



METROPOLITAN PLANNING COMMISSION MINUTES

Thursday, March 26, 2015

4:00 pm Regular Meeting

700 Second Avenue South

(between Lindsley Avenue and Middleton Street)

Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

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

Commissioners Present:
Jim McLean, Chair
Greg Adkins, Vice-Chair
Stewart Clifton
Hunter Gee
Jeff Haynes
Lillian Blackshear
Jessica Farr
Andree LeQuire
Councilman Walter Hunt

Staff Present:
Rick Bernhardt, Executive Director
Doug Sloan, Deputy Director
Kelly Adams, Administrative Services Officer III
Craig Owensby, Public Information Officer
Bob Leeman, Planning Manager II
Kathryn Withers, Planning Manager II
Carrie Logan, Planner III
Anita McCaig, Planner III
Brett Thomas, Planner III
Jason Swaggart, Planner II
Latisha Birkeland, Planner II
Melissa Sajid, Planner II
Lisa Milligan, Planner II
Andrew Collins, Planner II
Brenda Diaz, Planner I
Alex Deus, Planner I
Jon Michael, Legal

Richard C. Bernhardt, FAICP, CNU-A
Secretary and Executive Director, Metro Planning Commission

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

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Notice to Public

Please remember to turn off your cell phones.

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

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

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

Writing to the Commission

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

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

Speaking to the Commission

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

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

Legal Notice

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



The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited. For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at (615) 862-7150 or josie.bass@nashville.gov. For Title VI inquiries, contact Tom Negri, interim executive director of Human Relations at (615) 880-3374. For all employment-related inquiries, call 862-6640.

MEETING AGENDA

A. CALL TO ORDER

The meeting was called to order at 4:03 p.m.

B. ADOPTION OF AGENDA

Mr. Haynes moved and Mr. Gee seconded the motion to adopt the agenda. (6-0)

C. APPROVAL OF FEBRUARY 26, 2015, AND MARCH 12, 2015, MINUTES

Ms. LeQuire moved and Mr. Gee seconded the motion to approve the February 26, 2015 minutes. (6-0)

Ms. Farr arrived at 4:04 p.m.

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

D. RECOGNITION OF COUNCILMEMBERS

Councilman Mitchell spoke in favor of Items 11a and 11b and noted that it will be a great addition to not only Bellevue but also Middle Tennessee.

Councilman Holleman spoke in favor of Item 3 and noted there will not be an increase in density or uses; will be a net gain for the community.

Councilman Davis spoke regarding Item 13.

E. NASHVILLENEXT UPDATE

There was no NashvilleNext Update due to the size of the agenda.

F. ITEMS FOR DEFERRAL / WITHDRAWAL

2a. 2015CP-010-002

GREEN HILLS-MIDTOWN PLAN AMENDMENT

2b. 2015SP-010-001

BRISTOL 12 SOUTH

7. 2015SP-029-001

HART LANE COTTAGES

15. 2015SP-037-001

SOUTHGATE STATION

16. 2015SP-038-001

ETHEL & LESLIE

21. 2015S-036-001

HAYNIE'S CENTRAL PARK, RESUB LOT 86

Mr. Adkins moved and Mr. Haynes seconded the motion to approve the Deferred Items. (6-0-1)

Mr. Gee recused himself from Items 2a and 2b.

G. CONSENT AGENDA

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

6. 2015SP-028-001
TULIP GROVE ADDITION

14. 2015SP-036-001
MAPCO EXPRESS, INC.

17. 2015Z-008PR-001

18. 2015UD-001-001
BELLWOOD UDO

19. 55-85P-002
THE SUMMIT

20. 2008IN-001-002
AQUINAS COLLEGE

22. Employee contract renewal for David Edwards, Greg Claxton and Latisha Birkeland

23. Set a special meeting for Wednesday, June 10, 2015, and Monday, June 15, 2015, (if necessary) for consideration of NashvilleNext Plan at 4:00 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

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

Mr. Gee recused himself from Item 27.

Mr. Haynes moved and Ms. Farr seconded the motion to approve the Consent Agenda. (5-0-2)

H. PREVIOUSLY DEFERRED ITEMS

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

Community Plan Amendments

1a. 2015CP-010-001

GREEN HILLS MIDTOWN PLAN AMENDMENT

Map 118-01, Parcel(s) 163-164
Council District 17 (Sandra Moore)
Staff Reviewer: Anita McCaig

A request to amend the Green Hills-Midtown Community Plan by changing the Community Character policy from a T4 Neighborhood Maintenance policy to a T4 Neighborhood Center policy for properties located at Paris Avenue (unnumbered), approximately 140 feet east of 12th Avenue South (0.34 Acres), requested by Civil Site Design Group, applicant; 1221 Partners, LLC, owner (See also Specific Plan Case No. 2014SP-089-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Change the policy from Urban Neighborhood Maintenance (residential) to Urban Neighborhood Center (mixture of uses at a neighborhood-scale).

Major Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by changing the Community Character policy from Urban Neighborhood Maintenance policy to Urban Neighborhood Center policy for two properties located on Paris Avenue (unnumbered), approximately 140 feet east of 12th Avenue South (0.34 acres).

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods

The application of Urban Neighborhood Center policy encourages an integrated, diverse blend of compatible land uses that allows for living, working, shopping, and services. By focusing mixed use development along 12th Avenue South, the policy will permit a mix of uses and support a strong pedestrian environment.

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.

DRAFT Preferred Future Policy

No changes proposed.

Proposed Policy

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.

BACKGROUND

The properties on Paris Avenue have never been developed with houses and have served for years as an informal parking area with gravel and green space. In 1994, the applicant purchased the property at 2814 12th Avenue South as three lots.

COMMUNITY PARTICIPATION

Community Meeting Notices were mailed out to property owners within 1,300 feet on November 21, 2014.

A community meeting was held on December 4, 2014 to discuss the three plan amendment requests and associated rezoning requests currently active in the area. Approximately 55 people attended the meeting, along with the applicants, and the area councilmember. Several attendees voiced concerns and left written comments regarding this proposal. Attendees were mainly concerned that the proposed amendment and rezoning, if approved, would:

- allow commercial to intrude into the adjacent residentially-zoned single-family neighborhood;
- set a precedent for other businesses to expand into residential areas in other locations along the 12th Avenue South corridor;
- continue growth of the center, increase the volume of businesses into the residential area, and push the center's scale beyond that of just serving the immediate neighborhood;
- allow a parking structure that is out of character with the adjacent and surrounding single-family homes;
- allow the introduction of parking garages in the neighborhood center area that may foster additional business intensification and expansion and push the center's scale beyond serving the immediate neighborhood by building taller parking structures; and,
- result in the loss of residential zoning in a desirable area to live.

Several attendees discussed how the current limited amount of available surface parking along 12th Avenue South in turn helps limit the intensity and scale of uses along the corridor. One attendee expressed support for the project. Some attendees thought that the proposed development might be acceptable if the parking structure was removed and only a limited amount of surface parking was created. However, they still remained concerned about the precedent it would set for future commercial encroachment into the adjacent residential area and the implications for increasing the center's scale beyond that of serving the neighborhood.

In January, Public Hearing Notices were mailed out to property owners within 1,300 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.

The applicant has continued to work with the community, and Planning staff has received several letters of support for the project from residents in the larger area.

ANALYSIS

Currently, the two lots contain a driveway with an informal parking area of gravel and open space. The two lots are part of a stormwater drainage area with water draining towards the northern end of the second lot. Due to the stormwater drainage, houses have never been built on these two lots.

These two properties are unique in that there is stormwater drainage affecting the lots that makes it difficult to build residential structures that would be in character to adjacent residential structures. As such, no houses have ever been constructed on the two lots, and the two lots have been used as parking for many years.

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

At this location, the currently adopted Urban Neighborhood Center policy is only one lot deep. Allowing the Neighborhood Center policy to expand to these two lots does not create a greater depth of center policy than what is to the north along the corridor at Halcyon Avenue.

The applicant understands the neighbors' concerns about commercial encroachment into the residential area. As such, the applicant is providing a landscape buffer on their easternmost property to provide a transition to the adjacent single family house to the east and to clearly mark the limit of the Urban Neighborhood Center.

Furthermore, granting the requested expansion of Urban Neighborhood Center policy should not be taken to mean that center policy should expand in other locations along the corridor. The houses on the west side of the 12th Avenue South corridor are protected by a historic district. However, the houses on the east side of the corridor do not have the same level of protection. To the east, north and south is an established single-family residential area. Additional housing is in great demand in the 12th Avenue South area, and the neighborhood is extremely concerned about commercial continuing to intrude into the residential area and the potential loss of the existing single-family housing stock and character over time.

The 12th Avenue South corridor is envisioned as a neighborhood-scaled center. Currently, it is experiencing growth pressures similar to what is found along major corridors, such as 8th Avenue South. Negative implications for other properties in the area are considered with any plan amendment. Without a clearly defined boundary to limit any commercial expansion, the potential exists for fragmented business expansion into the adjacent residential neighborhoods. Each case should be considered and analyzed carefully to meet the policy goals for the area and avoid any negative consequences for the larger neighborhood.

STAFF RECOMMENDATION

Staff recommends approval of the amendment application due to the unique circumstances regarding the stormwater drainage on these properties and the minimal depth that Urban Neighborhood Center policy would increase into the adjacent residential area at this location.

Ms. McCaig presented the staff recommendation of approval.

Items 1a and 1b were heard and discussed together.

Ms. Milligan presented the staff recommendation of approval including retaining and amending the special policy.

Items 1a and 1b were heard and discussed together.

Kevin Gangaware spoke in favor of the application.

James Kennan, architect, spoke in favor of the application.

Mark Deutchmann spoke in favor of the application and noted that they have worked with the councilmember and the neighbors and have the approval of the neighborhood groups.

Ken Winter, 1021 Paris Ave, spoke in favor of the application.

Neil Anderson, Kirkwood Drive, spoke in favor of the application and noted he'd like people to stop parking by the stop sign and fire hydrant.

Chairman McLean closed the Public Hearing.

Ms. Blackshear asked for clarification on storm water circumstances.

Mr. Gee spoke in favor of the application and noted that the developer has worked well with the neighborhood.

Ms. LeQuire spoke in favor of the application.

Ms. LeQuire moved and Mr. Haynes seconded the motion to approve Item 1a. (7-0)

Resolution No. RS2015-85

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015CP-010-001 is Approved. (7-0)"

1b. 2014SP-089-001

12TH & PARIS

Map 118-01, Parcel(s) 163-165

Council District 17 (Sandra Moore)

Staff Reviewer: Lisa Milligan

A request to rezone from CS and R8 to SP-MU zoning for properties located at 2814 12th Avenue South and Paris Avenue (unnumbered), at the northeast corner of 12th Avenue South and Paris Avenue, (0.64 acres), to permit a mixed-use development with up to 6 residential units, requested by Civil Site Design Group, applicant; 1221 Partners, LLC, owner (See Also Community Plan Amendment Case No. 2015CP-010-001).

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

APPLICANT REQUEST

Preliminary SP to permit mixed-use development.

Preliminary SP

A request to rezone from Commercial Services (CS) and One and Two-Family Residential (R8) to Specific Plan-Mixed Use (SP-MU) for properties located at 2814 12th Avenue South and Paris Avenue (unnumbered) (0.64 acres) to permit a mixed-use development with up to 6 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.*

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

Proposed Zoning

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

Critical Planning Goals

- Create Walkable Neighborhoods
- Supports a Variety of Transportation Choices
- Supports Infill Development

The proposed development supports several critical planning goals. By adding a mixture of uses and improving sidewalks, the development is creating a more walkable neighborhood. The proposed retail uses will be a destination for existing nearby residences and the ground floor uses will be active providing for an interesting streetscape that promotes walking. The development is along an existing bus route and creates more opportunity for transit ridership by providing for services along the route. The plan supports infill development on an underutilized urban site placing more intensity in a location where infrastructure is available placing less burden upon Metro.

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.

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.

DRAFT Preferred Future Policy

No changes proposed.

Proposed Policy

T4 Urban Neighborhood Center (T4 NC) 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.

Consistent with Policy?

Yes. The portion of the development fronting on 12th Avenue South is currently within the T4 Neighborhood Center Policy. Staff is recommending approval of the policy change for the parcel fronting on Paris Avenue to become T4 Neighborhood Center. The proposed development is consistent with the existing and proposed policy in that it is providing an intensified use within an existing neighborhood center. Residential uses are being incorporated into the development which enhances the neighborhood by providing for an additional housing option.

PLAN DETAILS

The site is located at 2814 12th Avenue South and Paris Avenue (unnumbered) at the northeast corner of 12th Avenue South and Paris Avenue. The site is approximately 0.64 acres in size. There is currently an existing commercial building fronting on 12th Avenue South and the remainder of the property is used for parking or is vacant.

Site Plan

The plan proposes to keep the existing building that is located at the corner of 12th Avenue South and Paris Avenue and to add a building around and over the existing building. The existing building is a 1-story commercial building. The addition is proposed to include retail on the 1st floor, office on the 2nd floor and six multi-family residential units on the 3rd floor. The maximum height of the building is 3 stories. There is a stepback for the 3rd floor from both 12th Avenue South and Paris Avenue, ranging from 15 feet to just under 20 feet. The stepback along Paris Avenue is 15 feet.

A two level parking structure is proposed behind the three story building. The structure will have one level of parking at street level and one level below street level. Buffering and screening is being provided where the parking structure abuts existing residential properties. A knee wall and landscaping is being proposed adjacent to Paris Avenue to screen the parking area. The applicant moved the parking structure closer to 12th Avenue South with the resubmitted plan.

Access to the parking structure is proposed from Paris Avenue and from the existing alley to the north of the property. A 4' planting strip and 6' sidewalk is being proposed along the Paris Avenue frontage. The Major and Collector Street Plan requires a 12' sidewalk along 12th Avenue South, which is not being provided. Staff recommends that, if approved, a condition be added to comply with the Major and Collector Street Plan along the portion of the frontage where the new building is being added.

ANALYSIS

The site plan is consistent with T4 Urban Community Center adjacent to T4 Neighborhood Maintenance. The plan is providing for additional buffering and improves upon the current use of the property.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved

PUBLIC WORKS RECOMMENDATION

No exception taken

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

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

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)	0.29	0.6 F	7,579 SF	362	14	40

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)	0.34	5.44 D	2 U*	20	2	3

*Based on one two-family lot.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.63	-	7,000 SF	338	13	39

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.63	-	14,000 SF	294	39	95

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+250	+36	+91

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-MU zoning district will not generate any additional students than the existing zoning.

