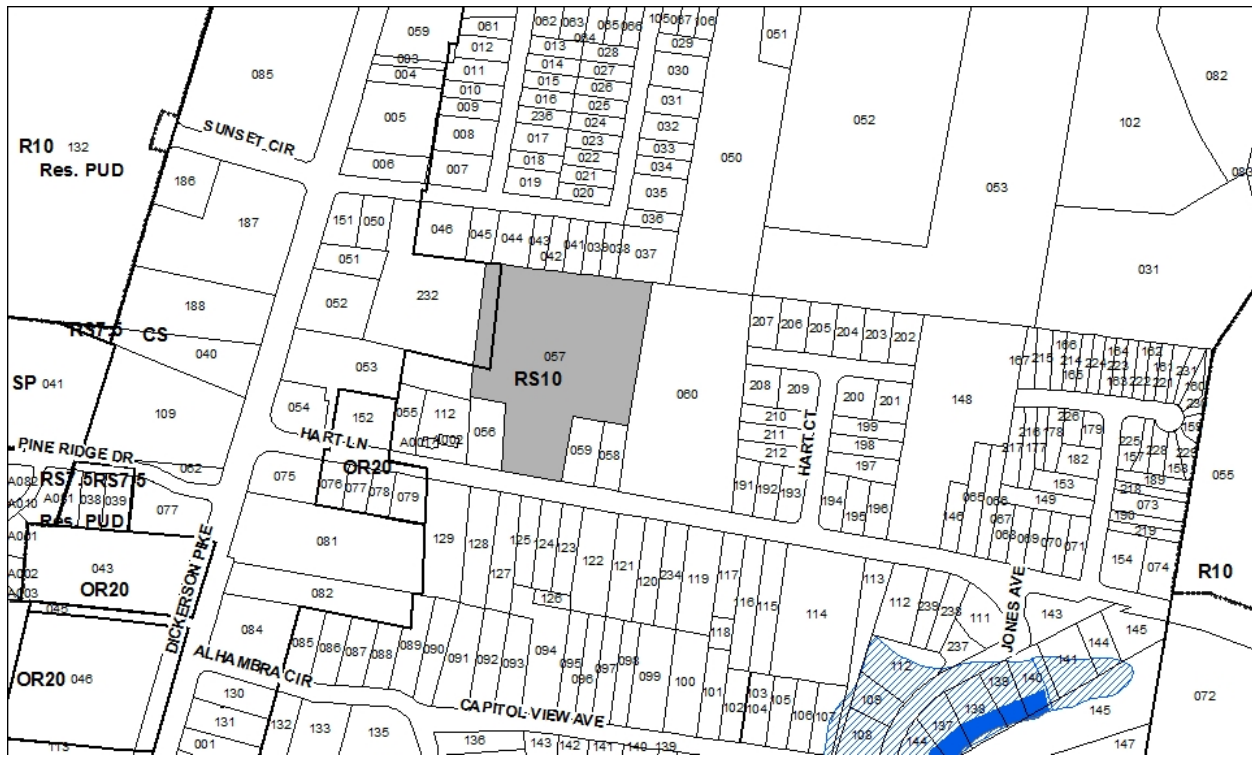
Staff recommends deferral or disapproval unless a letter is received from TDEC confirming the absence of sinkholes on the site.

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

1. Uses shall be limited to a maximum of 49 residential units.
2. Prior to final site plan approval, a geotechnical study shall be completed indicating if sinkholes are present on the site. If sinkholes are found, then the plan must be adjusted so that the sinkholes are placed in open space. Significant changes to the council approved plan necessary to meet this condition may require council approved.
3. Access into the development shall not be gated.
4. The extension of Elegance Way to Tulip Grove Road shall be required with any final site plan. The removal of this extension shall require Council approval.
5. A raised foundation of 18"- 36" is required for all residential buildings fronting a public street.
6. The following design standards shall be added to the plan:
  - a. Building façades fronting a street 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 dormers.
  - c. EIFS and vinyl siding shall be prohibited.
  - d. Porches shall provide a minimum of six feet of depth.
7. Side façades of units that face a public street shall have front façade requirements. Elevations of side façades units facing a public street shall be submitted with the final site plan.
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 RM9 zoning district as of the date of the applicable request or application.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-029-001**

**HART LANE COTTAGES**

Map 060-12, Parcel(s) 057

05, East Nashville

08 (Karen Bennett)



<b>Project No.</b>	<b>2015SP-029-001</b>
<b>Project Name</b>	<b>Hart Lane Cottages</b>
<b>Council District</b>	8 - Bennett
<b>School District</b>	3 - Speering
<b>Requested by</b>	Dale & Associates, Inc., applicant; John Howard, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to 28 residential units**

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for properties located at 115 Hart Lane (4.59 acres), to permit up to 28 multi-family residential units.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 17 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 two residential building types.

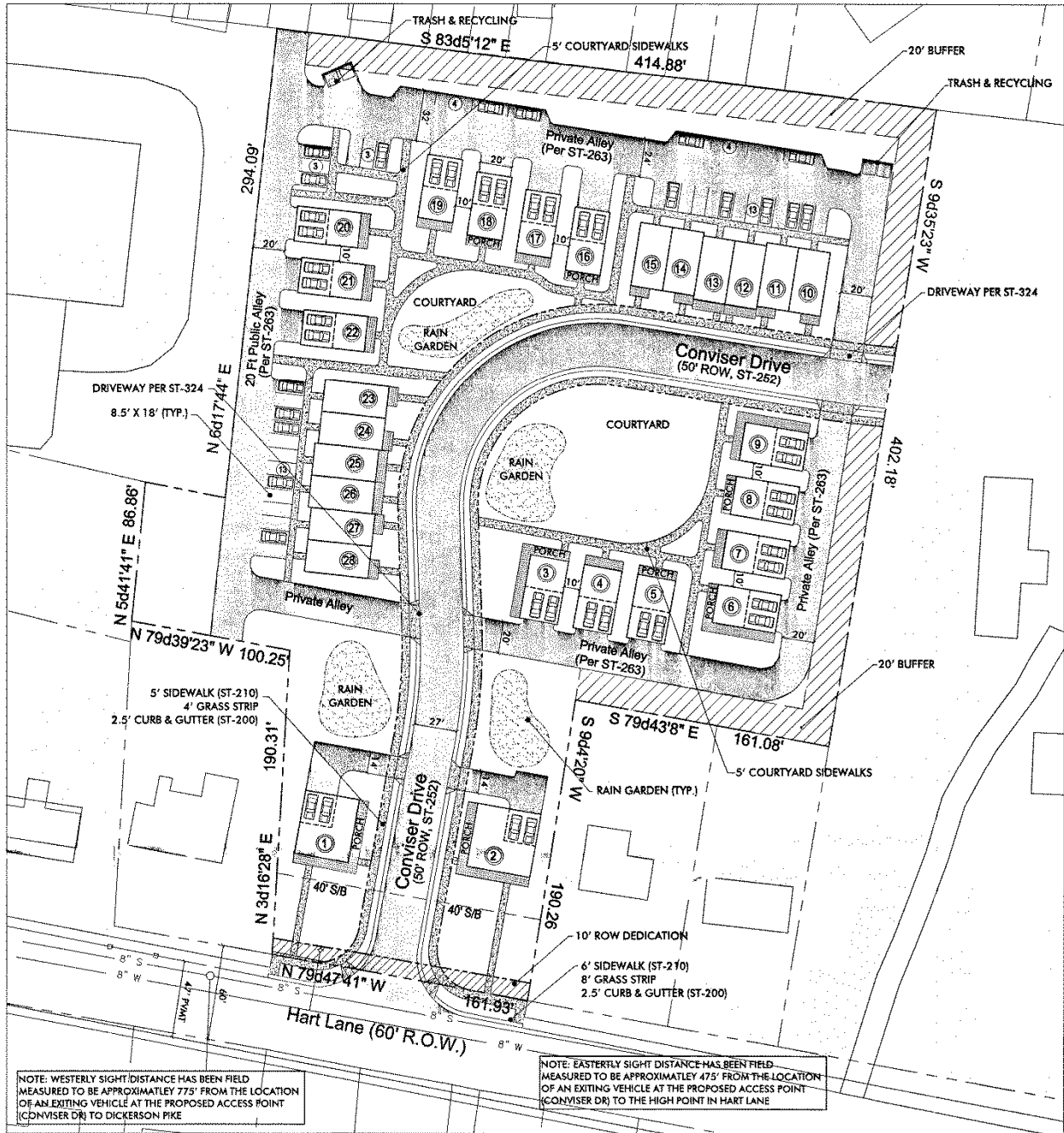
**CRITICAL PLANNING GOALS**

- 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 Hart Lane and internal roads to provide for a more walkable neighborhood.



# Metro Planning Commission Meeting of 03/12/2015



NOTE: WESTERLY SIGHT DISTANCE HAS BEEN FIELD MEASURED TO BE APPROXIMATELY 775' FROM THE LOCATION OF AN EXITING VEHICLE AT THE PROPOSED ACCESS POINT (CONVISER DR) TO DICKERSON PIKE

NOTE: EASTERLY SIGHT DISTANCE HAS BEEN FIELD MEASURED TO BE APPROXIMATELY 475' FROM THE LOCATION OF AN EXITING VEHICLE AT THE PROPOSED ACCESS POINT (CONVISER DR) TO THE HIGH POINT IN HART LANE

## Proposed Site Plan



## Metro Planning Commission Meeting of 03/12/2015

### EAST NASHVILLE COMMUNITY PLAN

#### **Existing 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.

#### **DRAFT Preferred Future Land Use Policy**

No change proposed.

#### Consistent with Policy?

Yes. The proposed SP zoning is consistent with the proposed T4 NE 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 units proposed along Hart Lane reflect the setbacks of the existing homes.

#### **PLAN DETAILS**

The site is located at 115 Hart Lane, north of Hart Lane and east of Dickerson Pike. The site is approximately 4.59 acres in size. The current use of the property is 1 single-family detached unit.

#### Site Plan

The plan proposes up to 28 multi-family residential units. The plan proposed two types of housing units: 16 single-family detached units along with 12 townhome units. There are two units proposed along Hart Lane. The Hart Lane units will have similar setbacks to the existing homes along Hart Lane.

The plan provides sidewalks along Hart Lane, along Conviser Drive and within the open space/courtyard area. Vehicular access to garages and parking is from a series of alleys, except for the Hart Lane units which will gain access from Conviser Drive. Street trees are proposed along Conviser Drive. Conviser Drive is stubbed out to the eastern property line, which will allow for a future connection to the existing Conviser Drive.

Architectural standards have been provided including specifications for raised foundations, window orientation, porches, materials, etc. Many units are planned with wraparound porches to provide for architectural interest.

#### **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 an underutilized urban lot.





# Metro Planning Commission Meeting of 03/12/2015

## 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

- A revised availability study has been submitted, which matches the unit count in this Preliminary SP (28 units). Approved as a Preliminary SP only. Public construction plans must be submitted and approved prior to Final SP stage. The required 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.
- Indicate that the private alleys are to be dedicated into ROW prior to building permit approval

## TRAFFIC AND PARKING RECOMMENDATION

### No exception taken

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	4.59	4.35 D	19 U	182	15	20

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)	4.59	-	28 U	213	19	22

Traffic changes between maximum: **RS10** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 9 U	+31	+4	+2



## Metro Planning Commission Meeting of 03/12/2015

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 district: 1 Elementary 1 Middle 1 High**  
**Projected student generation proposed SP-R district: 1 Elementary 1 Middle 1 High**

The proposed SP-R zoning district will generate no additional students that what could be generated under the existing RS10 zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated October 2015.