STAFF RECOMMENDATION

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

CONDITIONS

1. Uses shall be limited to up to 6 multi-family residential dwelling units, office, and retail uses.
2. The 12th Avenue South frontage shall include a sidewalk 10 feet in width by increasing the building setback or removing on street parking.
3. On the corrected set of plans, the proposed parking must meet or exceed the required parking.
4. On the corrected set of plans, provide bike parking as per the adopted Bicycle Parking Ordinance.
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 MUN-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

Items 1a and 1b were heard and discussed together.

Ms. Milligan presented the staff recommendation of approval.

Kevin Gangaware spoke in favor of the application.

James Kennan, architect, spoke in favor of the application.

Mark Deutchmann spoke in favor of the application and noted that they have worked with the councilmember and the neighbors and have the approval of the neighborhood groups.

Ken Winter, 1021 Paris Ave, spoke in favor of the application.

Neil Anderson, Kirkwood Drive, spoke in favor of the application and noted he'd like people to stop parking by the stop sign and fire hydrant.

Chairman McLean closed the Public Hearing.

Ms. Blackshear asked for clarification on storm water circumstances.

Mr. Gee spoke in favor of the application and noted that the developer has worked well with the neighborhood.

Ms. LeQuire spoke in favor of the application.

Mr. Haynes moved and Ms. Farr seconded the motion to approve Item 1b with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2015-86

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-089-001 is **Approved with conditions and disapproved without all conditions. (7-0)**”

CONDITIONS

- 1. Uses shall be limited to up to 6 multi-family residential dwelling units, office, and retail uses.**
- 2. The 12th Avenue South frontage shall include a sidewalk 10 feet in width by increasing the building setback or removing on street parking.**
- 3. On the corrected set of plans, the proposed parking must meet or exceed the required parking.**
- 4. On the corrected set of plans, provide bike parking as per the adopted Bicycle Parking Ordinance.**
- 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 MUN-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.**
- 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.**

2a. 2015CP-010-002

GREEN HILLS-MIDTOWN PLAN AMENDMENT

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

A request to amend the 12th Avenue South Detailed Neighborhood Design Plan (DNDP) element of the Green Hills-Midtown Community Plan: 2005 Update by changing the Community Character Policy from Urban Neighborhood Evolving and Urban Neighborhood Center policies with Special Policies to Urban Residential Corridor policy for property located at 2206, 2208, 2212, 2214, 2218, and 2220 12th Avenue South, (1.89 acres), requested by Littlejohn Engineering Associates for Tabernacle Baptist Church, owner.

Staff Recommendation: Approve, including retaining and amending the special policy.

The Metropolitan Planning Commission deferred 2015CP-010-002 to the April 23, 2015, Planning Commission meeting. (5-0-2)

2b. 2015SP-010-001

BRISTOL 12 SOUTH

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

A request to rezone from CS and R8 to SP-R zoning for properties located at 2206, 2208, 2212, 2214, 2218 and 2220 12th Avenue South, approximately 105 feet south of Lawrence Avenue (1.89 acres), to permit a multifamily residential development containing up to 158 dwelling units, requested by Littlejohn, applicant; Tabernacle Baptist Church, owner (See Also Community Plan Amendment Case No. 2015CP-010-002).

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

The Metropolitan Planning Commission deferred 2015SP-010-001 to the April 23, 2015, Planning Commission meeting. (5-0-2)

Specific Plans

3. 2013SP-018-001

SAINT THOMAS HOSPITAL DISTRICT

Map 103-15, Parcel(s) 018 and 023
Council District 24 (Jason Holleman)
Staff Reviewer: Jason Swaggart

A request to rezone from OG and RM40 to SP-MU zoning for property located at 109 and 123 Bosley Springs Road, approximately 530 feet west of Harding Pike and located within the Harding Town Center Urban Design Overlay District and the Floodplain Overlay District (13.12 acres), to permit a mixed use development, requested by Civil Site Design Group, applicant, Saint Thomas Hospital, owner.

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

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Office General (OG) and Multi-Family Residential (RM40) to Specific Plan-Mixed Use (SP – MU) zoning for property located at 109 and 123 Bosley Springs Road, approximately 530 feet west of Harding Pike and located within the Harding Town Center Urban Design Overlay District and the Floodplain Overlay District (13.12 acres), to permit a mixed use development.

Existing Zoning

Office General (OG) is intended for moderately high intensity office uses. *The existing OG district would permit a maximum of 399,880 square feet of floor space.*

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *RM40 would permit a maximum of 280 units.*

Harding Town Center Urban Design Overlay (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.

Flood Plain Overlay District (FPO) is an overlay district which is in addition to the floodplain and floodway protection provisions of the Zoning Code. The purpose of the overlay district is to prevent the obstruction of water courses and the protection of lives and property from the hazards of flooding. Regulation of flood-prone properties further allows for the reasonable protection of the natural ecosystems and wetlands areas and qualifies Nashville for flood insurance under Public Law.

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Preserves/Creates Open Space
- Supports Infill Development
- Provides a Range of Housing Choices
- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices

Richland Creek bisects the site. A majority of the site is encumbered by floodway and all of it is within the 100 year floodplain and within the Flood Plain Overlay District. The entire site has been previously disturbed and a portion of the site contains the Imperial House Apartments which is currently vacant and is recognized as a historic property and is National Register Eligible (NRE). Because the site has been disturbed, the Zoning Code exempts it from the stormwater buffer requirements along Richland Creek. Because of this a majority of the site, regardless of flood issues, could be redeveloped. The plan calls for close to half of the site (6.36 acres) to be reserved for greenways, park and outdoor recreation trails only and does not permit any other development. This creates additional open space which should help improve the Richland Creek water shed as well as provide outdoor recreational opportunities. Staff is also recommending that remediation work be done on this portion of the site. Remediation work may include but is not limited to removing hard surfaces and replanting, bank restoration, and tree plantings.

The area is also 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. Also, the subject site is located in an area that employs a significant amount of people and will provide additional employment opportunities. Additional housing at this location provides opportunities for people to live near where they work. This helps create vibrant, walkable mixed-use neighborhoods. This also helps support public transit. People living in more dense mixed-use areas are more likely to use public transit because every day services are located closer by and it can be more efficient than driving oneself.

GREENHILLS-MIDTOWN COMMUNITY PLAN

Urban Mixed Use Center (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 non-residential 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.

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

Center Regional Center (T5 RC) policy is intended to enhance regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the entire County with supporting land uses that create opportunities to live, work, and recreate. T5 Regional Centers are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, civic and public benefit land uses. T5 Regional Centers serve communities within a reasonable driving distance or a 5 to 10 minute walk. Intensity is generally placed within boundaries not exceeding ½ mile in diameter and transitional uses placed within boundaries not exceeding 1 mile in diameter measured from the prominent intersection.

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.

Consistent with Policy?

Yes. The request is consistent with the existing (Mixed Use) and draft preferred future policy (Regional Center). As proposed the SP would permit a variety of residential, office and commercial uses that are urban in form and in keeping with the existing Harding Town Center UDO. While the SP would not necessarily be consistent with the Conservation policy, it does bring the site closer to conformance with the policy as it limits development in areas that could be developed today. Since the site has been previously disturbed then it is exempt from certain stormwater requirements. The proposed SP would provide a better balance in terms floodplain/floodway protection and development.

PLAN DETAILS

The approximately 13 acres site is located on the northwest of Harding Pike and is accessed by Bosley Springs Road that runs along the north east boundary of the property. St. Thomas Hospital is on the opposite side of Bosley Springs Road. The Imperial House Apartments, which is currently vacant and is eligible for the National Register of Historic Places, is located on the site. Richland Creek bisects the property and the entire site is encumbered by the 100 year floodplain and a large portion of the site is encumbered by floodway. The site is within the Hospital Sub District of the Harding Town Center UDO.

Site Plan

The plan is mostly regulatory in nature. While a site plan does identify building foot prints, the locations, size and shape are only conceptual. The bulk of the SP includes specific standards that would regulate any development within the site. The SP contains two building types, nonresidential/mixed use and residential only. The nonresidential uses are limited to a maximum of 441,698 square feet of floor area. The plan limits retail uses to 15% of the total permitted floor area (66,254 sq. ft.). Residential is limited to a maximum of 230 units.

The plan provides a specific list of permitted uses. The regulatory standards of the SP incorporates all the UDO requirements including but not limited to bulk, parking, landscaping, buffering, screening and architectural treatments.

ANALYSIS

The SP would permit a variety of uses that are not currently permitted under the RM40 and OG zoning districts. Most notable uses are restaurant, hotels and retail. With the exception of hotel, these uses are permitted in the OG district; however, they are only permitted as an accessory use. The proposed uses are consistent with the existing T5 MU policy and the draft preferred future T5 RC policy. While a mixed use zoning district could provide the additional uses and intensity proposed with this SP, the SP permits the ability to limit the uses from what would be otherwise permitted under a mixed use district. The SP incorporates all the objectives of the UDO, including building and lots, parks and open space and transportation. The plan

incorporates all the specific design standards of the UDO including bulk, parking, landscaping, buffering, screening and architectural treatments. This is important because it maintains the intent of the UDO and will require development in the SP to be in concert with future redevelopment inside the UDO. The SP permits more intensity for nonresidential uses than what is currently permitted by the current OG zoning. The current OG zoning would permit a maximum of approximately 400,000 square feet of floor area where the SP proposes a maximum of 441,698 square feet.

As noted above, the entire site is encumbered with floodway and floodplain associated with Richland Creek. A majority of the site can currently be developed. The SP would remove development rights from approximately half of the site (6.36 acres). This area would be limited to public benefit uses including parks, greenways, and trails. Staff is also recommending that some remediation be made to the site designated as open space. This should include but not limited to, the removal of any non-pervious surfaces. Staff finds that the additional open space to be a significant part of the proposed SP as it improves the current situation. Staff also finds that this strikes an adequate balance between development and open space.

Staff is recommending that the SP be approved with conditions because staff finds that it is consistent with the draft preferred future policy and meets several critical planning goals. It is also important to note while the Imperial House Apartments is designated as NRE, the Historic Zoning Commission staff has recommended approval of this proposal.

FIRE MARSHAL'S OFFICE

Approved with conditions

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

METRO HISTORIC ZONING COMMISSION

Approved

- Property is NR; however, because the lot is located in a floodplain there are construction requirements the existing building will not be able to meet if rehabbed.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Plan submitted is regulatory in nature; with the submittal of a Final SP a detailed review will be completed. Final SP Plans must conform to MPW and ADA standards and specifications.
- Prior to Final SP indicate the location of the solid waste and recycling containers.

Traffic

The traffic expected to be generated by the proposed SP appear to be equal to or less than those that were evaluated in the Harding Town Center Transportation Plan. A traffic study(s) should be required prior to approval of any Final SP to address the implementation of proposed transportation improvements.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved

METRO SCHOOL BOARD REPORT

Projected student generation existing RM40 district: 34 Elementary 24 Middle 20 High

Projected student generation proposed SP-MU district: 28 Elementary 20 Middle 17 High

The proposed SP-MR zoning district would generate 13 fewer students than what is typically generated under the existing RM40 zoning district. Students would attend Sylvan Park Elementary, West End Middle School, and Hillsboro High School. There is no capacity for additional elementary and middle school students, but, there is additional capacity for high school students. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

Staff recommends that the proposed SP be approved with conditions and disapproved without all conditions as it is consistent with the existing policies and the proposed draft preferred future policies and it meets several critical planning goals.

CONDITIONS

1. Uses shall be limited to those uses outlined in the SP plan.
2. Prior to the issuance of any use and occupancy permit on Parcel B, impervious areas located on Parcel A shall be removed and revegetated. Other remediation work shall also be conducted as approved by Metro Stormwater and may include but is not limited to bank restoration, and tree plantings, and shall be completed prior to the issuance of any use and occupancy permit on Parcel B.

3. Development in the SP may precede, follow or develop concurrently with the projected transportation improvements contained in the UDO, so long as the configuration of proposed development does not preclude the implementation of the transportation recommendations outlined in the UDO.
4. A Traffic Impact Study (TIS) may be required prior to the approval of any 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 Harding Town Center Urban Design Overlay 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.

Ms. Blackshear recused herself from Item 3 and stepped out of the room at 4:54 p.m.

Mr. Swaggart presented the staff recommendation of approval with conditions and disapproval without all conditions.

Jim Murphy, 1600 Division Street, spoke in favor of the application and noted they have listened very closely to the councilmember and his wishes on how to address this and make the proposal, significantly reduced the uses and the density, and agreed to preserve the Knights of Columbus property as green space.

Councilman Hunt arrived at 5:05 p.m.

Revell Michael, 3733 West End, spoke in favor of the application.

Cyril Stewart, 3813 Whitland Ave, spoke in favor of the application and noted that it will still be subject to all regulations and reviews as specific buildings and projects come up in the area.

James Bristol, 500 Oaklawn Ave, spoke in favor of the application and expressed excitement regarding the potential UT medical facility.

Grace Renshaw, 220 Mockingbird Rd, spoke in opposition to the application and requested a deferral until St. Thomas can specify what will be done on this property; would like to see a specific plan.

Steve Carnutte, 224 Carden Ave, spoke in opposition to the application and expressed concerns with raising the water table and flood risk.

Monette Rebecca, PO Box 92016, spoke in opposition to the application and requested a deferral to allow for a complete community meeting in order to get questions answered.

Margo Chambers, 3803 Princeton Ave, spoke in opposition to the application and noted that it is contrary to the general plan.

Trish Bolian, 6002 Hickory Valley Rd, spoke in opposition to the application and requested a deferral until a clear and concise plan is presented.

Matt Schutz, 605 S 10th St, spoke in opposition to the application because it would require the demolition of a historic reinforced concrete structure.

Mina Johnson, 6600 Fox Hollow Rd, spoke in opposition to the application and noted that staff is recommending this plan based on the draft NashvilleNext plan which will be amended in the next few months.

Jim Murphy spoke in favor and asked for approval.

Chairman McLean closed the Public Hearing.

Mr. Adkins stated that he likes the green space and would encourage the applicant to work with the Parks Department to see if a park or greenway could be incorporated. He noted that he would feel more comfortable if a traffic study is a requirement.

Mr. Gee asked Metro Storm Water to help the commission better understand the floodway and buffer issues. He spoke in favor of the application, especially over six acres of open space.

Steve Mishu, Metro Storm Water, stated that buffers do not exist per the zoning ordinance but noted that they will still be held to cut and fill. The new buildings will be built to today's standards; everything will be regulated to the 100 year floodplain elevation. No structures are allowed in the floodway.

Councilman Hunt recused himself since he wasn't present for the entire presentation and stepped out of the room.

Mr. Haynes expressed concerns with the density of the overall SP.

Ms. Farr expressed concerns with approval before the Community Plan policy has changed and is in place and inquired if it is possible to have clarification on the actual uses.

Mr. Swaggart stated that it is up to the commission to decide the policy issue.

Ms. LeQuire noted that she wants to ensure that none of the construction is in the floodway. She also inquired if a conservation easement could be added.

Mr. Swaggart noted that the commission could make that a part of their recommendation.

Mr. Adkins asked for clarification from the applicant as to why there are not a lot of details in the current proposal.

Mr. Murphy stated that St. Thomas is very protective of the ability to use this property in the future – part of what they are looking for is flexibility as to how it can be used because they don't know what the final plans will be right now. They have spoken with University of Tennessee (UT) and UT is very interested in the property, but they also want to know what they can do on this property. UT is looking at a health-sciences type facility with some limited retail, but it is still an unknown.

Mr. Haynes stated that he isn't sure why St. Thomas needs 15% in retail space if they aren't going to sell. Parking and traffic limitations are going to end up with less square footage than applicant is asking for.

Mr. Gee suggested adding all floodway area to the open space since it can't be developed on anyway. This would address conservation and preservation of floodway.

Mr. Bernhardt noted that it could be included in open space.

Ms. LeQuire stated that she wants to add a conservation easement on the area that is protected as open space.

Mr. Haynes moved and Mr. Adkins seconded the motion to approve with conditions and disapprove without all conditions, including the requirement that a traffic study shall be required for any final site plan and for a conservation easement to be placed on all of Parcel A and on the floodway portion of Parcel B within the SP with the final site plan application. (6-0)

Mr. Clifton arrived at 6:32 p.m.

Councilman Hunt stepped back in the room at 6:32 p.m.

Ms. Blackshear stepped back in the room at 6:32 p.m.

Resolution No. RS2015-87

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-018-001 is **Approved with conditions and disapproved without all conditions, including the requirement that a traffic study shall be required for any final site plan and for a conservation easement to be placed on all of Parcel A and on the floodway portion of Parcel B within the SP with the final site plan applications. (6-0)"**

CONDITIONS

- 1. Uses shall be limited to those uses outlined in the SP plan.**
- 2. Prior to the issuance of any use and occupancy permit on Parcel B, impervious areas located on Parcel A shall be removed and revegetated. Other remediation work shall also be conducted as approved by Metro Stormwater and may include but is not limited to bank restoration, and tree plantings, and shall be completed prior to the issuance of any use and occupancy permit on Parcel B.**
- 3. Development in the SP may precede, follow or develop concurrently with the projected transportation improvements contained in the UDO, so long as the configuration of proposed development does not preclude the implementation of the transportation recommendations outlined in the UDO.**

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 Harding Town Center Urban Design Overlay district as of the date of the applicable request or application.
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.

4. 2014SP-085-001

2208 EASTLAND AVENUE

Map 083-07, Parcel(s) 300 Map 083-11, Parcel(s) 076, 209
Council District 06 (Peter Westerholm)
Staff Reviewer: Melissa Sajid

A request to rezone from RS7.5 to 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, requested by Dale & Associates, applicant; Upside, LLC, owner.

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

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.

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 16 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 supports development that is consistent with the character of surrounding development and creates an opportunity for infill housing. In addition, the site is served by an existing bus and bicycle routes that run along Eastland Avenue which will be supported by the additional density proposed by the SP.

EAST NASHVILLE COMMUNITY PLAN

Existing Policy

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

DRAFT Preferred Future Policy

No change is proposed.

Consistent with Policy?

Yes. The proposed SP is consistent with the Urban Neighborhood Maintenance policy which is intended to preserve the character of the existing neighborhood. The SP proposes detached dwelling units, which reflects the predominant development

pattern in the area. Also, the rezoning request is a site plan based district that encourages flexibility in design so that the result is well suited to the subject property and the neighborhood.

PLAN DETAILS

The site is located at 2208 Eastland Avenue, east of Skyview Drive and north of the Shelby Golf Course. Surrounding zoning includes RS7.5, R6 and R10, and the area is predominantly characterized by single-family residential development. Access to the site is from one driveway proposed on Eastland Avenue.

Site Plan

The plan proposes 24 detached residential units. The maximum height for all units except for Unit 1 is 3 stories in 42'. The plan proposes to retain the existing dwelling that fronts Eastland Avenue. That unit falls within the East Nashville Contextual Overlay, so if it were redeveloped in the future, any new construction must comply with the provisions of the contextual overlay. Type B-5 landscape buffers are proposed along all property boundaries that are adjacent to existing residential uses with the exception of the Type B-1 buffer proposed along both sides of the driveway at Eastland Avenue.

The overall site layout includes 24 units with Unit 1 oriented toward Eastland Avenue and the remaining units oriented toward either a courtyard or open space. The site layout has changed from the previous plan to incorporate findings from the environmental site assessment requested by the Planning Commission. That evaluation concluded that caves are not present at the site, but did find evidence of two small karst cavities which discharge water and a spring feature. The locations of these findings are shown on the map.

One of the spring locations is located within the required stream buffer. The other two discharge points are located to the south of the site. The number of units along the southern property line has been reduced by two in order to accommodate an additional buffer to preserve those discharge points. One unit has been relocated to the row just north of the stream buffer, and the plan has retained the existing house fronting Eastland Avenue to maintain a total of 24 units.

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 will not be permitted as building materials.



Parking is provided via a mixture of garages and surface parking and includes ample guest parking. The SP is in close proximity to an existing transit line that runs along Eastland Avenue. Sidewalks are currently located on the north side of Eastland Avenue, but not on the south side. The SP proposes to construct sidewalks along the Eastland Avenue frontage of the site, and interior sidewalks are provided throughout the site to connect the units to the proposed sidewalk network as well as to the golf course to the south. Staff recommends that the plan incorporate a 6' sidewalk with a 6' planting strip along the Eastland Avenue frontage per the Major and Collector Street Plan.

ANALYSIS

This is a unique property located in a predominately developed area. The subject property is a large, undeveloped property that is constrained as it has only about 75' of street frontage available. In addition, the site includes environmentally sensitive features and is located adjacent to the Shelby Golf Course. The proposed SP manages to work in concert with these challenges to create a plan where the character is consistent with the Urban Neighborhood Maintenance policy, while also protecting the environmentally sensitive portions of the site and providing a transition to the surrounding open space. The proposed detached dwelling units reflect the predominant development pattern in the area and maintain the existing context on Eastland Avenue. As the proposed SP is consistent with the Urban Neighborhood Maintenance land use policy, and the plan meets two critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review. Radius on turns to meet the requirements of Appendix D of the 2006 IFC

STORMWATER RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approve

- Approved as Prelim SP. Since unit count has been reduced since the latest availability study, applicant should submit a revised study to re-assess the capacity fee balance. Applicant will need to revise their study, pay required Capacity Fees, and have Approved Construction Plans before approval will be issued at the Final SP stage.

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.
- Coordinate with MPW prior to Final SP for appropriate roadside cross section on Eastland Ave, i.e. curb placement, grass strip, sidewalk, drainage, infrastructure, utilities, etc.
- ROW dedication must be recorded prior to MPW sign off on the building permit.

Maximum Uses in Existing Zoning District: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3.27	5.80 D	18 U	173	14	19

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)	3.27	-	25 U	193	18	20

Traffic changes between maximum: **RS7.5** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 7 U	+20	+4	+1

SCHOOL BOARD REPORT

Projected student generation existing **RS7.5** district: **1** Elementary **1** Middle **1** High

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

The proposed SP-R zoning district would generate one more student than what is typically generated under the existing RS7.5 district. Students would attend Warner Elementary School, Bailey Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Interior sidewalk from southeast side of Unit 4 to sidewalk shown north of Unit 16 to be determined with final site plan.
2. The final site plan shall include a 6' planting strip with 6' sidewalks along the Eastland Avenue frontage.
3. Prior to the issuance of building permits, the property shall be resubdivided into two lots. Lot 1 shall contain Unit 1 and have 40 feet of frontage along Eastland Avenue. Lot 2 shall contain the driveway to the site and Units 2-24.
4. If a contextual overlay is adopted by Metro Council, any construction or development on Lot 1 shall meet all provisions of the contextual overlay.
5. Coordinate with Metro Public Works prior to Final SP for appropriate roadside cross section on Eastland Ave, i.e. curb placement, grass strip, sidewalk, drainage, infrastructure, utilities, etc.
6. Right of Way dedication must be recorded prior to Metro Public Works sign off on the building permit.
7. Obtain Metro Water Services approval, during construction drawing review, for a bioretention area over a sewer line.
8. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
9. Uses within the SP shall be limited to a maximum of 24 detached residential units.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

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

Michael Garrigan, 516 Heather Place, spoke in favor of the application and noted that an environment study was conducted and all environmental features have been located, verified, and buffered.

March Egerton, 3940 Moss Rd, spoke in favor of the application.

Neil Daughtery, Russell Street, spoke in favor of the application.

Jeremy Brown, 2206 Eastland Ave, spoke in opposition to the application, noted that the neighbors aren't being heard, and expressed safety concerns. He noted that this is not a place for a road.

Mindy Brown, 2206 Eastland Ave, spoke in opposition to the application and stated that the land is still unsuitable to build on due to the wet soil and sloping land.

David Rapetti, 2202 Eastland Ave, spoke in opposition to the application and noted that the neighbors hired Barry Sulkin to conduct an environmental study and he found four streams on the property. With buffers in place, it is impossible to building the density they want and still maintain the buffers. Other concerns expressed were ladder trucks not having appropriate turn radius as well as the dump not being looked at.

Paul Chrisman, 543 Skyview Drive, spoke in opposition to the application and noted that the applicant is misleading the commission. There are four streams that have not been fully accounted for. A deferral was requested so an independent examiner can evaluate the property.

Valerie Knust, 2214 Eastland, spoke in opposition to the application and requested a deferral.

Mary Jo Rapetti, 545 Skyview Drive, spoke in opposition to the application and stated that there has been a gross misrepresentation on the applicant's part, and noted that there are four streams on the property.

Michael Garrigan stated that the application was deferred with the specific task of conducting an environmental study which was done; all environmental features have been GPS'd and surveyed.

Chairman McLean closed the Public Hearing.

Ms. Blackshear expressed concerns regarding the discrepancy between the environmental study results and the statements made by the neighbors that have lived in the area for so long.

Mr. Clifton noted that some significant changes were made from the previous proposal. He likes the fact that they will keep the house and that they are preserving a lot of the undeveloped area, but is having a problem with the fact that it is cramming too much into one little area. He stated that the area could support several units, just not this many.

Ms. Farr stated that it makes sense to think about increasing density but she isn't sure that this amount of density needs to go in this specific area.

Ms. LeQuire asked if the SP zoning could be kept if the number of units was decreased from 24 to 16.

Mr. Gee noted that it meets the policy, it's at the lower end of the allowed density, it meets the conservation policy, and it preserves a large percentage of open space. The state, city, and a professional have approved an environmental assessment, but it does feel like the driveway is squeezed in. Likes this plan better than what we could get under the existing zoning.

Mr. Gee moved and Mr. Adkins seconded the motion to approve with conditions and disapprove without all conditions.

Ms. LeQuire asked if a condition could be added to utilize as much pervious paving as possible.

Steve Mishu, Metro Storm Water, suggested doing as much of it under the LID manual as possible as it is more stringent.

Ms. LeQuire moved and Mr. Clifton seconded an amendment to the motion to include a condition to include the maximum amount of pervious driving surfaces as makes sense within the department reviews. (9-0)

Mr. Clifton stated that he believes that this neighborhood is being asked to absorb too much density and noted that he would be willing to approve with less units.

Mr. Gee noted that there are plenty of mechanisms and agencies to deal with in terms of challenging the environmental assessment.

Mr. Gee moved and Mr. Adkins seconded the motion to approve as amended. (4-5) Ms. LeQuire; Ms. Farr; Mr. Clifton; Councilman Hunt, and Ms. Blackshear voted against. Motion fails.

Ms. LeQuire moved and Ms. Farr seconded the motion to approve as amended with only 16 units.

Ms. Farr stated that she is struggling with making this decision without getting input from the developer.

Mr. Bernhardt clarified that the commissioners need to focus on what they think is appropriate for this site.

Ms. Farr asked the applicant what they would be agreeable to.

Michael Garrigan stated they would be agreeable to meeting somewhere between 16 and 24 units.

Ms. LeQuire withdrew her motion and Ms. Farr withdrew her second.

Ms. Farr moved and Mr. Clifton seconded the motion to approve with conditions and disapprove without all conditions, including a condition that the applicant work with Metro Stormwater to incorporate as many LID techniques as possible into the design of the final site plan and to work with Planning Commission Staff to redesign the plan for a maximum of 20 units. (9-0)

Resolution No. RS2015-88

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-085-001 is **Approved with conditions and disapproved without all conditions, including a condition that the applicant work with Stormwater to incorporate as many LID techniques as possible into the design of the final site plan and to work with Planning Commission Staff to redesign the plan for a maximum of 20 units. (9-0)**”

CONDITIONS

1. Interior sidewalk from southeast side of Unit 4 to sidewalk shown north of Unit 16 to be determined with final site plan.
2. The final site plan shall include a 6' planting strip with 6' sidewalks along the Eastland Avenue frontage.
3. Prior to the issuance of building permits, the property shall be resubdivided into two lots. Lot 1 shall contain Unit 1 and have 40 feet of frontage along Eastland Avenue. Lot 2 shall contain the driveway to the site and Units 2-24.
4. If a contextual overlay is adopted by Metro Council, any construction or development on Lot 1 shall meet all provisions of the contextual overlay.
5. Coordinate with Metro Public Works prior to Final SP for appropriate roadside cross section on Eastland Ave, i.e. curb placement, grass strip, sidewalk, drainage, infrastructure, utilities, etc.
6. Right of Way dedication must be recorded prior to Metro Public Works sign off on the building permit.
7. Obtain Metro Water Services approval, during construction drawing review, for a bioretention area over a sewer line.
8. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
9. Uses within the SP shall be limited to a maximum of 24 detached residential units.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The final site plan shall include architectural elevations showing raised foundations of 18-36” for residential buildings.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

5. 2015SP-014-001

SNYDER COURT

Map 091-10, Parcel(s) 148-149
Council District 20 (Buddy Baker)
Staff Reviewer: Melissa Sajid

A request to rezone from R8 to 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, requested by William Snyder, applicant; Rick Griffith, owner.

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

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.

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 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 ridge line. 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 well designed and 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).

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

No exception taken

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 R8 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.

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. Pervious pavement shall be used for the private driveway.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by

Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

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

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

Bernard Pickney, 404 Dakota Ave, spoke in opposition to the application.

Fred Pickney, 5824 Leslie Ave, spoke in opposition and stated that he'd like to keep the single family character of the neighborhood.

Daniel Pickney, 5815 Leslie Ave, spoke in opposition, will negatively affect property values and quality of life; it doesn't fit with the character of the neighborhood.

Michael Garrigan spoke in favor of the application and asked for approval.