### STAFF RECOMMENDATION

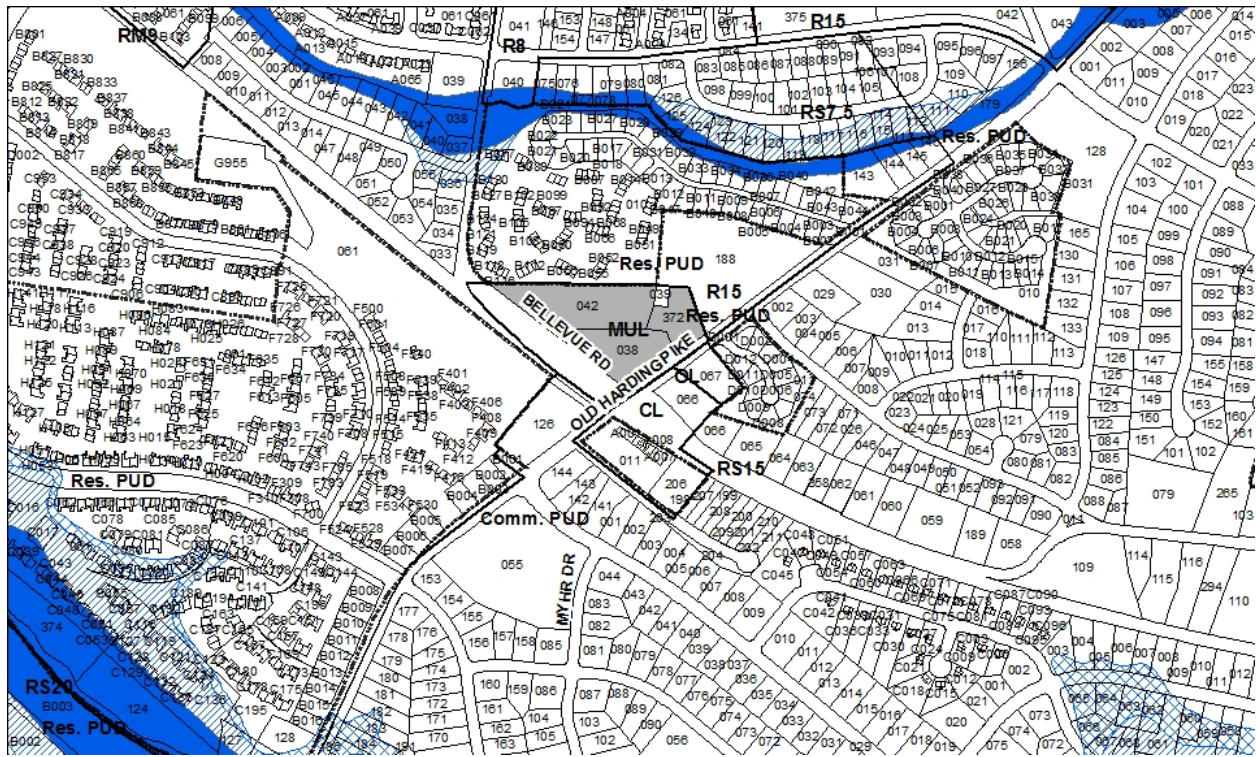
Staff recommends approval with conditions and disapproval without all conditions. The plan is consistent with the draft preferred future policy and meets several critical planning goals.

### CONDITIONS

1. Permitted land uses shall be limited to up to 28 multi-family residential units.
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 RM6 zoning district as of the date of the application request or application.
3. Side façades of units that face a public street shall have front façade requirements. Elevations of side façades units facing a public street shall be submitted with the final site plan.
4. 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.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-030-001**

**BELLEVUE STATION**

Map 142, Parcel(s) 038, 042, 372

06, Bellevue

22 (Sheri Weiner)



<b>Project No.</b>	<b>2015SP-030-001</b>
<b>Project Name</b>	<b>Bellevue Station</b>
<b>Associated Case</b>	2002UD-002-001
<b>Council District</b>	22 - Weiner
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Kimley-Horn Associates, applicant; Bellevue Town Center Partnership, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to up to 67 residential units**

Preliminary SP

A request to rezone from Mixed Use Limited (MUL) to Specific Plan-Residential (SP-R) zoning for properties located at 7386 Old Harding Pike and Bellevue Road (unnumbered) (5.4 acres), to permit up to 67 residential units.

**Existing Zoning**

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

**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices

The proposed plan provides a range of housing choices by providing several building types within the development. Sidewalks are being provided along internal drives as well as along Bellevue Road and Old Harding Pike. This increases walkability in the area and provides for a safer pedestrian environment.

**BELLEVUE COMMUNITY PLAN**

**Existing Land Use Policy**

T3 Suburban Neighborhood Center (T3 NC) policy is intended to enhance and create suburban neighborhood centers that are compatible with the general character of suburban 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. T3 Suburban Neighborhood Centers are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed



# Metro Planning Commission Meeting of 03/12/2015



## Proposed Site Plan



## Metro Planning Commission Meeting of 03/12/2015

use, civic, public benefit and residential land uses. T3 Suburban Neighborhood Centers serve suburban neighborhoods within a 5 minute drive.

### **DRAFT Preferred Future Land Use Policy**

No change proposed.

#### Consistent with Policy?

Yes. The plan is consistent with the T3 NC policy. This property lies within a larger area that is designated as Neighborhood Center. The plan provides for a housing element within the Neighborhood Center that would serve existing and future non-residential uses. The plan is consistent with the general character of the area given the existing unit types and lot patterns to the north of the proposed project. Sidewalks are being provided along both Bellevue Road and Old Harding Pike, allowing for future residents to walk to nearby non-residential uses adding to the functionality of the area as a Neighborhood Center.

### **PLAN DETAILS**

The site is located at 7386 Old Harding Pike and Bellevue Road (unnumbered), at the corner of Bellevue Road and Old Harding Pike. The site is located within the Bellevue Town Center Urban Design Overlay (UDO). The applicant is requesting cancellation of the UDO.

#### Site Plan

The plan proposes up to 67 multi-family residential units. The plan proposes 4 types of units: 2-story with no garage (20); 2-story with 1 car garage (17); 2-story with 2 car garage (15); and 3-story with 2 car garage (15).

The plan provides sidewalks along Bellevue Road and along Old Harding Pike. Internal sidewalks are also included throughout the development to provide for a walkable neighborhood. There will be a vehicular access from Bellevue Road and a vehicular access from Old Harding Pike. The plan also includes a realignment of Bellevue Road.

The development has been laid out in a way that faces units along both Bellevue Road and Old Harding Pike, creating a pedestrian friendly streetscape with architectural interest. Architectural standards have been provided including specifications for raised foundations, window orientation, porches, and materials.

### **ANALYSIS**

The plan is consistent with the existing policy for the area and provides for additional housing choice in the area. Sidewalks are being provided to create a walkable community and the homes are situated in a way to frame Bellevue Road and Old Harding Pike. This plan creates a pedestrian oriented, well planned development that will serve as a building block to this neighborhood center. There are existing commercial uses in the area where residents from this development will be able to utilize and walk to over time.



# Metro Planning Commission Meeting of 03/12/2015

## FIRE DEPARTMENT RECOMMENDATION

### Approve with conditions

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

## STORMWATER RECOMMENDATION

### Approved

## WATER SERVICES

### Harpeth Valley Utility District

- Prior to the approval of the Final SP, the design engineer must submit construction plans along with a review fee for review and 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.
- All improvements within the ROW are required to meet MPW standards and specifications, further coordination with the design team and MPW should occur prior to Final SP design. Road realignment at Bellevue and Old Harding must meet AASHTO, MUTCD, and MPW standards.
- Construct Bellevue Road to meet 1/2 MPW standard ST-255 and full St-255 for the relocated section. Sidewalks are to be located within ROW.
- On Old Harding Rd, construct curb and gutter, grass strip, sidewalk, and 1/2 road cross section to meet MCSP. Sidewalks are to be located within ROW.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- Apply to Traffic and Parking to restrict on-street parking along Bellevue Rd and Old Harding Rd frontage.
- Comply with TIS recommendations. .
- Provide adequate sight distance at proposed project road intersection with Bellevue Rd and Old Harding Pk. and internal road intersections.
- Submit pavement marking and signage plans with final SP plan.

Maximum Uses in Existing Zoning District: MUL

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)	5.4	-	100 U *	730	53	73

\*Based off UDO.





# Metro Planning Commission Meeting of 03/12/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	5.4	-	12,420 SF *	569	18	52

\*Based off UDO.

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)	5.4	-	67 U	454	38	44

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-845	-33	-81

## METRO SCHOOL BOARD REPORT

**Projected student generation existing MUL district: 6 Elementary 3 Middle 2 High  
Projected student generation proposed SP-R district: 14 Elementary 6 Middle 4 High**

The proposed SP-R zoning district could generate 13 more students than what is typically generated under the existing MUL zoning district, based on the UDO. Students would attend Westmeade Elementary, Bellevue Middle School and Hillwood High School. Westmeade Elementary and Bellevue Middle School have been identified as over capacity. There is capacity within the cluster for elementary school students, but there is no capacity within the cluster for additional middle school students. This information is based upon data from the school board last updated October 2014.

### Fiscal Liability

The fiscal liability of 6 new middle school students is \$156,000 (6 X \$26,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

### STAFF RECOMMENDATION

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

### CONDITIONS

1. Permitted uses shall be limited to up to 67 residential units.
2. Sidewalks along Bellevue Road shall be provided per the adopted Major and Collector Street Plan. Provide 8' sidewalks, with the additional sidewalk in a pedestrian easement, on the corrected copy.





## Metro Planning Commission Meeting of 03/12/2015

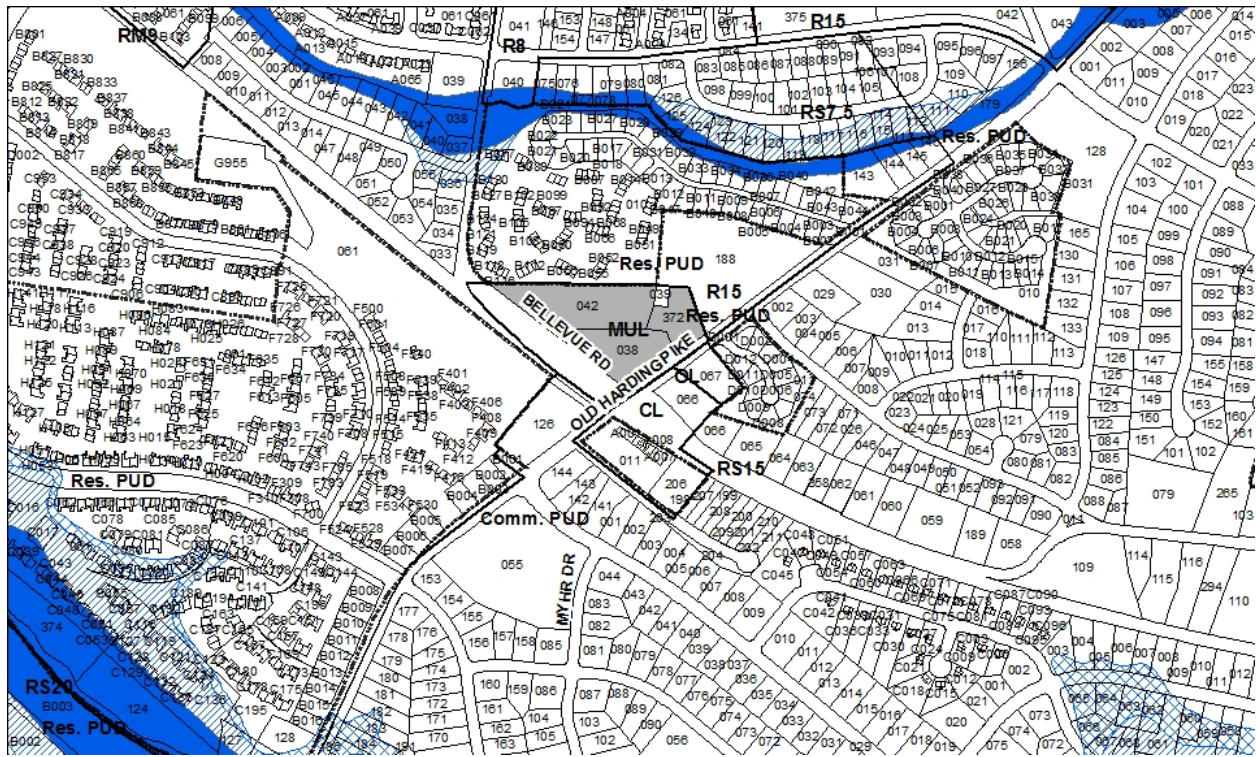
3. On the corrected set, make sure all references to sidewalks along Old Harding Pike are for 8' sidewalks.
4. A raised foundation of 18" minimum on the front façade and 12" on the side and rear facades of each home will be required.
5. Side façades of units that face a public street shall have front façade requirements. Elevations of side façades units facing a public street shall be submitted with the final site plan.
6. On the corrected set, specify the front setback/build-to line from the sidewalk for all units.
7. On the corrected set, specify that all units must be at least 20 feet from the side and rear property lines.
8. On the corrected set, provide a dimension for the landscape buffer area adjacent to the Bellevue Mansion property.
9. 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 RM15-A zoning district as of the date of the application request or application.
10. 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.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 03/12/2015