Chairman McLean closed the Public Hearing.

Mr. Haynes spoke in favor of the application and noted that this is an opportunity for us to gain some affordable housing stock.

Ms. Farr spoke in favor of the application and noted that she definitely supports expansion of affordable housing stock.

Mr. Adkins spoke in favor of the application.

Mr. Haynes moved and Councilman Hunt seconded the motion to approve with conditions and disapprove without all conditions. (8-1) Ms. Blackshear voted against.

Resolution No. RS2015-89

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-014-001 is **Approved with conditions and disapproved without all conditions. (8-1)**"

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. Pervious pavement shall be used for the private driveway.

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.

6. 2015SP-028-001

TULIP GROVE ADDITION

Map 086, Parcel(s) 272

Council District 12 (Steve Glover)

Staff Reviewer: Jason Swaggart

A request to rezone from RS7.5 to SP-R zoning 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, requested by Dale & Associates, applicant; Southeastern Development Group, LLC, owners.

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

APPLICANT REQUEST

Preliminary SP to permit up to 49 residential units.

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 51 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 designed open space with smaller lot sizes and 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 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. 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 private drives that connects Elegance Way to Saddlestone Drive. All units are accessed from the rear by private drives. 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 access to the cemetery and necessary parking for the cemetery. The plan also calls for a walkway to 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.

ANALYSIS

The request is well designed and consistent with the T4 NE policy and meets two critical planning goals.

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. A monument sign shall be placed at each entrance at Elegance Way and Saddlestone Drive clearly indicating that the development is private. The final design of the sign shall be approved by the Planning Department prior to the approval of any final site plan.
2. All private drives shall be constructed to the ST-251 pavement schedule.
3. An engineer must present certification to Public Works that the private drives have been constructed to the ST-251 pavement schedule. Certification is to be conducted in the stages that construction occurs and NOT at the end of the project. The stages shall include subgrade grade elevations, proof rolling and compaction testing of the sub grade, certification of the proper amount of stone, certification on the proper amount of tack coat and pavement thickness and compaction. Certification shall include a statement that the engineer was present and observed the construction, and that it was in compliance with the approved plans.
4. All drives shall be maintained by the Home Owner's Association and shall not be maintained by Metro.
5. Public access shall be provided to the cemetery on the site.
6. 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.
7. The private drives must be named prior to construction permitting, coordinate through Public Works.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved with conditions

1. Prior to final site plan approval plans for public sewer and water must be submitted and approved.
2. The required capacity fees must be paid prior to final site plan 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 Stratford clusters. 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 shall be limited to a maximum of 49 residential units.
2. A monument sign shall be placed at each entrance at Elegance Way and Saddlestone Drive clearly indicating that the development is private. The final design of the sign shall be approved by Planning prior to the approval of any final site plan.
3. All private drives shall be constructed to the ST-251 pavement schedule.
4. An engineer must present certification to Public Works that the private drives have been constructed to the ST-251 pavement schedule. Certification is to be conducted in the stages that construction occurs and NOT at the end of the project. The stages shall include subgrade grade elevations, proof rolling and compaction testing of the sub grade, certification of the proper amount of stone, certification on the proper amount of tack coat and pavement thickness and compaction. Certification shall include a statement that the engineer was present and observed the construction, and that it was in compliance with the approved plans.
5. All drives shall be maintained by the Home Owner's Association and shall not be maintained by Metro.
6. The final site plan shall include paved public access to the cemetery on the site with minimal disturbance.
7. 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.
8. The private drives must be named prior to construction permitting, coordinate through Public Works.
9. A raised foundation of 18"- 36" is required for all residential structures.
10. 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.
11. 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.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
13. 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
14. 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.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. (7-0), Consent Agenda

Resolution No. RS2015-90

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-028-001 is **Approved with conditions and disapproved without all conditions. (7-0)**"

CONDITIONS

1. **Uses shall be limited to a maximum of 49 residential units.**
2. **A monument sign shall be placed at each entrance at Elegance Way and Saddlestone Drive clearly indicating that the development is private. The final design of the sign shall be approved by Planning prior to the approval of any final site plan.**
3. **All private drives shall be constructed to the ST-251 pavement schedule.**
4. **An engineer must present certification to Public Works that the private drives have been constructed to the ST-251 pavement schedule. Certification is to be conducted in the stages that construction occurs and NOT at the end of the project. The stages shall include subgrade grade elevations, proof rolling and compaction testing of the sub grade, certification of the proper amount of stone, certification on the proper amount of tack coat and pavement thickness and compaction. Certification shall include a statement that the engineer was present and observed the construction, and that it was in compliance with the approved plans.**
5. **All drives shall be maintained by the Home Owner's Association and shall not be maintained by Metro.**
6. **The final site plan shall include paved public access to the cemetery on the site with minimal disturbance.**
7. **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.**
8. **The private drives must be named prior to construction permitting, coordinate through Public Works.**
9. **A raised foundation of 18"- 36" is required for all residential structures.**

10. 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.

11. 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.

12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.

13. 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

14. 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.

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

7. 2015SP-029-001

HART LANE COTTAGES

Map 060-12, Parcel(s) 057

Council District 08 (Karen Bennett)

Staff Reviewer: Lisa Milligan

A request to rezone from RS10 to SP-R zoning for property located at 115 Hart Lane, approximately 690 feet east of the intersection of Dickerson Pike and Hart Lane, (4.59 acres), to permit up to 28 multi-family residential units, requested by Dale & Associates, applicant; John Howard, owner.

Staff Recommendation: Defer to the April 23, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015SP-029-001 to the April 23, 2015, Planning Commission meeting. (7-0)

8. 2015SP-033-001

BURKITT STATION

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

Council District 33 (Robert Duvall)

Staff Reviewer: Latisha Birkeland

A request to rezone from AR2a to 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, requested by Ragan-Smith Associates, Inc., applicant; Keach Investments, owner.

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

APPLICANT REQUEST

Preliminary SP to permit a 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.

Existing Zoning

Agricultural/Residential (AR2A) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 9 lots with 2 duplex lots for a total of 13 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods

This site has frontage on Old Hickory Boulevard, an active corridor, providing retail and services in Southeast Nashville. The SP will 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 Old Hickory Boulevard to increase walkability in the area and within the development.

SOUTHEAST COMMUNITY PLAN

Current Policy

T3 Suburban Community Center (T3 CC) policy is intended to enhance suburban community centers encouraging their redevelopment as intense mixed use areas 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 Community Centers are pedestrian friendly areas, generally located at prominent intersections.

DRAFT Preferred Future Policy

No changes are proposed.

Consistent with Policy?

Yes. The SP would permit residential uses and a variety of commercial mixed use consistent with the T3 Community Center land use policy. The placement of the proposed commercial uses and multi-family residential uses will provide a transition between the center and less intense suburban residential surrounding the SP.

PLAN DETAILS

The proposed SP will permit up to 244 multifamily residential units and mixed commercial uses. The intent of the mixed commercial portion is to encourage a neighborhood mixed use center to serve nearby residents.

Uses allowed in the commercial portion will be based on uses allowed in the MUN zoning district, excluding cash advance and cash checking. Additional uses permitted include day car – parent's days out, animal hospital, animal boarding facility, automobile convenience (permitted with conditions the same within MUL-A zoning district), fast-food restaurant and parking and recreation uses. Residential land uses will be based on uses allowed in the RM20 Zoning.

Commercial / Mixed Use Phase

The mixed use phase will occupy approximately four acres within the SP, along the western property line, with frontage along Old Hickory Boulevard. Standards have been established to ensure that the buildings will create a community center and provide a pedestrian friendly environment. These standards include that front yard setback, to the primary street, shall be 0 feet to 80 feet. The build shall occupy 45% of the lot and the first floor height of a one story building shall be 16 feet; multi-story shall be 14 feet in height. The intensity of development will be determined by the provided floor area ratio (0.60). Maximum height is three stories, within 45 feet. All buildings shall comply with glazing requirements and architectural standards.

This SP includes an eight foot sidewalk and a six foot planting strip along Old Hickory Boulevard as the Major and Collector Street Plan (MCSP) All internal sidewalks shall be a minimum of five feet. Sidewalk connections shall be made to the residential portion of the SP and Old Hickory Boulevard.

All ground and building signs must be approved under an overall signage plans for each phase of development with the SP District. Commercial signage will allow wall signs to be mounted flush or projecting, window signs, awning signs, ground signs, etc. The total sign area shall be determined based upon type of sign. Signs that are to be lighted shall be spotlighted, externally-lit, or back-lit with a diffused light source. Backlighting shall illuminate only the letters, character, or graphics on the sign, rather than the background of the sign. Backgrounds shall be opaque.

Multi-family signs shall be limited to the name of the multi-family development and/or insignia. Monument signs shall be allowed at the medium of the private access drive and the terminus of the central private drive.

Residential Phase

The proposed residential component of the SP will occupy 14 acres on the eastern portion of the site. The residential use would allow up to 244 multi-family units. These units will be in the form of apartment buildings and carriage units. The maximum height of the buildings will not exceed three stories. Amenities as a club house, pool and playground have been included. An extensive internal sidewalk network has been included to promote walkability.

Parking/Access

The required number of parking spaces shall be consistent with current requirements stipulated in the Metro Zoning Code. The amount of bedrooms per residential dwelling unit shall be submitted with the final site plan. It is possible that additional open space may be created by a reduction in parking stalls at that time. Three access points are proposed along Old Hickory Boulevard; access point "B" will provide the main access to the residential units and the mixed use space. Access points "A" and "C" will be used to access the commercial portion. Access locations will be determined with any final site plan and would be subject to Public Works approval.

Landscaping

A 10 foot type "A" scenic arterial landscape buffer yard will be installed along Old Hickory Boulevard. Parking areas will be separated from adjacent side and rear lot lines by a type "B" landscape buffer yard on commercial portion along the northern, eastern and southern property lines. All Landscaping shall meet the requirements in the Metro Code.

Infrastructure Deficiency Area

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

In order to accommodate traffic volumes, the applicant shall improve major roadways (or an equivalent transportation improvement) within the identified infrastructure deficiency area to a two-lane cross-section at a level acceptable to the Department of Public Works. Eligible roadways are identified in the Infrastructure Deficiency Area map. Such improvements shall be undertaken within available right-of-way and at a level commensurate with the development entitlements appropriate on the site. The rate of a commensurate requirement is calculated as 3,087 total required feet of roadway.

ANALYSIS

The SP provides a preliminary site plan and provides a development plan with the necessary conditions that will be used to regulate future development within the SP boundary.

The proposed SP is consistent with the T3 Community Center land use policy 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. Applicant states grades are adequate to meet our requirements.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with MPW Traffic Engineer conditions.
- All roadway and ROW improvements are to meet MPW and AASHTO standards prior to Final SP.
- Submit a plan indicating the roadway improvements on separate sheet. Include note indicating signal modifications, existing vs proposed EOP, new vs existing striping, etc.
- All roadway improvements that are required for the operation of any of the 3 driveways shown (A, B, or C) must be completed with the construction of Phase 1 and must be completed prior to the first U/o for the development.

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

In accordance with TIS findings, the developer shall construct and install the following road improvements.

- Developer of the proposed SP apartment parcel shall construct 1 SB left turn lane from northern property line to the main access road opposite October Woods and extend the existing NB left turn lane at October Woods with TWTL striping to access C and provide adequate lane transitions.
- Developer of the proposed SP apartment parcel shall construct 1 NB thru/right travel lane along SP Old Hickory Blvd frontage and provide adequate lane transition.
- Developer of the SP apartment parcel shall modify the existing signal as required and provide pedestrian signals and infrastructure per ADA standards. Developer shall submit signal plan and modify signal when approved by Metro traffic engineer. The existing signal at this intersection should be modified to accommodate southbound, eastbound, and westbound left turn phases. Signal timing at this signalized intersection should be reviewed.
- The Proposed Burkitt Station Access "B" should include one lane for traffic entering the site and two lanes for traffic exiting the site. The lanes exiting the site should be designated as one left turn lane and one thru/ right turn lane each having a storage length of 100 feet at a minimum. This access will create a new east approach at the signalized intersection.

- Developer of the commercial parcels shall submit signal warrant analysis for the Old Hickory Blvd /BURKITT RD at Old Hickory Blvd intersection and provide signal plan and install traffic signal when directed by metro traffic engineer.
- Three access points are shown on the SP. No additional access drives will be allowed to OHB.
- Provide adequate sight distance at all access drives along OHB frontage. Proposed landscaping and development signage should be set back a minimum of 20 feet from the roadway edge to provide appropriate intersection sight distance from the proposed Burkitt Station Access.

STORMWATER RECOMMENDATION

Approved

WATER RECOMMENDATION

Approved

- The unit count in this SP package now matches the unit count in the latest availability study (244 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.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	18.74	0.50 D	9 U	87	7	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	18.74	-	248 U	1627	126	155

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 239 U	+1,540	+119	+145

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2A district: 8 Elementary 5 Middle 6 High

Projected student generation proposed SP-MU district: 26 Elementary 21 Middle 17 High

The proposed SP-MU zoning district could generate 45 more students than what is typically generated under the existing AR2A zoning district. Students would attend A.Z. Kelley Elementary School, Marshall Middle School, and Cane Ridge High School. Marshall Middle School and Cane Ridge High School have been identified as over capacity. There is capacity within the cluster for middle school students, but there is no capacity within the adjacent clusters for high school students. This information is based upon data from the school board last updated October 2014.

The fiscal liability of 11 high school students is \$396,000.00 (11 x \$36,000 per student). This is only for information purposes to show the potential impact of this proposal, this is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Commercial uses within Phase 2 shall be limited to uses allowed in the MUN zoning district, excluding cash advance and cash checking. Additional uses permitted include day care – parent's days out, animal hospital, animal boarding facility, automobile convenience (permitted with conditions the same within MUL-A zoning district), fast-food restaurant and parking and recreation uses. Uses in Phase 1 are limited to multi-family residential.
2. Roadway improvements that are a direct result of this specific project as determined by the approved Traffic Impact Study and the Department of Public Works shall be constructed.
3. Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated.
4. In order to accommodate traffic volumes, the applicant shall improve major roadways (or an equivalent transportation improvement) within the identified infrastructure deficiency area to a two-lane cross-section at a level acceptable to the Department of Public Works. Eligible roadways are identified in the Infrastructure Deficiency Area map. Such improvements shall be undertaken within available right-of-way and at a level commensurate with the development entitlements appropriate on the site. The rate of a commensurate requirement is calculated as 3,087 total required feet of roadway. IDA requirements shall be completed prior to the issuance of the first use and occupancy permit in Phase 1. Public Works shall be responsible for monitoring the completion of the IDA requirements in association with the first use and occupancy permit in Phase 1.
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 MUN zoning district for Phase 2 and RM20 for Phase 1 as of the date of the applicable request or application.
6. All signs must be approved under an overall signage plans for each phase of development with the SP District. Signage standards shall meet the requirements within the SP plan.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Ms. Blackshear recused herself and stepped out of the room at 8:00 p.m.