**2002UD-002-001**

BELLEVUE TOWN CENTER UDO

Map 142, Parcel(s) 038, 042, 372

06, Bellevue

22 (Sheri Weiner)



<b>Project No.</b>	<b>2002UD-002-001</b>
<b>Project Name</b>	<b>Bellevue Town Center UDO Cancellation</b>
<b>Associated Case</b>	2015SP-030-001
<b>Council District</b>	22 - Weiner
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Kimley-Horn Associates, applicant; Bellevue Town Center Partnership, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve, subject to approval of the associated SP. If the associated SP is not approved, staff recommends disapproval.</i>

**APPLICANT REQUEST**

**Cancel the Bellevue Town Center Urban Design Overlay.**

UDO Cancellation

A request to cancel the Bellevue Town Center Urban Design Overlay, for property located at Old Harding Pike (unnumbered), 7386 Old Harding Pike, and Bellevue Road (unnumbered) (5.4 acres). The Bellevue Town Center UDO was approved for 61,850 square feet mixed use development with retail/restaurant/office/residential uses.

**Existing Zoning**

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

Bellevue Town Center UDO is a zoning tool that allows for a specifically designated area to have unique physical design standards in order to either protect the design character already established, or to create a design character that would otherwise not be ensured by the standard provisions of the zoning regulations.

**CRITICAL PLANNING GOALS**

N/A

**PLAN DETAILS**

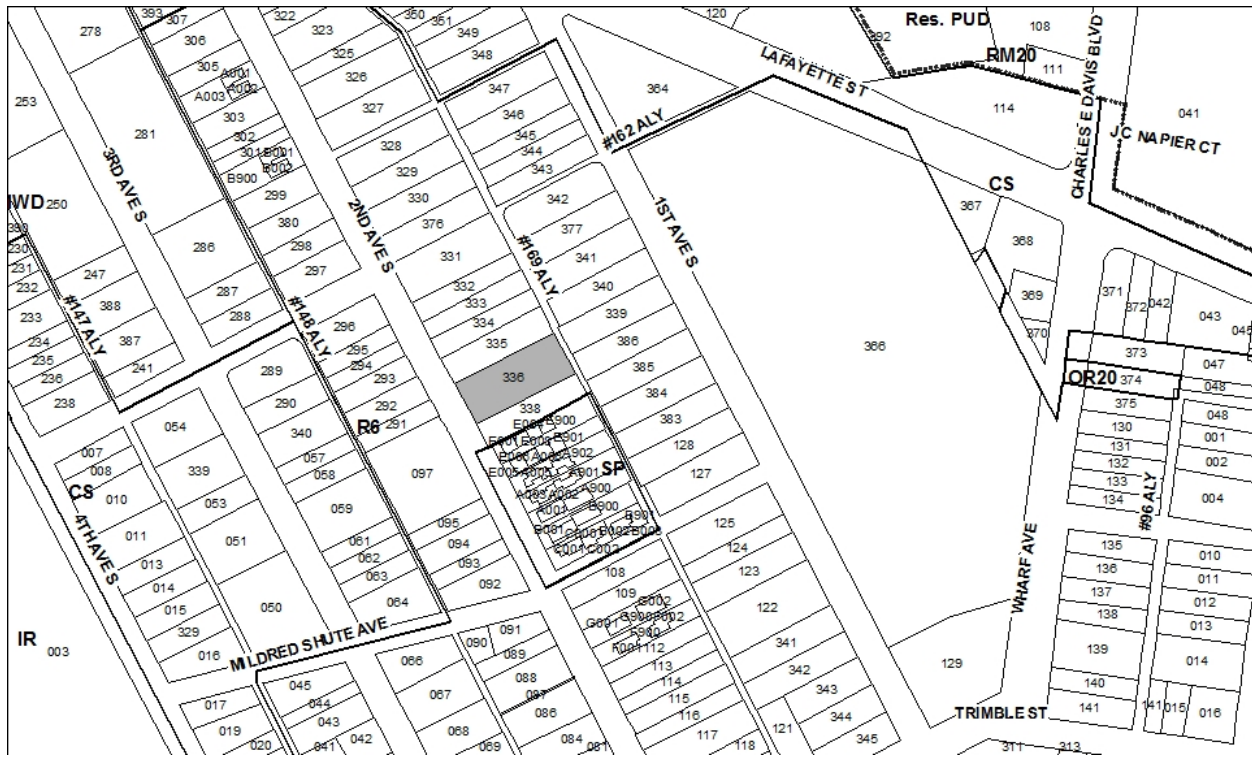
The site is located at 7386 Old Harding Pike and Bellevue Road (unnumbered), at the corner of Bellevue Road and Old Harding Pike. The applicant is requesting a rezoning in addition to the cancellation of the Urban Design Overlay. The Bellevue Town Center UDO allows for the construction of a 61,850 square feet mixed use development. Buildings are specified to front on Bellevue Road and Old Harding Pike with specifications for building setbacks, architectural style, parking location, and landscaping. A new development is proposed with an SP zoning (see 2015SP-030-001).

**STAFF RECOMMENDATION**

Staff recommends approval if the associated SP is approved. If the associated SP is not approved, staff recommends disapproval.



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-031-001**  
COTTAGES OF SOUTHVIEW  
Map 093-15, Parcel(s) 336  
11, South Nashville  
17 (Sandra Moore)



<b>Project No.</b>	<b>2015SP-031-001</b>
<b>Project Name</b>	<b>Cottages at Southview</b>
<b>Council District</b>	17 - Moore
<b>School District</b>	5 - Kim
<b>Requested by</b>	Robinette Dyer Architects, applicant; FMBC Investments, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to 10 residential units**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) for property located at 1056 2<sup>nd</sup> Avenue South (0.34 acres) to permit up to 10 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 2 lots with 2 duplex lots for a total of 4 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 one residential building types.

**CRITICAL PLANNING GOALS**

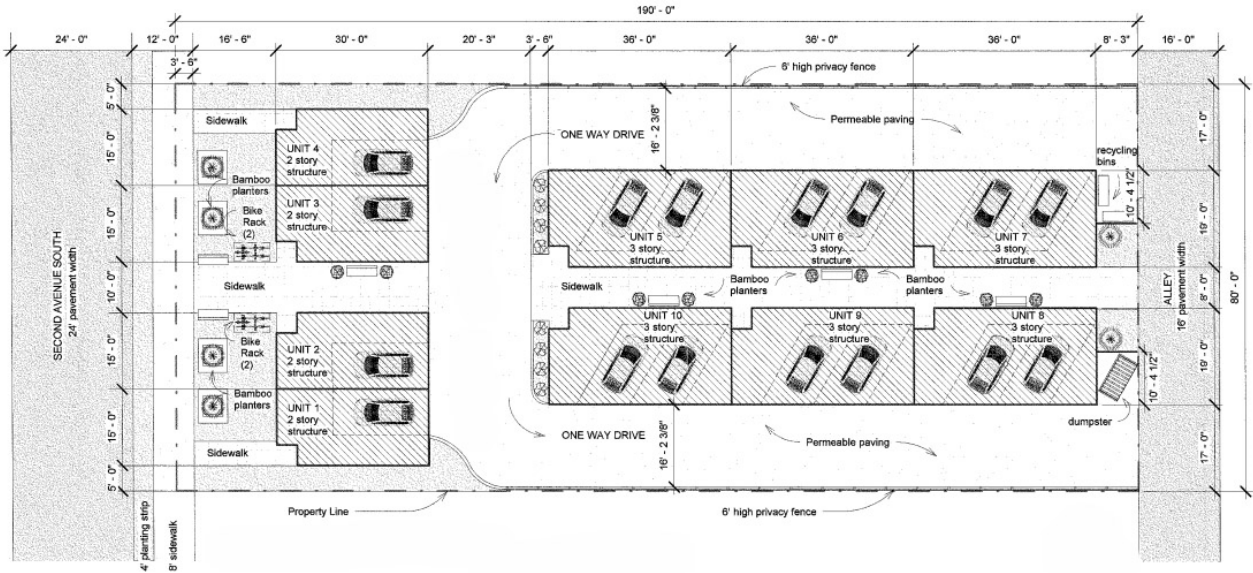
- Supports Infill Development
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices

This proposal meets several critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project will intensify development on an infill site and provide for a different housing type than currently exists in the immediate area. The site is located in close proximity to an existing bus line, allowing for residents to have choice in transportation options.

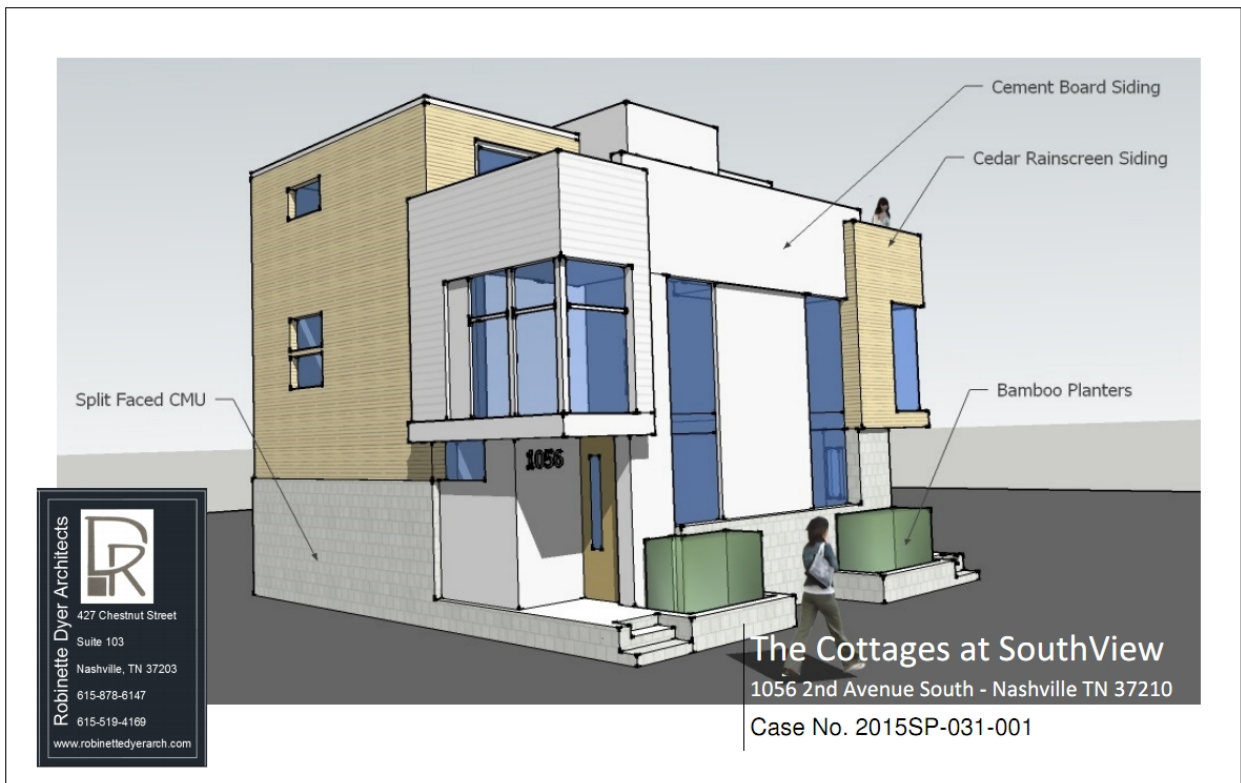




# Metro Planning Commission Meeting of 03/12/2015



**Proposed Site Plan**



**Proposed Elevations**



## Metro Planning Commission Meeting of 03/12/2015

### **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 plan is consistent with the draft preferred T4 NE policy. The plan proposes to intensify the development on an existing urban infill lot and providing additional housing choices in the area.