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

Tom White, 36 Old Club Court, spoke in favor of the application and noted that his client has agreed to all conditions.

Peggy Johnson, 5917 Banning Circle, spoke in favor of the application and noted that it has generated a lot of support in the subdivision.

Terry Rucker, 329 Battle Road, spoke in opposition to the application and stated that he wants it to stay single-family.

Mike (last name unclear), 7413 Golden Apple Dr, spoke in opposition due to traffic concerns and requested a deferral in order to hold more community meetings.

Tom White noted that this project will improve traffic capacities.

Chairman McLean closed the Public Hearing.

Councilman Hunt spoke in favor of the application and noted that this type of structure is needed in this area.

Ms. LeQuire asked Metro Storm Water what their recommendations are for addressing the floodplain.

Steve Mishu, Metro Storm Water, stated that detention will be required for this site based on how undeveloped it currently is.

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

Ms. Blackshear stepped back in the room at 8:22 p.m.

Mr. Clifton stepped out of the room at 8:22 p.m.

Resolution No. RS2015-91

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-033-001 is **Approved with conditions and disapproved without all conditions. (8-0)**”

CONDITIONS

1. Commercial uses within Phase 2 shall be limited to uses allowed in the MUN zoning district, excluding cash advance and cash checking. Additional uses permitted include day care – parent’s days out, animal hospital, animal boarding facility, automobile convenience (permitted with conditions the same within MUL-A zoning district), fast-food restaurant and parking and recreation uses. Uses in Phase 1 are limited to multi-family residential.
2. Roadway improvements that are a direct result of this specific project as determined by the approved Traffic Impact Study and the Department of Public Works shall be constructed.
3. Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated.
4. In order to accommodate traffic volumes, the applicant shall improve major roadways (or an equivalent transportation improvement) within the identified infrastructure deficiency area to a two-lane cross-section at a level acceptable to the Department of Public Works. Eligible roadways are identified in the Infrastructure Deficiency Area map. Such improvements shall be undertaken within available right-of-way and at a level commensurate with the development entitlements appropriate on the site. The rate of a commensurate requirement is calculated as 3,087 total required feet of roadway. IDA requirements shall be completed prior to the issuance of the first use and occupancy permit in Phase 1. Public Works shall be responsible for monitoring the completion of the IDA requirements in association with the first use and occupancy permit in Phase 1.
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 MUN zoning district for Phase 2 and RM20 for Phase 1 as of the date of the applicable request or application.
6. All signs must be approved under an overall signage plans for each phase of development with the SP District. Signage standards shall meet the requirements within the SP plan.
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.

Subdivision: Final Plats

9. 2013S-132-001

HILL ROAD SUBDIVISION

Map 160-06, Parcel(s) 006

Council District 26 (Chris Harmon)

Staff Reviewer: Jason Swaggart

A request for final plat approval to create five lots on property located at 808 Hill Road, at the northeast corner of Hill Road and Franklin Pike Circle, (5.83 acres), zoned RS40, requested by Mike May, owner; Harrah & Associates, applicant.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Final Plat to create five single-family residential lots.

Final Plat

A request for final plat approval to create five lots on property located at 808 Hill Road, at the northeast corner of Hill Road and Franklin Pike Circle, (5.83 acres), zoned Single-Family Residential (RS40).

Existing Zoning

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of six lots.*

CRITICAL PLANNING GOALS

- Supports Infill Development

The subdivision creates additional residential development opportunity consistent with the land use policy in an area where infrastructure and services exist.

HISTORY

This application was originally filed on July 11, 2013, for the August 22, 2013, MPC meeting. During this time, Stormwater revised their policy regarding single-family development. Stormwater's new policy requires that single-family development address stormwater issues, which resulted in an indefinite deferral.

After the application was filed, the Planning Commission began evaluating whether to review subdivisions under the One Tier or Two Tier Approach, which is explained later in this report. The new Subdivision Regulations for infill development had not yet been adopted. *This final plat application is being reviewed under the Subdivision Regulations in effect at the time the application was initiated.*

INFILL SUBDIVISION REVIEW: ONE OR TWO-TIER APPROACH

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

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

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

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

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

One-Tier Approach

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

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

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

Two-Tier Approach

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

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

Planning Commission Action

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

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

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

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

PLAN DETAILS

This subdivision proposes five single-family residential lots where one lot and an existing dwelling currently exist. The proposed density is less than one unit per acre (0.85 DU/AC). The subject lot is located on the northeast quadrant of Hill Road and Franklin Pike Circle. The lot is very large (approximately 5.8 acres) and there are no known environmental constraints. The lot does contain numerous mature trees.

As proposed all lots will contain the minimum lot area required by the RS40 zoning. The approximate lot areas and street frontages are as follows:

Lot 48: 72,684 sq. ft.; 104.76, along Hillwood and;
Lot 49: 43,901 sq. ft.; 95’;
Lot 50: 43,954 sq. ft.; 95’;
Lot 51: 44,007 sq. ft.; 95’;
Lot 49: 44,054 sq. ft.; 95’.

The plat provides a 170’ foot minimum setback along Hill Road and a 40’ setback along Franklin Pike Circle. As proposed all lots would be accessed by a shared drive that would access Hill Road at two locations.

ANALYSIS

One-Tier Approach

At the time the application was submitted, the land use policy that applied to the existing lot and a majority of the surrounding area was Residential Low (RL). RL policy supports low intensity development with a maximum density of two units per acre. The density for the proposed five lots is approximately 0.85 units per acre. This calculation is based on the subject site, not the surrounding area. *Because the density of the subdivision is under policy, the five proposed lots are comparable. The site is also within a Special Policy, with which the proposed subdivision complies.* The special policy supports lots no smaller than 40,000 sq. ft. It also calls for resubdivision of properties to protect views from the streets and from existing buildings by preserving trees that line the roads and by orienting new homes so that their rear yards are not in a direct line of sight from the fronts of existing homes.

Two-Tier Approach

First, staff determines whether the subdivision is “generally comparable.” The five proposed lots are not generally comparable in terms of lot size and width at the street. This is based on 12 lots on the same block face from Franklin Pike Circle to Overton Road.

Average Area: 108,900 sq. ft.
Average Frontage: 222 Feet

Sidewalks

There are no sidewalks in the immediate area along Hill Road or Franklin Pike Circle. There are four options to satisfy the sidewalk requirements which are as follows:

- The required sidewalks have been bonded;
- The required sidewalks have been constructed and accepted by Public Works;
- A contribution to the sidewalk fund has been made in lieu of constructing the required sidewalks;
- An equal length of sidewalk is constructed and accepted or bonded within the same Pedestrian Benefit Zone (PBZ).

When the application was submitted, the total contribution would be \$6,000. The policy required \$15 per linear foot or \$1,500 per lot, whichever is less.

STORMWATER RECOMMENDATION

Approve with conditions

1. Pay Plan Review Fee and Grading Permit Fee, Total Cost = \$1035.00.
2. Add NOC note with TNR #.
3. List amount of disturbed area.
4. Extend SF along Northern property line.
5. Add an EPSC Phase 2 drawing showing proposed contours and EPSC measures, or show the Phase 2 measures on the grading and drainage plan.
6. Suggest removing western ditch once it passes the set back line, and allow water to sheet flow to pond #3.
7. Add lot line swales to #49 and #52.
8. Suggest moving ponds to north side of shared drive.
9. Show underdrains in ponds.
10. Clarify how swale A-A ties into existing roadside ditch.

WATER SERVICES RECOMMENDATION

Returned for corrections

- Awaiting construction plan submittal/approval and payment of the required capacity fees. A new availability request must also be submitted, since the previous study expired back in 2013.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions under one-tier approach, as the proposed lots are generally comparable since they are in keeping with the previous Residential Low land use policy.

CONDITIONS

1. Provide proof of removal of the existing building on the site prior to recordation of the subdivision.
2. Final approval from Water Services is required prior to the recordation of the plat.
3. Final approval from Stormwater is required prior to the recordation of the plat.
4. Sidewalks are required along the Hill Road and Franklin Pike. 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, four additional lot will require a \$6,000 contribution to Pedestrian Benefit Zone 5-B.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone (5-B), in a location to be determined in consultation with the Public Works Department, or 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.

Mr. Swaggart presented the staff recommendation of approval with conditions.

Roy Dale, 516 Heather Place, spoke in favor of the application and stated that this was filed in July of 2013 and has been in limbo.

Celia Turner, 778 Hill Road, spoke in opposition to the application and noted that it is a very special and unique place; wants to see it preserved.

Greg Turner, 778 Hill Road, spoke in opposition to the application and noted that it is inconsistent with the neighborhood.

Don Bishop, 730 Hill Road, spoke in opposition to the application and stated there is no lot on Hill Road that is as small as this proposal.

John Harwood, 741 Baxter Lane, spoke in opposition to the application and noted that Hill Road has a unique character; he would like to see something more tasteful and more in character with the neighborhood.

Eric Stephens, 727 Baxter Lane, spoke in opposition to the application and noted that it does not meet the current character of the neighborhood.

Tom White noted that this is a corner lot and the applicant complies with special policies.

Chairman McLean closed the Public Hearing.

Mr. Gee and Ms. Blackshear both noted that while required to review this under the previous subdivision regulations, it is the Planning Commission’s responsibility to interpret these Regulations.

Ms. LeQuire noted that this is not within the community character and that it doesn’t fit in with the 2004 Southeast plan; interprets this as not meeting the subdivision regulations.

Mr. Haynes recused himself.

Mr. Adkins stated that this is not characteristic of Hill Road; frontage is an issue, lot sizes aren’t consistent with any other lot size on the street, the additional road is not characteristic and would diminish the character of Hill Road. Interpretation is that it is not within the community character plan.

Mr. Adkins moved and Ms. LeQuire seconded the motion to disapprove under the Subdivision Regulations in place at the time of the application. (6-0-1) Mr. Haynes recused himself.

Mr. Clifton stepped back in the room at 8:24 p.m.

Resolution No. RS2015-92

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013S-132-001 is **Disapproved under the Subdivision Regulations in place at the time of the application. (7-0)**”

10. 2015S-024-001

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

Map 145, Parcel(s) 053
Council District 34 (Carter Todd)
Staff Reviewer: Jason Swaggart

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

Staff Recommendation: Disapprove.

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.*

CRITICAL PLANNING GOALS

N/A

GREENHILLS – MIDTOWN COMMUNITY PLAN

Current Policy

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Current Special Policy 13

The special policy which was adopted in 2008, calls for new development to reflect the character and appearance of abutting lots in terms of lot widths and front setbacks.

DRAFT Preferred Future Policy

No changes are proposed.

REQUEST DETAILS

This final plat proposes to split one parcel into two lots. Each lot will have access from Granny White Pike. Proposed lots are as follows:

- Lot 1: 47,503 sq. ft. (1.09 acres), and 116.54' of frontage;
- Lot 2: 47,501 sq. ft. (1.09 acres), and 116.56' of frontage.

ANALYSIS

The proposed subdivision does not meet the special policy or the infill compatibility analysis that is outlined in Section 3-5.2 of the Subdivision Regulations. Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the sites Suburban Neighborhood Maintenance policy area.

Staff reviewed the final plat against the following criteria, as required by the Subdivision Regulations:

Zoning Code

Proposed lots meet the minimum standards of the R40 zoning district.

Street Frontage

Proposed lots have frontage on a public street.

Density

Urban Neighborhood Maintenance land use policy supports density up to 20 dwelling units per acre. The proposed infill subdivision would provide a density of less than one acre for one unit on two lots or approximately 1.8 units per acre for two units on each lot. Both fall within the range supported by policy.

Community Character along Granny White Pike

1. Lot frontage: The proposed lots must have frontage either 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. *The proposed lots do not meet the minimum frontage requirement.*

Lot Frontage Analysis	
70% of Average	120'
Smallest Surrounding Parcel	88'

Proposed	
Lot 1	116.54'
Lot 2	116.56'

2. Lot size: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. *The proposed lots do not meet the minimum area requirement.*

Lot Size Analysis	
70% of Average	57,934 sq. ft.
Smallest Surrounding Parcel	52,272 sq. ft.

Proposed	
Lot 1	47,503 sq. ft.
Lot 2	47,501 sq. ft.

3. Street Setback: The plat does not propose a platted setback to ensure that new homes would be consistent with adjacent homes or the special policy.

4. Lot Orientation: Both lots are oriented towards Granny White Pike.

Compatibility with Surrounding Area

Neither lot is compatible with the surrounding lots as outlined in the Subdivision Regulations. At time this report was sent out, the applicant has not provided any information demonstrating how the proposed lots would fit into the overall character of the area. Staff is recommending disapproval because the proposed lots do not meet the surrounding community character as outlined in the Subdivision Regulations.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- A permit is required from The Department of Public Works prior to commencing any work within the right-of-way.
- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, they should be shown and labeled on the plan per Public Works standards. This includes curb and gutter, grass strip, sidewalk, and a minimum

of 20 feet pavement width if on a minor local road. Final construction plans must be submitted and address any related drainage improvements, utility relocation(s), and tree removal.

STORMWATER RECOMMENDATION

Returned for corrections

1. The 20 foot "Sanitary Sewer and Public Utility Easement" should be changed to a "Sanitary Sewer and Public Utility and Drainage Easement."
2. Change P.U.E to P.U.D.E along Granny White pike.

WATER SERVICES RECOMMENDATION

Returned for corrections

- The required capacity fees must be paid.

STAFF RECOMMENDATION

Staff recommends disapproval as the request is not consistent with the surrounding community character as outlined in the Subdivision Regulations.

CONDITIONS (If approved)

1. The plat shall not be recorded until capacity fees have been paid.
2. The plat shall not be recorded until it has been approved by Stormwater.
3. A permit is required from The Department of Public Works prior to commencing any work within the right-of-way.
4. If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, they should be shown and labeled on the plan per Public Works standards. This includes curb and gutter, grass strip, sidewalk, and a minimum of 20 feet pavement width if on a minor local road. Final construction plans must be submitted and address any related drainage improvements, utility relocation(s), and tree removal.

Mr. Swaggart presented the staff recommendation of disapproval.

Phil Bennett, 5408 Granny White Pike, spoke in favor of the application.

Wade Todd, 5404 Camelot Road, spoke in opposition to the application and noted that the councilmember and the other members of the neighborhood are in opposition.

Alex (last name unclear), 5400 Camelot, spoke in opposition to the application and noted that it will change the nature and character of the neighborhood, will also affect traffic flow and water runoff.

Phil Bennett spoke in favor and asked for approval.

Chairman McLean closed the Public Hearing.