### **PLAN DETAILS**

The site is located at 1056 2<sup>nd</sup> Avenue South, on the east side of 2<sup>nd</sup> Avenue South and north of Mildred Shute Avenue. The site is approximately 0.34 acres in size.

#### Site Plan

The plan proposes up to 10 multi-family units with 4 units fronting on 2<sup>nd</sup> Avenue South and the remaining 6 units located to the rear. Access for all units will be from an existing alley on the rear of the site. Sidewalks exist along 2<sup>nd</sup> Avenue South.

All units are accessed from a one way drive through the project. The units along 2<sup>nd</sup> Avenue South are proposed to be 2-stories and the rear units are proposed to be 3-stories. The units along 2<sup>nd</sup> Avenue South will each have 1 garage parking space while the rear units will each have 2 garage parking spaces. A wide internal sidewalk runs through the center of the property. Benches and planters are being provided to create an amenity area for the residents. Bicycle parking is provided as per the adopted Bicycle Parking Ordinance.

The units are proposed to be cedar rainscreen siding with split faced CMU foundations. Foundations will be raised between 18" and 36".





# Metro Planning Commission Meeting of 03/12/2015

## ANALYSIS

The proposed plan is consistent with the draft preferred T4 NE policy and meets several critical planning goals. The plan is intensifying the use on a underutilized urban lot and providing for additional housing options within the area.

## 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 construction plans must be submitted and approved prior to Final SP stage. The required 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.
- Dedicate ROW prior building permit submittal.

## 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)	0.34	7.26 D	4 U *	39	3	5

\*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 (210)	0.34	-	10 U	96	8	11

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
-	-	-	+ 6 U	+57	+5	+6



## Metro Planning Commission Meeting of 03/12/2015

### METRO SCHOOL BOARD REPORT

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

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

The proposed zoning would generate no additional students over what would be generated by the existing zoning.

### STAFF RECOMMENDATION

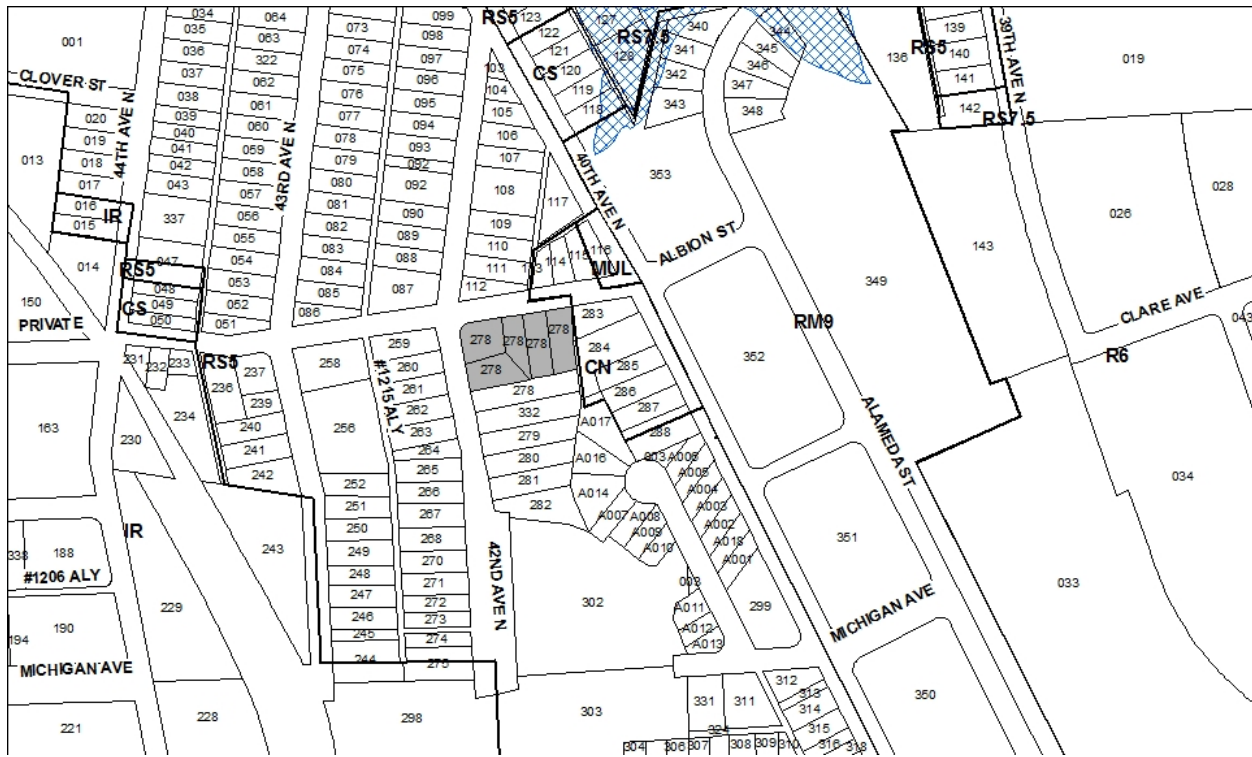
Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the draft preferred future policy and meets several critical planning goals.

### CONDITIONS

1. Permitted land uses shall be limited to up to 10 multi-family residential units.
2. Updated architectural elevations that comply with the following conditions shall be provided with the Final SP:
  - a. Doors of units 1-4 shall be parallel to 2<sup>nd</sup> Ave S.
  - b. Units 1-4 shall have two windows per floor, including the garage level, on each side façade that is not attached to another unit.
3. A raised foundation of 18"- 36" is required for all residential buildings fronting a public street.
4. With the final site plan application, provide landscaping along any raised foundation over 36" for units 1-4 that is parallel to 2<sup>nd</sup> Avenue S.
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.
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 03/12/2015



**2015SP-032-001**

**MENDING HEARTS**

Map 091-08, Parcel(s) 278.02, 278.03, 278.04, 278.05, 278

08, North Nashville

21 (Edith Taylor Langster)



<b>Project No.</b>	<b>2015SP-032-001</b>
<b>Project Name</b>	<b>Mending Hearts</b>
<b>Council District</b>	21 – Langster
<b>School District</b>	1 – Gentry
<b>Requested by</b>	T-Square Engineering and Metro Nashville Planning Department, applicants; Mending Hearts, Inc., owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to 26 multi-family units.**

Preliminary SP

A request to rezone from Single Family Residential (RS5) to Specific Plan-Residential (SP-R) for property located at 930 and 932 42nd Avenue North and 4101, 4103 and 4105 Albion Street, at the southeast corner of 42nd Ave. N. and Albion St., (0.82 acres), to permit up to 26 multi-family 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 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 along 40<sup>th</sup> Avenue North which will be supported by the additional units proposed by the SP.

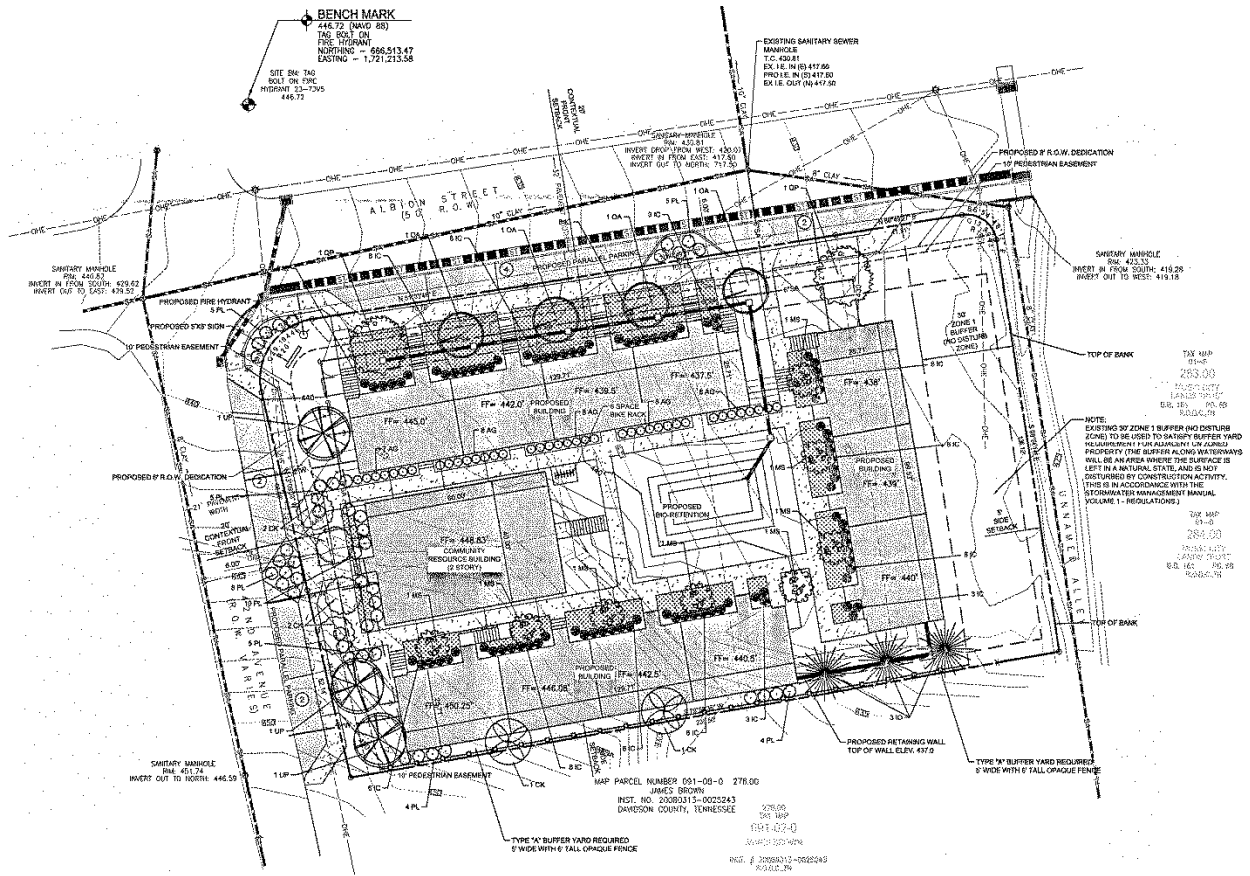
**NORTH NASHVILLE COMMUNITY PLAN**

**Existing 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.



# Metro Planning Commission Meeting of 03/12/2015



## Proposed Site Plan



## Metro Planning Commission Meeting of 03/12/2015

### **DRAFT Preferred Future Policy**

No change proposed.

#### Consistent with Policy?

Yes, the SP is consistent with the Urban Neighborhood Evolving policy. The Urban Neighborhood Evolving policy is intended to create neighborhoods that are compatible with the general character of urban neighborhoods, while anticipating changes such as 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 commercial and office uses. In addition, the site is located immediately adjacent to Urban Neighborhood Center policy to the east as well as existing transit routes. The proposed use and design are consistent with the T4 NE policy.

### **PLAN DETAILS**

The site is located at the southeast corner of the intersection of 42<sup>nd</sup> Avenue North and Albion Street. Surrounding zoning includes RS5, CN and MUL, and the area is characterized by a variety of land uses.

#### Site Plan

The plan proposes 26 residential units and a community resource building to serve as transitional housing. The maximum height for all buildings is 2 stories in 35' to the roof line. The plan also incorporates a Type A-3 buffer which includes a 6' opaque fence between the site and the existing residential to the south.

The site layout includes three residential buildings and a community resource building that includes several residential units on the second floor. One of the residential buildings fronts Albion Street while the community resource building fronts 42<sup>nd</sup> Avenue North. The remaining two residential buildings are mostly located interior to the site. However, each building has a side façade that faces a public street which will include additional glazing and/or landscaping so that the building relates to the street.

Architectural elevations are included with the preliminary SP. Materials to be used on the building elevations include brick, stone and cedar shingle veneer. The community resource building includes a mixture of brick, stone and fiber cement siding. The building height for the residential units is 2 stories in 35' and the community resource building is also 2 stories to maintain the height context along 42<sup>nd</sup> Avenue North.

A parking study was submitted with the SP in order to request reduced parking. That study calls for on-street parking along Albion Street and 42<sup>nd</sup> Avenue North and a parking agreement with Immanuel Missionary Baptist Church, which is located at 934 43<sup>rd</sup> Avenue North. As a multi-family use with 26 units, the site would require a minimum of 31 parking spaces. The parking agreement proposes 10 parking spaces per the agreement with the church and 10 on-street spaces along the street frontage. Given the lower parking needs due to the nature of the use, the Metro Traffic Engineer has recommended approval with the reduced parking proposed with the parking study. In addition, the SP is also located within walking distance of an existing transit route with a bus stop at the corner of Albion Street and Alameda Street. The SP proposes to install sidewalks along both street frontages to meet the standards of the Major and Collector Street Plan and further enhance the overall pedestrian connectivity of the area.



## Metro Planning Commission Meeting of 03/12/2015



### **ANALYSIS**

The proposed SP is consistent with the 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**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Comply with Parking study dated 2/16/2015.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Please have applicant submit a revised availability study, so that its unit count matches that of the SP plan package. The latest availability study lists 48 units, and this SP package proposes 26.
- Public construction plans must be submitted and approved prior to Final SP stage. The required capacity fees 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.
- Indicate on the plans the location of the solid waste and recycling container(s), dumpster(s) will be required and should be shown on the plans prior to Final SP.



## Metro Planning Commission Meeting of 03/12/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.82	8.71 D	7 U	67	6	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.82	-	24 U	160	13	15

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
-	-	-	+ 17 U	+93	+7	+7

### SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-R district: 7 Elementary 4 Middle 4 High**

The proposed SP-R zoning district would generate twelve more students than what is typically generated under the existing RS5 zoning district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. Cockrill Elementary School and Pearl-Cohn High School have been identified as over capacity. There is capacity within the cluster for additional elementary school students, and 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.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses within the SP shall be limited to 26 multi-family units.
2. Parking agreement for a minimum of 10 off-site parking spaces shall be recorded with the Register of Deeds prior to final site plan approval. The parking agreement shall be for the life of the use or a minimum of 15 years with a guaranteed option for renewal.
3. No signage shall be permitted with this SP.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings fronting a public street.





## Metro Planning Commission Meeting of 03/12/2015

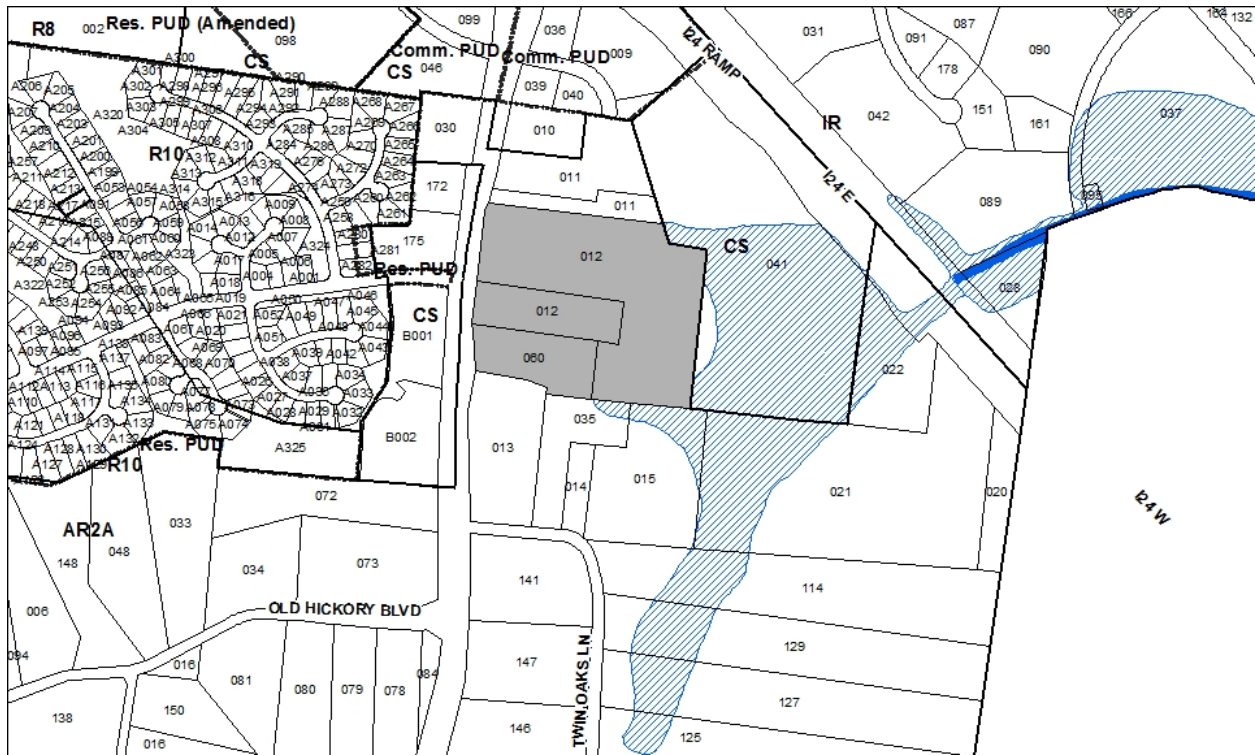
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-033-001**

**BURKITT STATION**

Map 183, Parcel(s) 012.01, 012, 060

12, Southeast

33 (Robert Duvall)



<b>Project No.</b>	<b>Zone Change 2015SP-033-001</b>
<b>Project Name</b>	<b>Burkitt Station</b>
<b>Council District</b>	33- Duvall
<b>School District</b>	2 - Brannon
<b>Requested by</b>	Ragan-Smith Associates, Inc., applicant; Keach Investments, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer to the March 26, 2015, Planning Commission meeting.</i>

---

**APPLICANT REQUEST**

**Preliminary SP to permit a multi-family residential and mixed use development.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2A) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 13153, 13159, and 13167 Old Hickory Boulevard, approximately 640 feet south of Muci Drive, (18.74 acres), to permit up to 244 residential units and mixed use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 26, 2015, Planning Commission meeting as requested by the applicant.



# Metro Planning Commission Meeting of 03/12/2015



**2015SP-034-001**

THE ROW AT MERIDIAN  
Map 071-07, Parcel(s) 217  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2015SP-034-001</b>
<b>Project Name</b>	<b>The Row at Meridian</b>
<b>Council District</b>	5 – Davis
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dean Design Group, LLC, applicant; Capital Homes, LP, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit 8 townhomes.**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan - Residential (SP-R) zoning for property located at 1901 Meridian Street, approximately 170 feet south of East Trinity Lane, (0.48 acres), to permit up to 8 residential units.

**Existing Zoning**

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

N/A

**EAST NASHVILLE COMMUNITY PLAN**

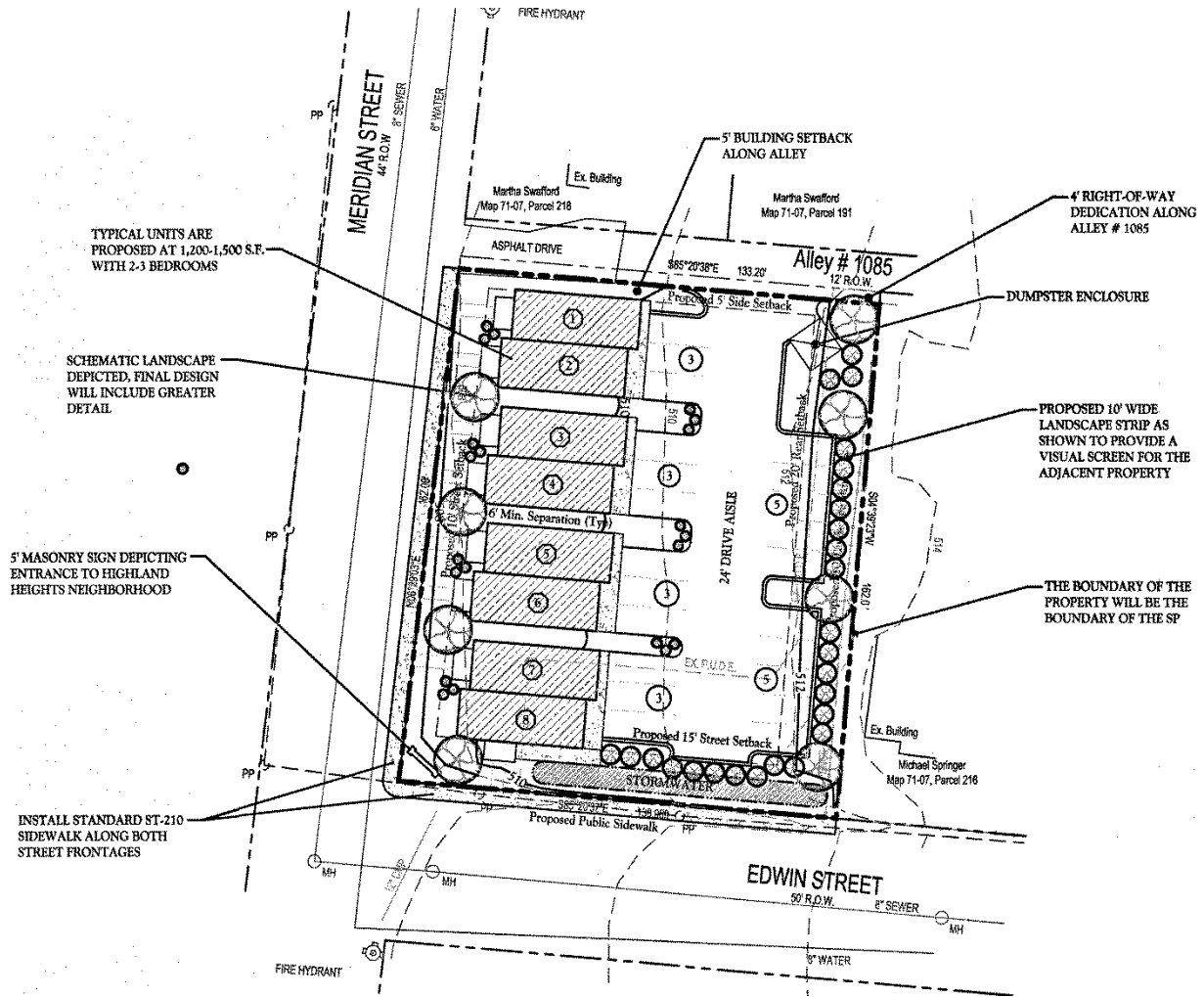
Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

**DRAFT Preferred Future Policy**

No changes are proposed.



# Metro Planning Commission Meeting of 03/12/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 03/12/2015

### Consistent with Policy?

No. The policy supports all types of residential development that fits in with the general character of the surrounding area *or* for development that provides an adequate transition between zoning districts permitting incompatible land uses or areas characterized by different development patterns. In this case, the property borders a commercial zoning district to the north, which makes the site an appropriate transition site between the commercial district and the single-family district along Meridian Street and Edwin Street. While the site is an appropriate transitional area, staff finds that the layout does not provide the appropriate transition. Staff's primary concern with the layout is how it addresses Edwin. It would be more appropriate if the layout included units fronting on to Edwin that have setbacks consistent with the existing setbacks along Edwin.

### **PLAN DETAILS**

The approximately half acre site is located at the north east quadrant of Meridian Street and Edwin Street. The property is currently vacant, free of significant vegetation and contains no known environmental constraints. The site is bordered on the north by an unbuilt alley that runs from Meridian to Lischey Avenue to the east. All the properties north of the unbuilt alley from Meridian to Lischey are zoned commercial (CS) and front onto E. Trinity Lane. Approximately 82 feet of the site, starting at the northwester property line, also faces commercial zoning on the opposite side of Meridian.