Mr. Adkins spoke in opposition to the application and noted that it does not meet the subdivision regulations.

Mr. Gee spoke in opposition to the application and noted that it does not meet the subdivision regulations and is out of character with the neighborhood.

Councilman Hunt spoke in opposition to the application and noted that it does not meet our subdivision regulations.

Mr. Haynes moved and Mr. Adkins seconded the motion to disapprove. (9-0)

Resolution No. RS2015-93

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015S-024-001 is Disapproved. (9-0)"

I. COMMUNITY PLAN POLICY CHANGES AND ASSOCIATED CASES

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

Community Plan Amendments

11a. 2015CP-006-001

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 169, Parcel(s) 069

Council District 35 (Bo Mitchell)

Staff Reviewer: Anita McCaig

A request to amend the Bellevue Community Plan by changing the Community Character Policy from a T3 Suburban Neighborhood Evolving policy to a T3 Suburban Neighborhood Center policy for property located at 441 Union Bridge Road, at the southeast corner of Pasquo Road and Union Bridge Road (23.83 acres), requested by Ragan-Smith-Associates, Inc., applicant; Natchez Associates, L.P/, owner (See Also Specific Plan Case No. 2015SP-013-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Change the policy from Suburban Neighborhood Evolving to Suburban Neighborhood Center.

Major Plan Amendment

A request to amend the Bellevue Community Plan by changing the Community Character policy from Suburban Neighborhood Evolving policy to Suburban Neighborhood Center policy for property located at 441 Union Bridge Road, at the southeast corner of Pasquo Road and Union Bridge Road (23.83 acres).

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices

The application of Suburban Neighborhood Center policy on this property creates a mixed use center that provides opportunities for neighborhood-scaled services, shops, restaurants, offices, and residences and creates a destination that can be walked to from nearby residential uses.

BELLEVUE COMMUNITY PLAN

Current Policy

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

DRAFT Preferred Future Policy

No change proposed.

Proposed Policy

Suburban Neighborhood Center (T3 NC) policy is intended to enhance and create suburban neighborhood centers that fit in with the general character of suburban neighborhoods. Infrastructure and transportation networks may be enhanced 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 use, residential, office, and civic land uses.

BACKGROUND

The property at 441 Union Bridge Road, the subject of this plan amendment request, is part of an 859 acre development proposal referred to as Stephens Valley with properties in both Davidson and Williamson Counties. Planning staff has been working with Williamson County planning staff. The property at 441 Union Bridge Road is the only portion of the property in Davidson County where a plan amendment is needed.

COMMUNITY PARTICIPATION

Community meeting and public hearing notices were mailed to property owners within 1,300 feet in Davidson County in February 2015. At the request of staff, the applicant also mailed the same notice to property owners in Williamson County. A total of 415 notices were sent out between the two counties. Copies of the notices were also placed on the Planning Department website.

A community meeting was held on February 23, 2015, to discuss the plan amendment request. Approximately 40 people attended the meeting, along with the applicants, Williamson County Planning staff, and the area councilmember.

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 additional traffic in an already congested area, especially along Sneed Road and Highway 100;
- create additional cut-through traffic in adjacent neighborhoods, including Traceside, Temple Hills and Timberline;
- negatively affect the existing quality of life;
- allow commercial and office uses to intrude into a residential area; and,
- place additional pressure on infrastructure – water, schools, fire protection, utilities.

In addition, for neighbors that live in adjacent rural areas, there were concerns that this is changing the character of their area to suburban.

The applicant began working with the community in September of 2014, months before submitting their plan amendment and rezoning request. The applicant has met with the Traceside Homeowners Association (in Davidson County) and has continued working through issues with Traceside's traffic calming committee. The applicant also met with the Temple Hills Homeowners Association and the Natchez Bend Road neighbors (both in Williamson County). Another neighborhood adjacent to the project, Timberline (also in Williamson County), does not have an organized homeowners/neighborhood association. In total, the applicant has met with the community seven times, with approximately 300 people attending across all the meetings.

ANALYSIS

Currently, the property is an agricultural and wooded property that contains a few houses scattered throughout. The property that is the subject of the plan amendment request is not visible from the Natchez Trace Parkway and does not contain any sensitive environmental features. Ideally, the proposed suburban neighborhood center component would be located along a more prominent corridor, such as Highway 100. However, staff feels that providing convenient neighborhood services and inclusive gathering places in a residential area helps to create a more livable community that appeals to a greater variety of people, enriches civic life, and promotes a more walkable environment – opportunities to walk to the corner store or to dinner. It also provides these opportunities to the surrounding neighborhoods

STAFF RECOMMENDATION

Staff recommends approval of the amendment application because neighborhood center policy in this location creates opportunities for neighborhood-scaled services, shops, restaurants, offices, and residences and creates a destination that can be walked to from nearby residential uses.

Mr. Gee recused himself from Items 11a and 11b and stepped out of the room.

Ms. Blackshear left the meeting at 9:26 p.m.

Ms. McCaig presented the staff recommendation of approval.

John Rotchford, developer, spoke in favor of the application and stated that this will hopefully be the benchmark of how all future developments will be measured.

Alan Thompson, 6248 Holly Trace Court, spoke in favor of the application and clarified that over 50% will be open space.

Clark Tidwell, 306 Mountainside Dr, spoke in favor of the application.

Neika Stephens, 6160 Pasquo Road, spoke in favor of the application.

Tom Campbell, 2518 Wiltshire Drive, spoke in favor of the application.

Walt Leaver, 1603 Burton Ave, spoke in favor of the application.

John Lowry spoke in favor of the application.

Wyatt Rampy, 8706 Poplar Creek, spoke in favor of the application; this will provide high quality, thoughtful, intelligent growth.

Jad Duncan, 7021 Bay Cove Trail, spoke in favor of the application due to the great economic impact for the Bellevue community.

Tony Turnbow, 203 3rd Ave S, spoke in favor of the application.

Chris Graffagnino, 408 Trace Park Circle, noted that there is a cut-thru problem on Trace Side and would like more stop signs.

Kevin Barber, 612 Meadow Glen Court, spoke in favor of the application.

Stacy Cornwall, 620 Meadow Glen Court, spoke in opposition to the application and stated that she would like to see a more detailed preliminary site plan.

Alan Thompson spoke in support of stop signs on Trace Side.

Chairman McLean closed the Public Hearing.

Chairman McLean spoke in favor of the application and stated that this will be a high quality project.

Councilman Hunt spoke in favor of the application and thanked Mrs. Stephens for attending and speaking.

Mr. Clifton spoke in favor of the application.

Mr. Adkins spoke in favor of the application.

Mr. Haynes spoke in favor of the application and noted that is a very thoughtful development and great plan.

Ms. Farr spoke in favor of the application and expressed appreciation for the preservation of open space.

Ms. LeQuire spoke in favor of the application.

Mr. Haynes moved and Mr. Clifton seconded the motion to approve Item 11a. (7-0)

Resolution No. RS2015-94

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015CP-006-001 is **Approved. (7-0)**”

11b. 2015SP-013-001

STEPHENS VALLEY

Map 169, Parcel(s) 064, 069, 094, 120, 122, 351

Council District 35 (Bo Mitchell)

Staff Reviewer: Lisa Milligan

A request to rezone from AR2a and RS40 to SP-MU zoning for properties located at 441 Union Bridge Road, Natchez Trace Parkway (unnumbered), Haselton Road (unnumbered), and Pasquo Road (unnumbered), south of Highway 100 (133.15 acres), to permit a mixed use development, requested by Ragan-Smith-Associates, Inc., applicant; Natchez Trace Associates, L.P., owner (See Also Community Plan Amendment Case No. 2015CP-006-001).

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

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) and One-Family Residential (RS40) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 441 Union Bridge Road, Natchez Trace Parkway (unnumbered), Haselton Road (unnumbered), and Pasquo Road (unnumbered), south of Highway 100 (133.15 acres) to permit a mixed use development.

Existing Zoning

Agricultural/Residential (AR2a) district requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 54 lots with 13 duplex lots for a total of 67 units.*

One-Family Residential (RS40) district RS40 requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 22 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

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

The proposed plan meets several critical planning goals. The development, particularly Area 3, has been designed in such a way as to be sensitive to the Natchez Trace Parkway and the viewsheds of the parkway, preserving open space and places of natural beauty. Additionally, the development is protecting existing streams. By clustering the lots in Area 3, a minimum amount of the land is being disturbed creating large open space that will remain tree covered. A sidewalk network is being established that will link all parts of the development and allow for the residents to walk to retail and office uses within the town center area. Nearby residents in existing neighborhoods will also have the opportunity to walk to the town center utilizing sidewalks being installed as part of upgraded existing local roads. A variety of housing types are being included in the neighborhood providing for various housing options for future residents and allowing for residents to live in the community through all stages of life.

BELLEVUE COMMUNITY PLAN

Current Policy

T2 Rural Neighborhood Maintenance (T2 NM) policy is intended to preserve the general character of rural neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. T2 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 public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

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.

DRAFT Preferred Future Policy

No changes proposed.

Proposed 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 use, civic and public benefit land uses, with residential present only in mixed use buildings. T3 Suburban Neighborhood Centers serve suburban neighborhoods within a 5 minute drive.

Consistent with Policy?

Yes. The proposed SP is consistent with the T2 Rural Neighborhood Maintenance, T3 Suburban Neighborhood Evolving, and T3 Suburban Neighborhood Center policies. Area 3 is being developed at a very low density and is preserving the majority of the land as undisturbed open space. This protects the rural nature of the property and respects the form of surrounding developments. Area 2 is providing housing types that do not currently exist in the area, providing for additional housing choice. Area 1 is creating a new suburban town center to serve the proposed development as well as existing residential developments in the area. The town center is located at a prominent intersection and includes a mixture of uses including retail, office and residential. Sidewalks are being provided on new and existing streets to encourage walking by future residents as well as residents of existing neighborhoods within the immediate area.

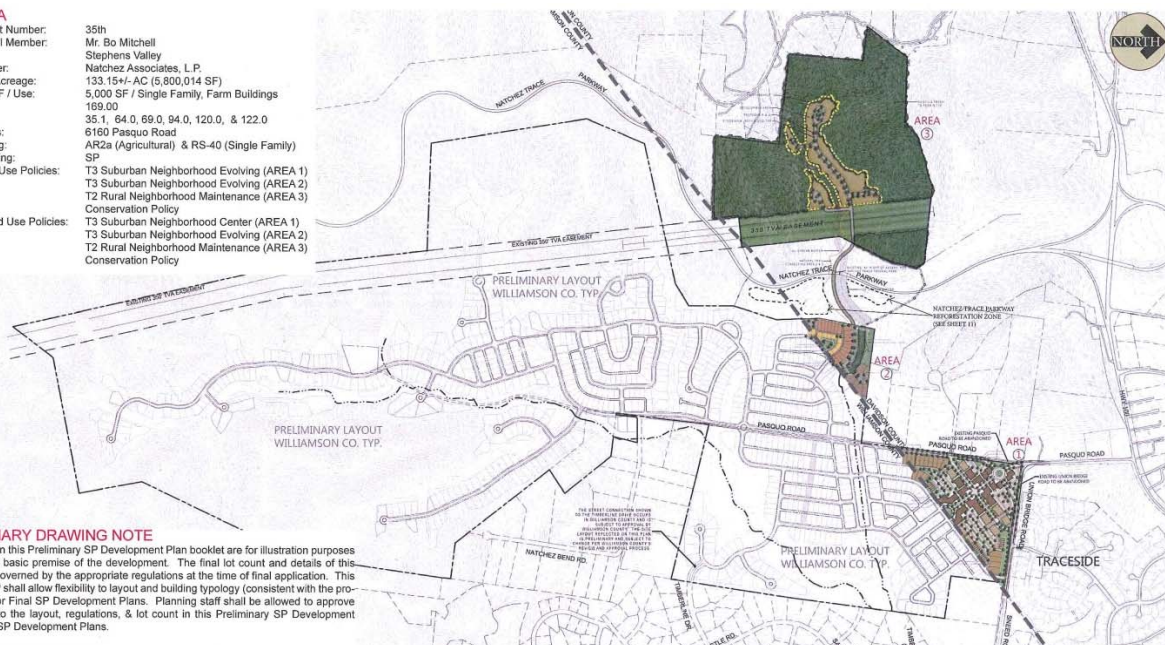
PLAN DETAILS

The site is located at 441 Union Bridge Road, Natchez Trace Parkway (unnumbered), Haselton Road (unnumbered), and Pasquo Road (unnumbered), south of Highway 100. The site is approximately 133.15 acres in size. The overall Stephens

Valley development is approximately 859 acres in size. The remaining portion of the development, outside of the 133.15 acres within Davidson County, is located within Williamson County. The Metro Planning staff has been working with Williamson County staff in reviewing the project to coordinate the development between the two jurisdictions.

SITE DATA

Council District Number: 35th
 District Council Member: Mr. Bo Mitchell
 SP Name: Stephens Valley
 Property Owner: Natchez Associates, L.P.
 Parcel/s Site Acreage: 133.15 +/- AC (5,800,014 SF)
 Ex. Building SF / Use: 5,000 SF / Single Family, Farm Buildings
 Tax Map: 159.00
 Parcels: 35.1, 64.0, 69.0, 94.0, 120.0, & 122.0
 Street Address: 6160 Pasquo Road
 Existing Zoning: AR2a (Agricultural) & RS-40 (Single Family)
 Proposed Zoning: SP
 Existing Land Use Policies: T3 Suburban Neighborhood Evolving (AREA 1)
 T3 Suburban Neighborhood Evolving (AREA 2)
 T2 Rural Neighborhood Maintenance (AREA 3)
 Conservation Policy
 Proposed Land Use Policies: T3 Suburban Neighborhood Center (AREA 1)
 T3 Suburban Neighborhood Evolving (AREA 2)
 T2 Rural Neighborhood Maintenance (AREA 3)
 Conservation Policy



PRELIMINARY DRAWING NOTE

The drawings in this Preliminary SP Development Plan booklet are for illustration purposes to indicate the basic premise of the development. The final lot count and details of this plan shall be governed by the appropriate regulations at the time of final application. This Preliminary SP shall allow flexibility to layout and building typology (consistent with the proposed uses) for Final SP Development Plans. Planning staff shall be allowed to approve modifications to the layout, regulations, & lot count in this Preliminary SP Development Plan for Final SP Development Plans.

Overall Stephens Valley Concept Plan

Site Plan

The Plan is broken into 3 distinct areas within the Davidson County portion of the project. Area 1 is the town center area located at the intersection of Sneed Road/Union Bridge Road and Pasquo Road. Area 1 is approximately 23.83 acres in size. Area 1 proposes a mixture of uses including residential, office, and commercial uses. Area 1 is limited to up to 243 residential dwelling units. These units may be one-family, two-family, multi-family, or live/work units. Additionally, accessory dwelling units are allowed throughout the development. Area 1 allows up to 88,000 square feet of non-residential uses, with up to 45,000 square feet of the non-residential designated for retail uses. The non-residential uses are limited to buildings primarily along newly extended Pasquo Road, wrapping around the corner to the new portion of Union Bridge Road.