### Site Plan

The plan calls for eight townhomes with a density of approximately 16 units per acre. The townhomes are separated into four sets of two attached units. All units front onto Meridian. The units are staggered with setbacks of approximately 15 feet and 18 feet. The plan would permit units to be setback within 10 feet of Meridian and 15 feet of Edwin. The plan limits height to two stories in 30 feet. The unit at the corner is planned to addresses both streets. The plan does not provide building elevations, but it does provide some development standards, which are as follows:

- Building facades fronting a street shall provide a minimum of one principle entrance (doorway) onto street and a minimum of 25% glazing.
- Windows shall be vertically oriented at a ratio of 2:1 or greater.
- Eifs and vinyl siding shall be prohibited.
- Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 30 inches from the abutting average ground elevation.
- Porches shall provide a minimum of six feet of depth.

Vehicular ingress/egress into the site is proposed from the unbuilt alley to the north, which will require that the alley be improved. The plan calls for 22 parking spaces. A sidewalk is proposed along the properties frontage along Meridian and Edwin. The proposed sidewalk is five feet in width and includes a four foot planting strip.

### **ANALYSIS**

Staff is recommending disapproval because it is not consistent with T4 NM policy. It is also important to note that Public Works is requesting that access be from Edwin Street and not the unbuilt alley to the rear. Planning would recommend that the only access be from the unbuilt alley. If the request is approved or deferred, this issue should be resolved prior to any Council approval.





## Metro Planning Commission Meeting of 03/12/2015

### **FIRE MARSHAL'S OFFICE**

#### **Approved with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Returned for corrections**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Remove the 4' ROW dedication.
- Indicate that the development's driveway is to connect to Edwin and not to the alley.
- Indicate installation of No Parking signs on both streets, petition Traffic and Parking for approval prior to building permit.
- Roadside cross section for both streets should be, at a minimum, the following: install ST-200 curb and gutter at existing edge of pavement, 4' grass strip and 5' ST-210 concrete sidewalk. May require ROW dedication to the back of sidewalk if this cross section does not fit within the existing ROW.

### **STORMWATER RECOMMENDATION**

#### **Conditions if approved**

- Storm improvements to ROW may be required.

### **WATER SERVICES**

#### **Approved**

- Public construction plans must be submitted and approved prior to Final SP stage.
- The required capacity fees must be paid prior to Final SP approval.

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed SP-R zoning district would generate two additional students than what is typically generated under the existing RS5 zoning district. Students would attend Tom Joy Elementary, Jere-Baxter Middle School, and Maplewood High School. None of the schools are identified as over capacity and there is additional capacity within the cluster. This information is based upon data from the school board last updated October 2014.

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the request is not consistent with T4 NM policy.

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

1. Uses shall be limited to a maximum of 8 multi-family residential units.
2. Access into the development shall be provided from the alley. No vehicular access shall be permitted onto Edwin Street. The alley shall be improved to Metro Public Works' standards.

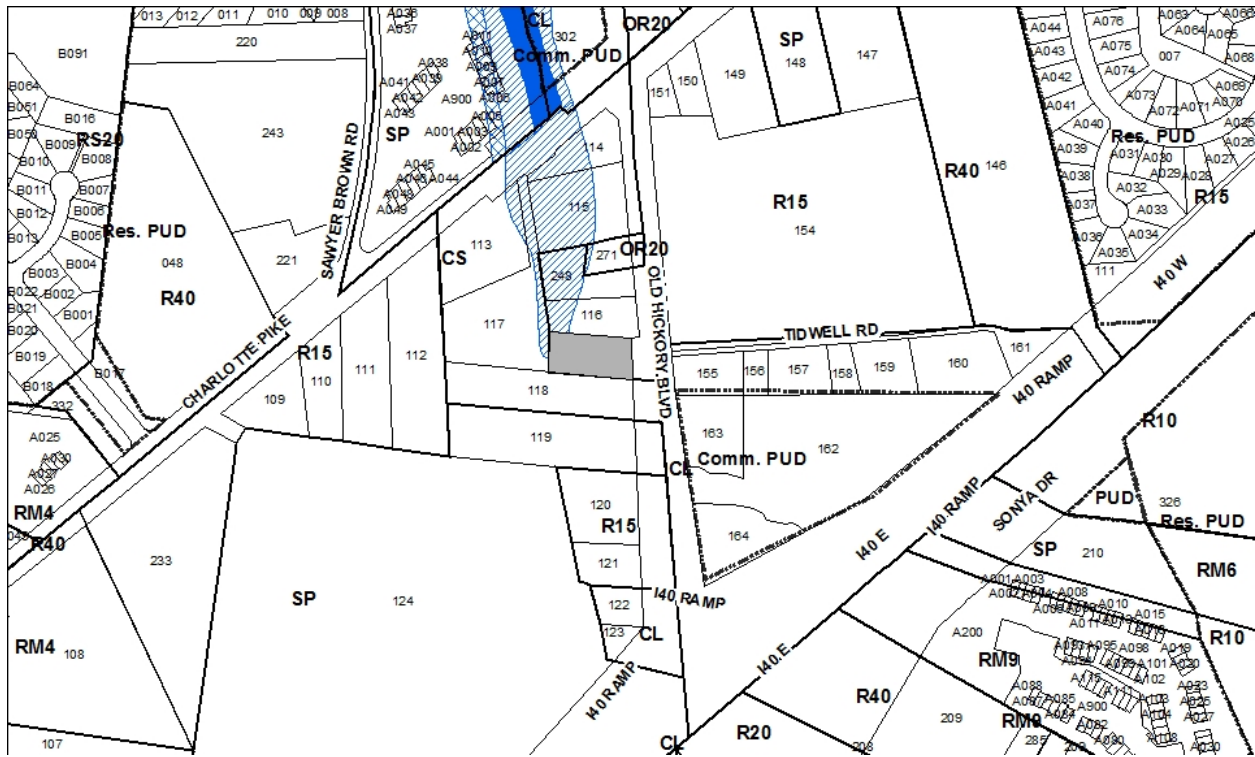


## Metro Planning Commission Meeting of 03/12/2015

3. The required sidewalks on Meridian Street and Edwin Street shall be at a minimum five feet in width and shall include a four foot planting strip.
4. Side façades of units that face a public street shall have front façade requirements. Elevations of side façades units facing a public street shall be submitted with the final site plan.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 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 03/12/2015



**2015Z-012PR-001**

Map 114, Part of Parcel(s) 117

06, Bellevue

22 (Sheri Weiner)



<b>Project No.</b>	<b>Zone Change 2015Z-012PR-001</b>
<b>Council District</b>	22 – Weiner
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Robert A. and Beverly R. Hendricks, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Zone change from R15 to CS**

Zone Change

A request to rezone from One and Two-Family Residential (R15) to Commercial Service (CS) zoning for property located on part of a parcel at 7415 Charlotte Pike, on the south side of Charlotte Pike and west of Old Hickory Blvd. (0.59 acres).

**Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**BELLEVUE COMMUNITY PLAN**

**Current Policy**

T3 Suburban Mixed Use Corridor (T3 CM) policy is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

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

**DRAFT Preferred Future Policy**

No Change



## Metro Planning Commission Meeting of 03/12/2015

Consistent with Policy?

Yes. The proposed CS district allows uses that are consistent with the T3 Suburban Mixed Use Corridor land use policy and is consistent with the existing zoning pattern in the area.

**FIRE MARSHAL RECOMMENDATION**

N/A

**PUBLIC WORKS RECOMMENDATION**

N/A

**TRAFFIC AND PARKING RECOMMENDATION**

**Conditions of Approval**

- Traffic study may be required at the time of development

**WATER SERVICES RECOMMENDATION**

N/A

**STORMWATER RECOMMENDATION**

No agency review required

Maximum Uses in Existing Zoning District: **R15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.59	2.90 D	2 U *	20	2	3

\*Based on one two-family lot.

Maximum Uses in Proposed 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)	0.59	0.6 F	15,420 SF	698	20	59

Traffic changes between maximum: **R15** and **CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+678	+18	+56



## **Metro Planning Commission Meeting of 03/12/2015**

### **SCHOOL BOARD REPORT**

No school support was prepared because this request is not likely to generate additional students.

### **ANALYSIS**

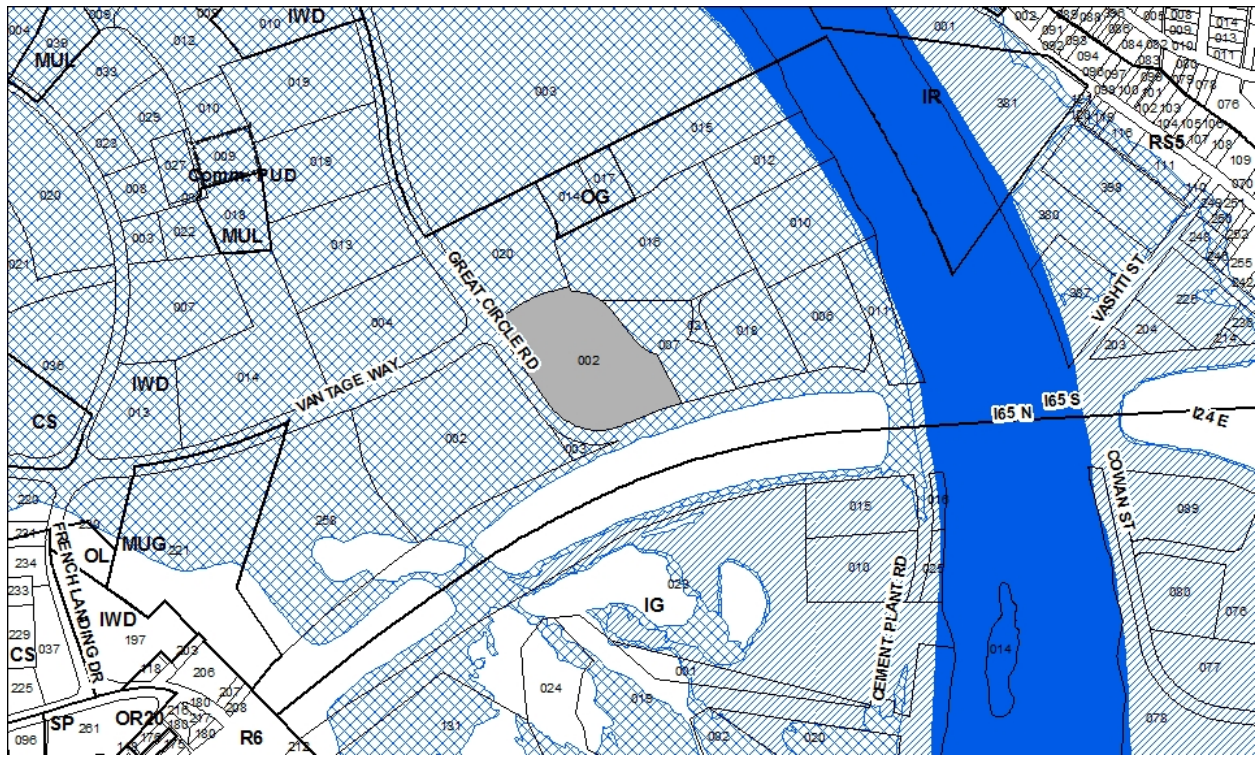
The parcel at 651 Old Hickory Boulevard is approximately 2.32 acres within two zoning districts; R15 is approximately 0.59 acres and CS is approximately 1.73 acres. The proposed zoning change from R15 to CS is consistent with the existing CS zoning and proposed CS district allows uses that are consistent with the T3 Suburban Mixed Use Corridor land use policy.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 03/12/2015



**2015Z-013PR-001**

Map 071-13, Parcel(s) 002

08, North Nashville

02 (Frank R. Harrison)



<b>Project No.</b>	<b>2015Z-013PR-001</b>
<b>Council Bill</b>	2015BL-1054
<b>Council District</b>	2- Harrison
<b>School District</b>	1- Gentry
<b>Requested by</b>	Littlejohn Engineering Associates; applicant; Horsepower, JV, owner.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Rezone from IWD to MUG.**

Zone Change

A request to rezone from Industrial Warehousing/ Distribution District (IWD) to Mixed- Use General District (MUG) zoning for property located at 100 Cumberland Bend, east of the intersection of Great Circle Road and Vantage Way (7.39 acres).

**Existing Zoning**

Industrial Warehousing/ Distribution District (IWD) is intended to implement industrial policies of the general plan that provide opportunities for wholesaling, warehousing and bulk distribution uses.

**Proposed Zoning**

Mixed- Use General District (MUG) is intended to implement the moderate high intensity mixed-use policies of the general plan including residential, commercial, and office uses. It is an appropriate use near major concentrations of employment, commercial, or industrial uses.

**CRITICAL PLANNING GOALS**

N/A

**NORTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

District Office Concentration (D OC) is intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

**Draft Preferred Future Policy**

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

Consistent with Policy?

Yes. This rezoning request is consistent with the proposed policy. The MUG district is an appropriate zoning under the District Employment Center and particularly in this area, as it adds a diversity of uses.





## Metro Planning Commission Meeting of 03/12/2015

### ANALYSIS

This property is predominantly undeveloped with the exception of a surface lot. Under the current zoning district it would permit opportunities for wholesaling, warehousing and bulk distribution uses. The MUG district would allow for more diversity of uses to be introduced to an area currently defined by office and light industrial.

This rezoning is consistent with the proposed policy and staff recommends approval.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	7.39	0.8 F	275,526 SF	981	83	89

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	7.39	3.0 F	965,725 SF	7648	1151	1161

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+6,667	+1,068	+1,072

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed MUG district: 36 Elementary 24 Middle 21 High**

The proposed MUG zoning district would not generate any more students than what is typically generated under the existing IWD zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl Cohn High School. Pearl Cohn High School is over capacity. There is capacity for additional high school students within an adjacent cluster. This information is based upon data from the school board last updated October 2014.

### STAFF RECOMMENDATION

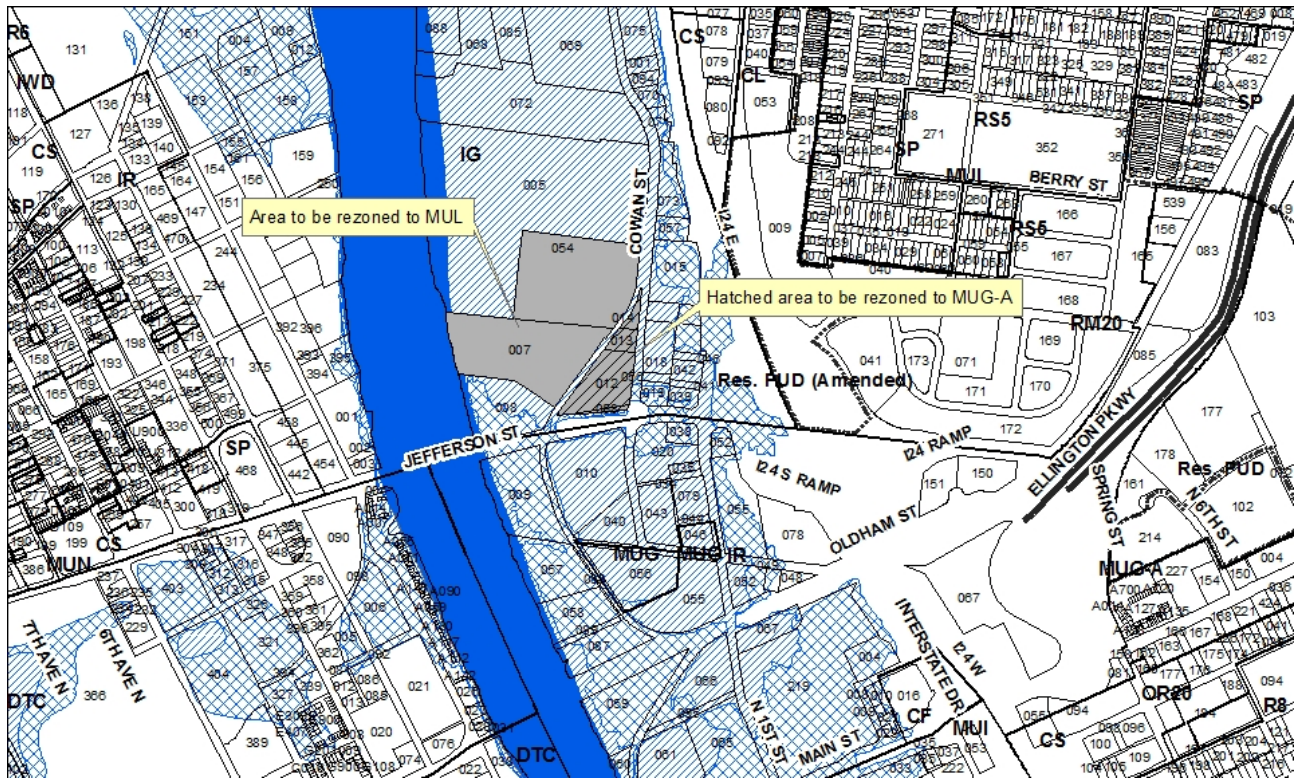
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 03/12/2015



**2015Z-014PR-001**

Map 082-10, Parcel(s) 007, 012-014, 054, 058

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2015Z-014PR-001</b>
<b>Project Name</b>	<b>Cowan Street</b>
<b>Council District</b>	5 – Davis
<b>School District</b>	5 – Kim
<b>Requested by</b>	Tune Entrekin & White, applicant; Sequatchie Concrete and Premier Leasing, LLC, owners.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IG to MUL and MUG-A**

Zone Change

A request to rezone from Industrial General (IG) to Mixed Use Limited (MUL) for property located at 306 B and 500 Cowan Street and to rezone from Industrial General (IG) to Mixed Use General-A (MUG-A) for property located at 306, 402, 411 and Cowan Street and Cowan Street unnumbered, at the northwest corner of Cowan Street and Spring Street (22.66 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

Mixed Use General-A (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.

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Supports a Range of Housing Choices
- Promotes Compact Building Design
- Supports a Variety of Transportation Choices

The proposed MUG-A promotes walkable neighborhoods by incorporating building placement and design elements to create a streetscape that enhances the pedestrian experience. Both MUL and MUG-A also would expand the range of housing choices in the area by permitting mixed use, and MUG-A would also encourage compact building design by allowing more flexibility to build up rather than out. In addition, existing infrastructure is available at the subject property which supports infill development.



## Metro Planning Commission Meeting of 03/12/2015

### EAST NASHVILLE COMMUNITY PLAN

#### Existing Policy

Urban Mixed Use Neighborhood (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods 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. T4 MU areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development.

#### DRAFT Preferred Future Policy

Center 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.

#### Consistent with Policy?

The proposed MUL and MUG-A zoning districts are consistent with both the existing and draft policies as these districts permit a mixture of uses as encouraged by the policies. In addition, the MUG-A district includes design standards that further support the goals of both the T4 MU and T5 MU policies.

### PUBLIC WORKS RECOMMENDATION

#### Conditional if approved

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	22.66	0.6 F	592,241 SF	2109	178	190

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	22.66	1.0 F	987,069 SF	30,079	595	2950

Traffic changes between maximum: **IG** and **MUL/MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+27,970	+417	+2760



## Metro Planning Commission Meeting of 03/12/2015

### SCHOOL BOARD REPORT

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

Projected student generation proposed MUL district: 0 Elementary 0 Middle 0 High

MUG-A district: 0 Elementary 0 Middle 0 High

The proposed MUL and MUG-A districts would not generate any more students than what is typically generated under the existing IG zoning district[,using the urban infill factor][?]. Students would attend Glenn Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated October 2014.

### STAFF RECOMMENDATION

Staff recommends approval of the zone change as the request is consistent with both the existing and draft land use policies and supports four critical planning goals.



**SEE NEXT PAGE**



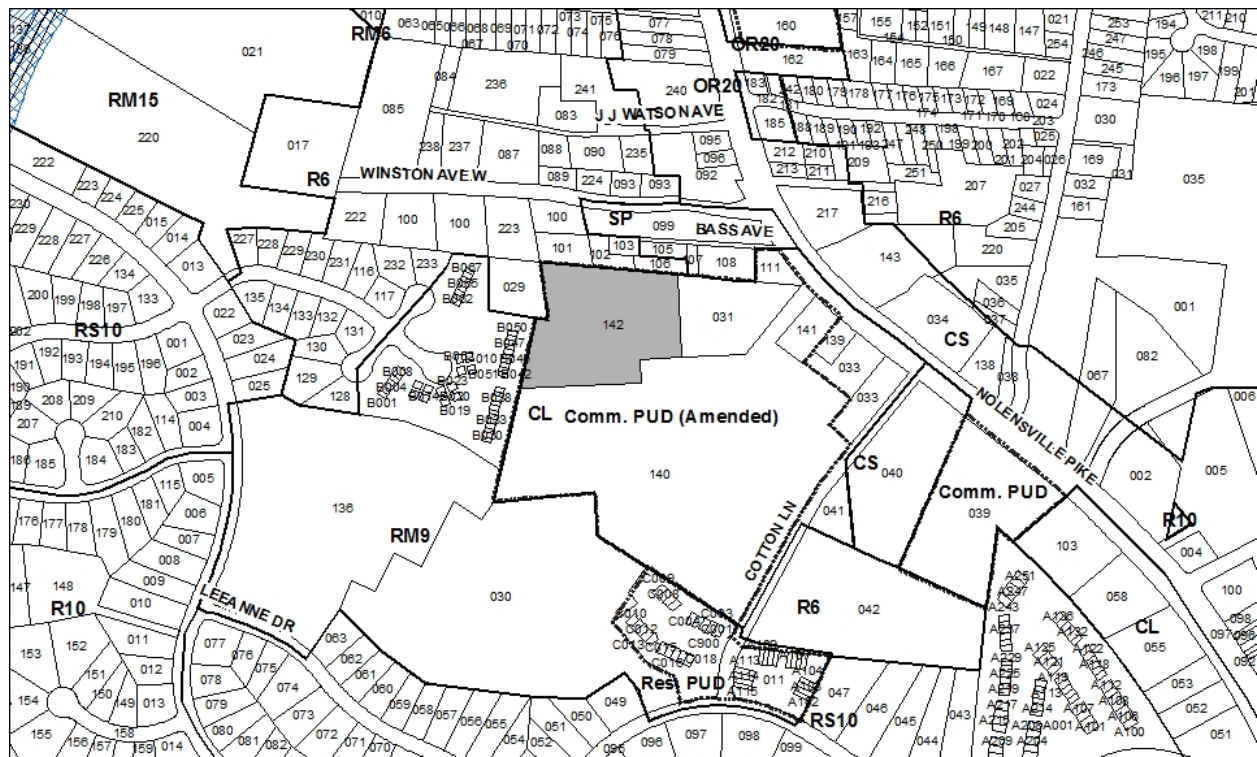
## **PLANNING COMMISSION ACTIONS**

- **Planned Unit Developments (Final Site Plans)**
- **Subdivision (Concept Plans)**





# Metro Planning Commission Meeting of 03/12/2015



**91P-006-001**  
THOMPSON STATION (VALOR COLLEGIATE)  
Map 147-11, Parcel(s) 142  
12, Southeast  
27 (Davette Blalock)



<b>Project No.</b>	<b>Planned Unit Development 91P-006-001</b>
<b>Project Name</b>	<b>Thompson Station (Valor Collegiate)</b>
<b>Council District</b>	27 – Blalock
<b>School District</b>	2 – Brannon
<b>Requested by</b>	Valor Collegiate, applicant, R&B Investments, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise a portion of a Planned Unit Development and final site plan approval.**

Revise PUD and Final Site Plan

A request to revise a portion of the approved preliminary plan and for final site plan approval for a Commercial Planned Unit Development abutting the west margin of Nolensville Pike, and the north margin of Cotton Lane (3.74 acres), zoned Commercial Limited (CL), to permit the development of a 19,573 square foot building addition.