Non-residential uses are required to create a minimum contiguous area of no less than 15,000 square feet. Maximum height of buildings within Area 1 shall be 3 stories in 48'. All residential uses within Area 1 are to be rear loaded. Parking areas have been located behind buildings, to the extent possible. Architectural guidelines have been provided for commercial as well as residential buildings. Street trees are proposed along all streets.

Area 2 is approximately 8.96 acres in size and includes only residential uses. There are up to 45 residential units allowed and they may be one-family or two-family. The layout of Area 2 allows for cottage style units that front onto a shared open space along with more traditional single-family lots, the majority of which will be alley loaded. There is some allowance for front-loaded garages within this area, on a limited basis. An existing stream within Area will be protected and trees will remain in the area.

Area 3 is approximately 100.36 acres and will include up to 50 residential dwelling units. Units may be one-family, two-family or townhomes. A minimal amount of the land in Area 3 is being disturbed for development area. This allows for the existing trees to remain and allows for a more sensitive development that creates less impact on the surrounding area.

Sidewalks are being provided throughout the development and will be provided along existing roadways as well. A trail connection is being provided between Area 2 and Area 3. Some realignment of existing roadways is proposed with the development and a section of Union Bridge Road and Pasquo Road will be closed and rerouted. The current plan shows a street connection to the existing Timberline Road, which is within Williamson County. Staff feels that this connection is very important not only from the standpoint of providing emergency services but also from a neighborhood connectivity standpoint. This will allow opportunities for travel between existing neighborhoods and the proposed neighborhood for future residents. It will provide an option for existing residents to access the proposed town center. Timberline Road was built as a stub street and intended for a future connection which can now be completed with the development of Stephens Valley.

The project site is surrounded by the Natchez Trace Parkway and parkland. For the most part, the project is screened from view of the Trace by existing wooded areas. There is one area of the development that is not currently screened. However, the applicant has been working with the National Park Service on a reforestation plan for this area that will provide screening of the

development in a way that is complimentary to similar existing portions of the Trace. Native trees and shrubs will be planted in a way that is not seen as a planned, formal buffer but will act more as a natural transition and buffer to the development.

ANALYSIS

The plan is consistent with the existing T2 Rural Neighborhood Maintenance and T3 Suburban Neighborhood Evolving policies along with the proposed T3 Suburban Neighborhood Center policy, which staff is also recommending for approval. The development is being proposed in a way that is sensitive to the environment of the area and is being particularly careful in regards to views from the Natchez Trace Parkway. The town center provides for non-residential uses within close proximity to existing and future residents allowing for some non-automobile trips to occur. Based on the design of the plan, staff recommends approval with conditions and disapproval with conditions subject to the approval of the associated plan amendment.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review. Grades not to exceed 10%

STORMWATER RECOMMENDATION

Returned for corrections

- Show Undisturbed Buffers, a hydrologic determination showing the conveyances as a wet weather conveyance, or provide variance. See Metro Maps for all stream locations.
- Add Buffer Note to plans:
 - (The buffer along waterways will be an area where the surface is left in a natural state, and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 - Regulations.)
- Add Access Note to plans:
 - (Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site.)
- Provide a Water Quality Concept and room for detention for Area 3. Also, provide documentation from Williamson County stating that water quality will be managed within their jurisdiction.

HARPETH VALLEY UTILITY DISTRICT

Approved as a preliminary SP only

- 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

Conditions if approved

This development will require Public Works approval of detailed construction plans prior to grading the site that comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions

- The proposed roundabout shall comply with AASHTO and FHWA design criteria and have an inscribed circle diameter of no less than 90 feet.
- Minimum lane widths shall be 11 feet for all streets.
- Install a center median on Timber Gap Drive from Union Bridge Road to 100' north.
- All new streets shall use the ST-200 curb and gutter, except the rural park road that may be eligible for a non-curb section if a sidewalk is not installed.
- On the rural park road, install a sidewalk on one side or a multi- use path.
- A mandatory referral application and approval will be required for any existing street relocations.
- The street names shown are not approved at this time and will require coordination with the Public Works Department.
- Comply with all conditions of the Public Works Traffic Engineer.
- Any right-of-way plantings must be coordinated with the Public Works Horticulturist.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the TIS and addendum findings the developer shall install the following roadway improvements.

Highway 100 at McCrory Lane

- The developer shall construct westbound right turn lane on Highway 100 at McCrory Lane with adequate transition. The combined length of the storage and taper length for this turn lane may be limited to approximately 200 feet due to existing driveways and right-of-way constraints on the north side of Highway 100. The timing of the right turn lane installation should coincide with construction of the Stephens Valley SP (Stephens Valley Phase 3).

Highway 100 at Pasquo Road

- The developer shall construct an eastbound right turn lane on Highway 100 at Pasquo Rd with adequate transition. The combined length of the storage and taper length for this turn lane may be limited to approximately 250 feet due to the presence of a cemetery, existing driveway, and underground fiber optic utility lines on the south side of Highway 100. The timing of the right turn lane installation should coincide with construction of the Stephens Valley SP (Stephens Valley Phase 3).

Highway 100 at Temple Road

- Developer shall construct additional roadway improvements at this location. Additional traffic analysis shall be conducted prior to the final SP plan to determine the required improvements. The timing of the intersection improvement should occur with Stephens Valley Phase 3.

Williamson Co. Intersections - Sneed Road at Timberline, Sneed Road Temple Rd, Hillsboro Road at Sneed Road

- MPW supports the recommended improvements at the Williamson county intersections as identified in the TIS.

Pasquo Road at Stephens Valley Access E

- The approach of Stephens Valley Access E to Pasquo Road should have a minimum width of 24 feet. Stephens Valley Access E will be a private drive, therefore, a commercial driveway ramp per Metro Nashville - Davidson County Public Works standard drawing ST-324 should be included in the design for Stephens Valley Access E.
- A southbound left turn lane on Pasquo Road at Stephens Valley Access E with adequate storage and transition should be included in the final design of Pasquo Road improvements.

Pasquo Road at Stephens Valley Access G

- The approach of Stephens Valley Access G should include two (2) westbound lanes (one right turn lane, one left turn lane) and one (1) eastbound lane for traffic entering Stephens Valley. Additional ROW for a WB thru lane may be required when the property opposite Stevens Valley is developed. A Southbound lane on Pasquo Rd at nearby access driveways and access G may be warranted at final SP. Additional ROW shall be reserved.

Pasquo Road at Union Bridge Road/Stephens Valley Access F

- The intersection of Pasquo Road and Union Bridge Road will be moved approximately 300 feet to the south to allow mitigation of the 90 degree curve with the construction of a roundabout intersection.
- The design for this roundabout and the roadway approaches to it should include the methods and practices shown in the *National Cooperative Highway Research Program (NCHRP) Report 672 -Roundabouts: An Informational Guide*. Additional design guidelines and criteria from AASHTO and the MUTCD should be utilized where applicable.
- All access drives on the approaches to the roundabout shall be located at an adequate distance from the roundabout to prevent traffic queue into the roundabout. These approaches may also require left turn lanes with a 3 lane x-section for the relocated Union Bridge Rd.

Union Bridge Road at Stephens Valley Access C & D

- The approach of Stephens Valley Access C & D to Union Bridge Road should have a minimum width of 24 feet. Stephens Valley Access C & D will be private drives, therefore, a commercial driveway ramp per Metro Nashville - Davidson County Public Works standard drawing ST-324 should be included in the design for Stephens Valley Access C & D.
- A westbound left turn lane on Union Bridge Road at Stephens Valley Access C should be included in the final design of Union Bridge Road improvements. Access C and D shall be located to prevent traffic queuing into roundabout.

Union Bridge Road at Stephens Valley Access B

- The approach of Stephens Valley Access B should include two (2) northbound lanes (one right turn lane, one left turn lane) and one (1) southbound lane for traffic entering Stephens Valley.
- A left turn lane should be constructed on Sneed Road at Stephens Valley Access B. Due to the proximity with Stephens Valley Access A, the design of this left turn lane should consist of a three lane section with a two-way continuous left turn lane on Union Bridge Road between Stephens Valley Access A and Stephens Valley Access B.
- At final SP a right turn lane at access B may be required; therefore additional ROW shall be reserved.

Union Bridge Road at Timber Gap Drive

- The construction of Stephens Valley Access B will result in a two-way left turn lane being added to Union Bridge Road at this intersection.
- There has been discussion of improvements to Timber Gap Drive including a short median to improve the perception that Timber Gap Drive is a low speed, low volume residential street. This improvement and any other traffic calming measures discussed or proposed within the Traceside subdivision will require the approval of Metro Nashville - Davidson County Public Works staff and may require coordination through the Metro Nashville - Davidson County Neighborhood Traffic Management Program.

Union Bridge Road at Stephens Valley Access A

- Stephens Valley Access A will provide access to approximately 200 single family lots before any other access to Stephens Valley is available.
- Analysis of this access in the horizon year 2021 indicates that 207 single family units can be accessed at this location with level of service B or better on all movements. Additional analysis of the available capacity at this intersection indicates that over 500 single family lots can be accessed at this location with level of service D or better on all movements in the horizon year 2021 conditions. Even though the maximum capacity of the minor street at this location can serve over 500 single family homes, it is reasonable to expect that a second route of access will be perceived as a need by residents prior to reaching that maximum capacity.
- Developer shall submit signal warrant analysis and signal plans and install traffic signal with pedestrian infrastructure when approved by Metro traffic engineer.
- The approach of Stephens Valley Access A should include two (2) northbound lanes (one right turn lane, one left turn lane) and one (1) southbound lane for traffic entering Stephens Valley.

- A left turn lane should be constructed on Sneed Road at Stephens Valley Access A. The storage length of this turn lane should be 225 feet with a bay taper length of 110 feet. Approach and departure tapers should be designed per TDOT design guidelines and MUTCD lane transition.
- A second route of access to Stephens Valley should be required when more than 350 single family units have received final approval. While this threshold is based on approximately 60% of the maximum capacity of Stephens Valley Access A, it is likely that additional routes of access will already be in place prior to Stephens Valley reaching the threshold of 350 single family units.

Stephens Valley Roadway Infrastructure

- The Stephens Valley Preliminary SP submittal includes a roadway infrastructure plan that identifies the right-of-way width and other cross-sectional elements for roadways within the limits of the Preliminary SP.
- The ROW of the through route between Hwy 100 and Williamson County line may require 3 lane cross sections at driveways and road intersections with adequate transitions. Appropriate ROW shall be reserved.
- Focused TIS may be required as the commercial mixed use area 1 develops in order to identify any additional roadway improvements, signage and traffic control. Access B and access F may require additional ROW in order to construct left turn lanes and appropriate ROW shall be reserved.
- Developer shall provide adequate sight distance at all road and driveway intersections.
- Developer shall bond off- site improvements in Davidson County and area 1 of Specific plan road network with 1st Final SP Plat.
- Prior to final site plan for commercial or residential construction in area 1 of the specific plan, construction documents for the Roundabout and Union Bridge relocation shall be approved for area 1 roadway network. Union Bridge Rd shall remain a through route until a focused TIS determines when through traffic can be re-routed through proposed roundabout.

Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	109.32	0.5 D	54 U	590	48	62

Maximum Uses in Existing Zoning District: RS40

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)	23.83	1.08 D	25 U	240	19	26

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	133.15	-	95 U	992	77	103

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	133.15	-	243 U	1393	106	125

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	133.15	-	88,000 SF	6250	143	584

Traffic changes between maximum: **AR2a** and **RS40** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+7,805	+259	+724

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a & RS40 district: **29** Elementary **15** Middle **13** High

Projected student generation proposed SP-MU district: **28** Elementary **14** Middle **11** High

The proposed SP-MU zoning district could generate 24 fewer students than would be generated under the existing AR2a and RS40 zoning districts. Students would attend Harpeth Valley Elementary School, Bellevue Middle School and Hillwood High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if a recommendation of approval is received from all reviewing agencies and subject to the approval of the associated policy change. If the associated policy change is not approved, staff recommends disapproval.

CONDITIONS

1. Permitted land uses shall be limited as follows:
 - Area 1 – limited to up to 243 multi-family residential dwelling units and other uses as indicated on the Preliminary SP
 - Area 2 – limited to up to 45 residential units, single-family and two-family only. Single-family units shall also be permitted to have 1 accessory dwelling unit.
 - Area 3 – limited to up to 50 residential units, single-family, two-family and townhome only. Single-family units shall also be permitted to have 1 accessory dwelling unit.
2. On the corrected set of plans, add a standard that a raised foundation of a minimum of 18" and a maximum of 36" is required for all residential units within the development.
3. On the corrected set of plans, correct the reference to the roadway notes on page 21.
4. On the corrected set of plans, revise the street section for the improved portion of Union Bridge Road to show sidewalks and planting strip as per the Major and Collector Street plan (4 foot planting; 8 foot sidewalk).
5. The Final Plat for Area 2 shall not be recorded until such time that the adjoining Williamson County streets are recorded.
6. A connection should be provided to the existing stub street of Timberline Drive within Williamson County. The connection should tie into the overall Stephens Valley development.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district (Area 1); R10 zoning district (Area 2); and RS40 zoning district (Area 3) as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.
8. Add the following note to plan: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size as shown on preliminary SP plan.
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.

Mr. Gee recused himself from Items 11a and 11b and stepped out of the room.

Ms. Blackshear left the meeting at 9:26 p.m.

Ms. Milligan presented the staff recommendation of approval with conditions and disapproval without all conditions subject to approval of the associated policy change.

John Rotchford, developer, spoke in favor of the application and stated that this will hopefully be the benchmark of how all future developments will be measured.

Alan Thompson, 6248 Holly Trace Court, spoke in favor of the application and clarified that over 50% will be open space.

Clark Tidwell, 306 Mountainside Dr, spoke in favor of the application.

Neika Stephens, 6160 Pasquo Road, spoke in favor of the application.

Tom Campbell, 2518 Wiltshire Drive, spoke in favor of the application.

Walt Leaver, 1603 Burton Ave, spoke in favor of the application.

John Lowry spoke in favor of the application.

Wyatt Rampy, 8706 Poplar Creek, spoke in favor of the application; this will provide high quality, thoughtful, intelligent growth.

Jad Duncan, 7021 Bay Cove Trail, spoke in favor of the application due to the great economic impact for the Bellevue community.

Tony Turnbow, 203 3rd Ave S, spoke in favor of the application.