**Existing Zoning**

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

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

**CRITICAL PLANNING GOALS**

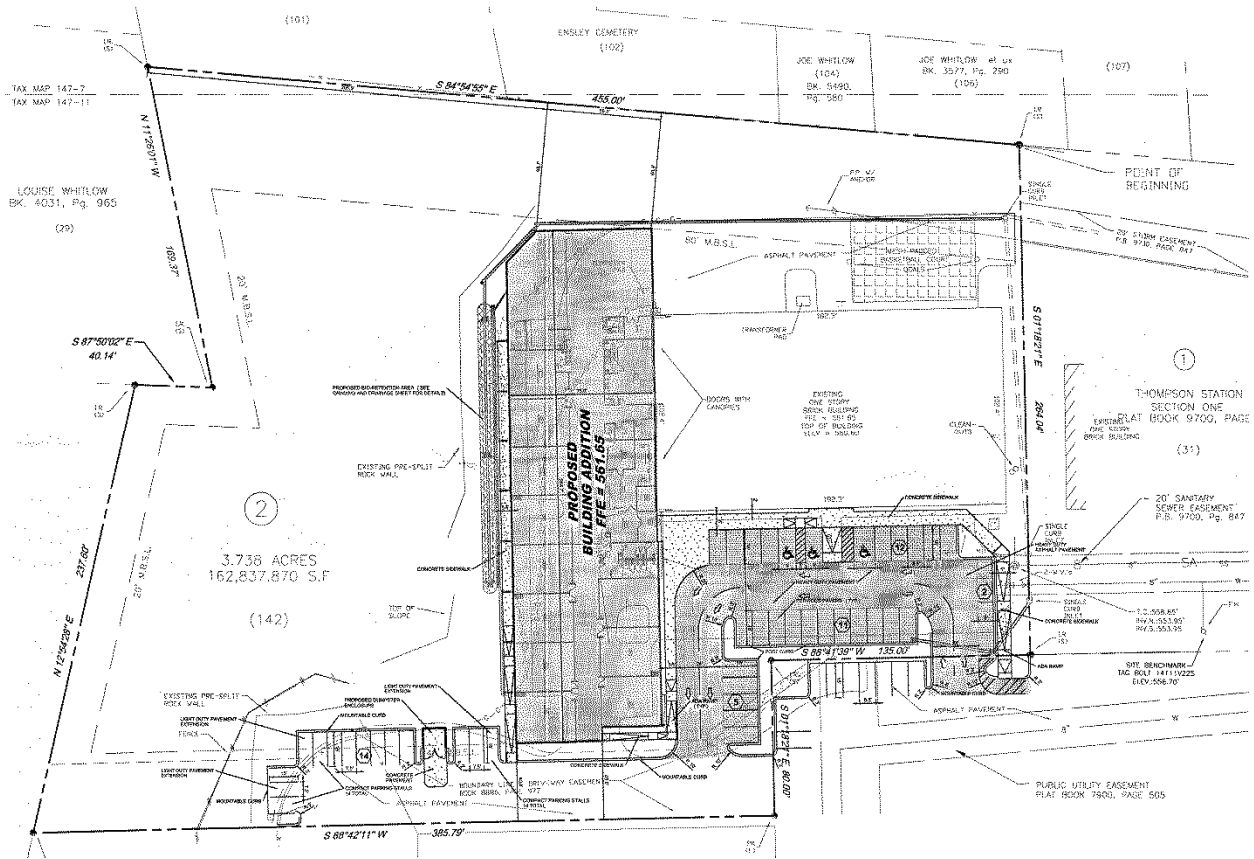
N/A

**PLAN DETAILS**

The subject PUD is located on the west side of Nolensville Pike boarding Cotton Lane to the south. The PUD was originally approved in 1991 for various commercial uses. The PUD has been revised several times in the past. The original PUD boundary was reduced in size in 2002 when Council approved the cancellation of three properties within the overlay, located to the north along Bass Avenue. The PUD is developed and includes 171,621 square feet of floor space consisting of various commercial uses. The parcel, Parcel A, which is proposed to be modified is approved for 21,000 square feet of floor space, but only 18,712 has been constructed.



# Metro Planning Commission Meeting of 03/12/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 03/12/2015

### Site Plan

The proposed plan calls for a 19,573 square foot addition to the west side of an existing 18,712 square foot building bringing the total floor area to 38,285 square feet. The plan also calls for minor modifications to the parking area in front of the building. No other changes in the PUD are proposed.

### **ANALYSIS**

Staff finds that the proposed revision is consistent with the Council approved PUD plan. The last Council approved PUD plan was approved for 201,540 square feet of various commercial uses. The proposed plan would bring the overall floor area in the PUD to 191,194 square feet, which is below the floor area approved by Council. Also, the proposal does not propose any additional uses not permitted, nor do the changes significantly deviate from the Council approved PUD plan. Since the request does not propose any major changes to the Council approved PUD plan, then staff finds the request can be approved as a minor modification not requiring Council approval.

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

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

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



## Metro Planning Commission Meeting of 03/12/2015

- 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 structures will be addressed at permit application review

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **PUBLIC WORKS RECOMMENDATION**

#### **No Exceptions Taken**

- Provide parking per Metro Zoning Code.

### **WATER SERVICES**

#### **Approved with conditions**

1. This approval does not apply to the private utility layout, which must be submitted for review to MWS Permits.
2. The required capacity fees must be paid prior to pulling water and sewer connection permits.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



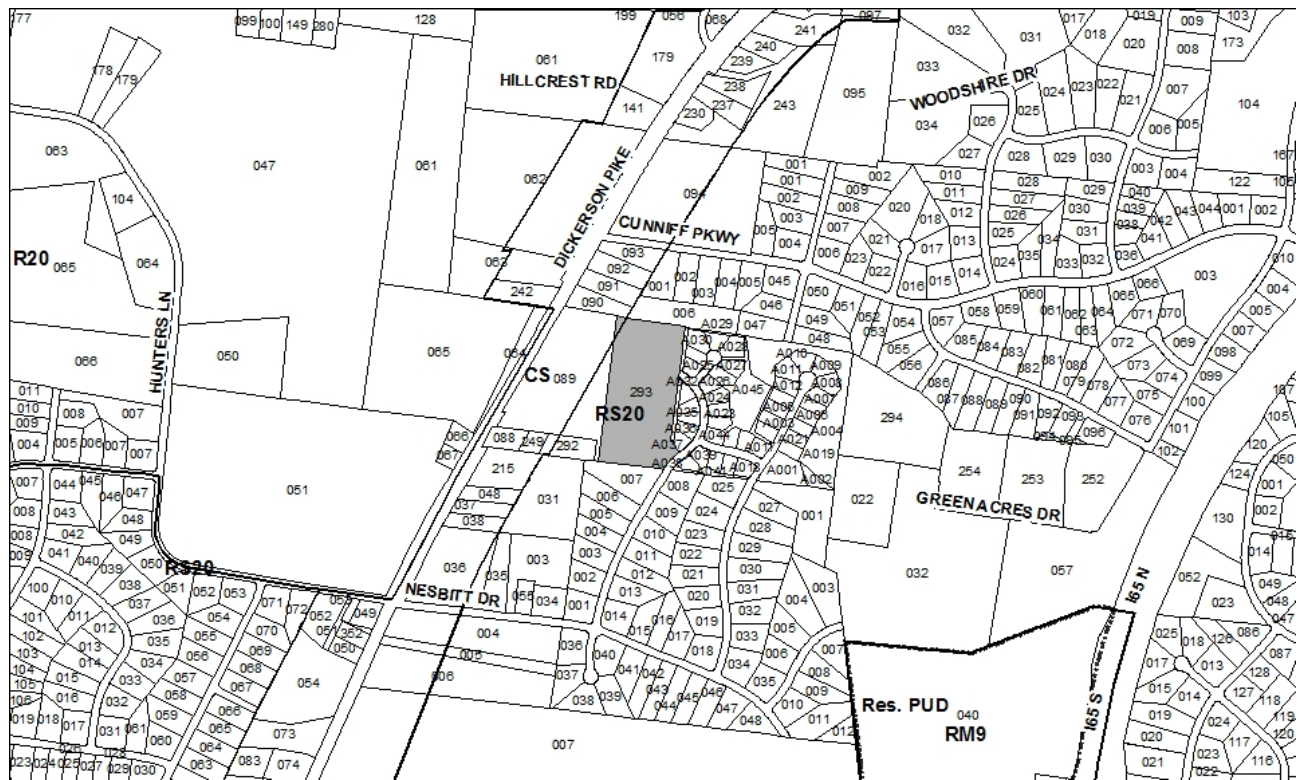
## Metro Planning Commission Meeting of 03/12/2015

### CONDITIONS

1. 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.
2. 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.
3. 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.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Department.
6. 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.
7. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.



# Metro Planning Commission Meeting of 03/12/2015



## 2006S-209G-02

HIDDEN SPRINGS, ADDITION 1 (PRELIMINARY PLAT EXTENSION REQUEST)

Map 033, Parcel(s) 293

02, Parkwood - Union Hill

03 (Walter Hunt)



<b>Project No.</b>	<b>Subdivision 2006S-209G-02</b>
<b>Project Name</b>	<b>Hidden Springs, Addition 1 (Concept Plan Extension # 1)</b>
<b>Council District</b>	3 – Hunt
<b>School District</b>	3 – Speering
<b>Requested by</b>	Daryl Adler and Nelson Holt, applicants; CapStar Bank, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve the extension of the Concept Plan approval to March 12, 2018.</i>

**APPLICANT REQUEST**

**Extend concept plan approval for 18 single-family cluster lots.**

Concept plan extension

A request to extend concept plan approval for Hidden Springs Addition, Phase 3, approved for 18 single-family clustered lots (10.04 acres), zoned Single-Family Residential (RS20).

**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. *RS20 would permit a maximum of 21 lots.*

**CRITICAL PLANNING GOALS**

N/A

**REQUEST DETAILS**

This is a request to extend concept plan approval for Hidden Springs, Addition 1 subdivision. Concept plans are effective for four years from the date of Planning Commission approval or the recording of a final plat for all or a phase of the subdivision.

The concept plan was originally approved on June 22, 2006. The subdivision was approved for 18 single-family cluster lots. Lots range in size from 11,000 to 15,000 square feet in size. A final site plan was approved in 2007, consistent with the approved concept plan. A final plat was submitted in 2010, but was never recorded; therefore, the concept expired on June 22, 2010.

Section 2-2.5.h permits the Planning Commission the ability reapprove expired concept plans. It states:

Should concept plan approval expire for any reason, any submittal for Planning commission reapproval may be, at the discretion of the Planning Commission, subject to current Zoning Code and Subdivision Regulation’s in effect at the time reapproval is sought.

**ANALYSIS**

The expired concept plan is consistent with current Zoning Code and Subdivision requirements. While lots have not been platted, significant progress has been made in completing the development so that the lots can be platted. The site has been graded and all underground street infrastructure







## **Metro Planning Commission Meeting of 03/12/2015**

including sanitary sewer, storm drainage, domestic water and underground electric conduit has been installed. Staff is recommending that the approval be extended for four years to provide adequate time for completing the necessary infrastructure, so that the lots can be platted. Staff is aware that the grading plans have expired and that the current plans do not meet the current stormwater requirements. It is staff's understanding that the necessary changes are very minor in nature which can be approved at a staff level with the final site plan. If the changes are deemed significant then the changes would have to be approved by the Planning Commission.

### **FIRE MARSHAL'S OFFICE RECOMMENDATION**

#### **Approved with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **No Exceptions Taken**

### **STORMWATER RECOMMENDATION**

#### **Returned for corrections**

- Grading Permit 200700578 has expired. Need a revised plan that meets current regulations.

### **WATER SERVICES RECOMMENDATION**

#### **Approved**

### **STAFF RECOMMENDATION**

Staff recommends that the concept plan approval be extended to March 12, 2018.