Chris Graffagnino, 408 Trace Park Circle, noted that there is a cut-thru problem on Trace Side and would like more stop signs.

Kevin Barber, 612 Meadow Glen Court, spoke in favor of the application.

Stacy Cornwall, 620 Meadow Glen Court, spoke in opposition to the application and stated that she would like to see a more detailed preliminary site plan.

Alan Thompson spoke in support of stop signs on Trace Side.

Chairman McLean closed the Public Hearing.

Chairman McLean spoke in favor of the application and stated that this will be a high quality project.

Councilman Hunt spoke in favor of the application and thanked Mrs. Stephens for attending and speaking.

Mr. Clifton spoke in favor of the application.

Mr. Adkins spoke in favor of the application.

Mr. Haynes spoke in favor of the application and noted that is a very thoughtful development and great plan.

Ms. Farr spoke in favor of the application and expressed appreciation for the preservation of open space.

Ms. LeQuire spoke in favor of the application.

Mr. Adkins moved and Councilmember Hunt seconded the motion to approve Item 11b with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2015-95

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-013-001 is **Approved with conditions and disapproved without all conditions. (7-0)**”

CONDITIONS

1. Permitted land uses shall be limited as follows:

- Area 1 – limited to up to 243 multi-family residential dwelling units and other uses as indicated on the Preliminary SP
- Area 2 – limited to up to 45 residential units, single-family and two-family only. Single-family units shall also be permitted to have 1 accessory dwelling unit.
- Area 3 – limited to up to 50 residential units, single-family, two-family and townhome only. Single-family units shall also be permitted to have 1 accessory dwelling unit.

2. On the corrected set of plans, add a standard that a raised foundation of a minimum of 18” and a maximum of 36” is required for all residential units within the development.

3. On the corrected set of plans, correct the reference to the roadway notes on page 21.

4. On the corrected set of plans, revise the street section for the improved portion of Union Bridge Road to show sidewalks and planting strip as per the Major and Collector Street plan (4 foot planting; 8 foot sidewalk).

5. The Final Plat for Area 2 shall not be recorded until such time that the adjoining Williamson County streets are recorded.

6. A connection should be provided to the existing stub street of Timberline Drive within Williamson County. The connection should tie into the overall Stephens Valley development.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district (Area 1); R10 zoning district (Area 2); and RS40 zoning district (Area 3) as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.
8. Add the following note to plan: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size as shown on preliminary SP plan.
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.

J. RECOMMENDATIONS TO METRO COUNCIL

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

Zoning Text Amendments

12. 2015Z-003TX-001

BL2015-1053\Gilmore

DOWNTOWN CODE STANDARDS

Staff Reviewer: Andrew Collins

A request to amend Chapters 17.37 and 17.40 of the Metropolitan Code to update the Downtown Code (DTC) standards, requested by Councilmember Erica Gilmore.

Staff Recommendation: Approve.

Ms. Farr moved and Mr. Adkins seconded the motion to defer to the April 9, 2015 Planning Commission meeting. (9-0)

The Metropolitan Planning Commission deferred 2015Z-003TX-001 to the April 9, 2015, Planning Commission meeting. (9-0)

13. 2015Z-004TX-001

BL2015-1055\S. Davis

COMMERCIAL AMUSEMENT (INSIDE AND OUTSIDE)

Staff Reviewer: Melissa Sajid

A request to amend Chapters 17.08 and 17.16 of the Metropolitan Code, Zoning Regulations, to designate commercial amusement as a use permitted with conditions and adding conditions applicable to such land uses, requested by Councilmember Scott Davis.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Modify Zoning Code to permit commercial amusement (inside and outside) as land uses permitted with conditions in the IG zoning district.

TEXT AMENDMENT

A request to amend Chapters 17.08 and 17.16 of the Metropolitan Code, Zoning Regulations, to designate commercial amusement as a use permitted with conditions and adding conditions applicable to such land uses.

CRITICAL PLANNING GOALS

N/A

EXISTING ZONING CODE

The Zoning Code defines commercial amusement (inside) as “the provision of entertainment or games of skill to the general public for a fee and that is wholly enclosed in a building, including but not limited to a bowling alley or billiard parlor. This use does not include an arena.” Currently “commercial amusement (inside)” is permitted by right in all mixed use, commercial, DTC, and shopping center districts. The use is also permitted by right in ORI, ORI-A, IWD and IR districts.

The Zoning Code defines commercial amusement (outside) as “the provision of entertainment or games of skill to the general public for a fee where any portion of the activity takes place outside of a building, including but not limited to a golf driving range, archery range or miniature golf course. This use does not include a stadium.” This use is permitted by right in all DTC and shopping center districts in addition to MUL, MUL-A, MUG, MUG-A, MUI, MUI-A, CL, CS, CA and CF districts. The use is also permitted by special exception in IWD and IR districts.

The special exception conditions for commercial amusement (outside) in IWD and IR are as follows:

1. Buildings. Any new structure constructed on the property shall be no greater in size than one thousand, five hundred square feet.
2. Setback. Where any building or outdoor storage area, excluding passenger car parking lots, abuts a residential zone district or district permitting residential use, there shall be a minimum setback of one hundred feet from the property line.
3. Landscape Buffer. Along all residential zone districts and districts permitting residential use, screening in the form of landscape buffer yard standard A shall be applied along common property lines.
4. Lighting. All light and glare shall be directed on-site to ensure surrounding properties are not adversely impacted by increases in direct or indirect ambient lighting levels.
5. Street Standard. At a minimum, driveway access shall be from a collector street.
6. The board of zoning appeals may stipulate, based on the zoning pattern and nature of the land uses in the immediate area, whether a maximum of sixty or seventy decibels noise level on the A-weighted scale shall be permitted to occur at the site boundary.

PROPOSED ZONING CODE

The proposed text amendment would permit commercial amusement (inside and outside) with conditions in the IG zoning district and includes conditions that would be applicable.

The proposed conditions are as follows:

1. Location. The facility shall be limited to locate only in the industrial area bounded by the Cumberland River, by interstate I-65 and by interstate I-24.
2. Lighting. All light and glare shall be directed on-site to ensure surrounding properties are not adversely impacted by increases in direct or indirect ambient lighting levels.
3. Fencing. Adequate fencing shall be provided to ensure golf balls or other airborne sports equipment do not fly into abutting or adjacent properties and streets.
4. Retail/Restaurant. The facility may have retail, restaurant, and similar commercial uses as accessory uses so long as such uses are operated by the same business establishment operating the principal use.
5. Traffic Management Study. The traffic engineer may require a traffic management study to determine what, if any, improvements may be necessary to accommodate projected traffic to and from the facility.

ANALYSIS

The proposed amendment was introduced as an alternative to a recently filed rezoning request (2015Z-014PR-001) to rezone properties on Cowan Street from IG to MUL and MUG-A for Top Golf. Staff has recommended approval of this rezoning request as both MUL and MUG-A are consistent with the Urban Mixed Use Neighborhood policy, whereas, the existing IG zoning is not consistent with the policy.

Staff finds that the requested text amendment is inappropriate as it is tailored to permit a specific use on a specific property with conditions that are tailored to a particular business and location. The text amendment is the wrong process to permit a use on a specific property. There are other tools that are more appropriate to permit specific uses on a given property. The property could be rezoned to a district that permits the desired use or to an SP. Both of these options would be preferable from a policy standpoint since they would involve an analysis of the land use policy for the given site. Furthermore, a more appropriate process is currently underway and received a recommendation of approval from the Metro Planning Commission on March 12, 2015. Furthermore, allowing commercial amusement uses in the IG zoning district is not appropriate since it would introduce the possibility of having a high volume of people in a zoning district that is intended for industrial uses where it could be unsafe for patrons of the commercial establishment.

STAFF RECOMMENDATION

Staff recommends disapproval.

ORDINANCE NO. BL2015-1055

An Ordinance amending Chapters 17.08 and 17.16 of the Metropolitan Code, Zoning Regulations, to designate commercial amusement as a use permitted with conditions and adding conditions applicable to such land uses (Proposal No. 2015Z-004TX-001).

WHEREAS, commercial amusement as recreation and entertainment uses are currently permitted in two of the three industrial zoning districts;

WHEREAS, commercial amusement is a less intensive use of flood prone areas zoned for heavy industrial use; and

WHEREAS, it is fitting and appropriate to allow commercial amusement uses to occupy a limited area of industrial zoned property in close proximity to Nashville's entertainment district.

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

Section 1. That Section 17.08.030, District Land Use Tables, is hereby amended by designating "commercial amusement (inside)" and "commercial amusement (outside)" as land uses permitted with conditions (PC) in the Industrial General (IG) zoning district.

Section 2. That Section 17.16.120 is hereby amended by establishing a new subsection to read as follows:

D. Commercial Amusement (inside and outside)

1. Location. The facility shall be limited to locate only in the industrial area bounded by the Cumberland River, by interstate I-65 and by interstate I-24.
2. Lighting. All light and glare shall be directed on-site to ensure surrounding properties are not adversely impacted by increases in direct or indirect ambient lighting levels.
3. Fencing. Adequate fencing shall be provided to ensure golf balls or other airborne sports equipment do not fly into abutting or adjacent properties and streets.
4. Retail/Restaurant. The facility may have retail, restaurant, and similar commercial uses as accessory uses so long as such uses are operated by the same business establishment operating the principal use.
5. Traffic Management Study. The traffic engineer may require a traffic management study to determine what, if any, improvements may be necessary to accommodate projected traffic to and from the facility.

Section 3. Be it further enacted that this Ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Scott Davis

Ms. Farr moved and Mr. Adkins seconded the motion to disapprove. (7-0)

Resolution No. RS2015-96

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015Z-004TX-001 is **Disapproved. (7-0)**"

Specific Plans

14. 2015SP-036-001

MAPCO EXPRESS, INC.

Map 053-02, Parcel(s) 082-083, 108

Council District 11 (Larry Hagar)

Staff Reviewer: Melissa Sajid

A request to rezone from CN to SP-C zoning for property located at 1500 and 1504 Robinson Road and Merritt Street (unnumbered), at the southeast corner of Merritt Street and Robinson Road (1.23 acres), to permit a 4,522 square foot automobile convenience, requested by Fulmer Engineering, LLC., applicant; Freda Cox, Thomas and Alice Williams, and John Dean Norris, owners.

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

APPLICANT REQUEST

Preliminary SP to permit a convenience store with fuel sales.

Preliminary SP

A request to rezone from Commercial Neighborhood (CN) to Specific Plan-Commercial (SP-C) zoning for property located at 1500 and 1504 Robinson Road and Merritt Street (unnumbered), at the southeast corner of Merritt Street and Robinson Road (1.23 acres), to permit a 4,522 square foot automobile convenience.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

The proposed SP creates an opportunity for infill development 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.

DONELSON-HERMITAGE COMMUNITY PLAN

Existing Policy

Urban Community Center (T4 CC) policy is intended to preserve, enhance, and create urban community centers encouraging their development and redevelopment as intense mixed use areas 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 Community Centers are pedestrian friendly areas, generally located at intersections of prominent urban streets. T4 Urban Community Centers serve urban communities within a 5 minute drive or a 5 to 10 minute walk.

DRAFT Preferred Future Policy

No change proposed.

Consistent with Policy?

Yes, the SP is consistent with the Urban Community Center policy. The Urban Community Center policy is intended to create intense mixed use areas that serve nearby urban communities. The SP proposes a commercial use that will provide a service to the neighborhood. The site is also in close proximity to other properties zoned CS which permit the proposed use. In addition, the SP proposes to provide sidewalks in an area where they are currently not present.

PLAN DETAILS

The site is located at the southeast corner of the intersection of Robinson Road and Merritt Street. Surrounding zoning includes CN, CS and R10, and the area is characterized by a mixture of residential, commercial and office uses. Access is proposed from one driveway on Robinson Road and one driveway on Merritt Street.

Site Plan

The SP proposes a 4,522 SF automobile convenience store with fuel sales that includes 8 gas pumps. The plan includes a rectangular building that is oriented to Merritt Street which is necessary to provide security at the gas pumps. The side façade of the building oriented toward Robinson Road incorporates additional glazing in order to address the street.

Parking is dispersed throughout the site, and the dumpster is shown at the rear of the building. A 9' landscape buffer yard that includes densely planted evergreen trees and shrubs and an opaque is provided to screen the site from the existing residential to the southwest. Also, the façade of the gas canopy facing the adjacent residential property shall not be illuminated. The plan incorporates an earthen berm along the Merritt Street frontage and the Robinson Road frontage west of the driveway to that public street. Staff recommends that a knee wall constructed of brick or stone be located along the Robinson Road frontage west of the driveway to the public street. The frontage east of the driveway onto Robinson Road includes a grade change so that the parking is recessed lower than the sidewalk.

Sidewalks are required along both the Robinson Road and Merritt Street frontages. Since Merritt Street is a local road, the plan incorporates a 5' sidewalk and 4' planting strip. Part of Robinson Road along the site is constrained and part is not. Along the constrained part of the street, the final plan includes a 6' sidewalk and 4' planting strip while an 8' sidewalk and 4' planting strip along are shown on the non-constrained part of the Robinson Road frontage. Signage will be limited to a monument sign with a maximum height of 8' and a maximum area of 68 SF.

ANALYSIS

The proposed SP is consistent with Urban Community Center 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

Approve

TRAFFIC & PARKING RECOMMENDATION

Conditional if approved

- Relocate Merritt St access drive near western property line opposite existing commercial drive.
- Public Works will allow a second driveway onto SR45/Robinson Rd. Applicant shall continue working with Public Works to determine the appropriate location.

WATER SERVICES RECOMMENDATION

Approve

- Approved as a Preliminary SP only. Applicant shall ensure proposed landscaping does not impact any existing public sewer and water mains.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Sidewalks along public streets are to be located within ROW and are to meet the MCSP, may require ROW dedication.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.23	0.25 F	13,394 SF	611	18	54

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
Automobile Convenience (945)	1.23	-	16 Pumps 4,500 SF	2605	161	215

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,994	+143	+161

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to automobile convenience.
2. Note 1 shall be updated to reflect the use shown on the plan: "The purpose of this SP is to permit automobile convenience."
3. The brick on the gas island pillars shall extend to the canopy.
4. The ground sign shall incorporate elements of a monument sign and shall be limited to 8' in height and 68 square feet in area on each side.

5. The plan shall incorporate a minimum 2 foot tall knee wall constructed of brick or stone along the Robinson Road frontage west of the driveway to that public street.
6. The canopy and signage on the canopy shall not be illuminated on the façade facing the existing residential property located southwest of the site.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

Approve with conditions and disapprove without all conditions. (7-0), Consent Agenda

Resolution No. RS2015-97

"BE IT RESOLVED by The Metropolitan Planning Commission that 2015SP-036-001 is Approved with conditions and disapproved without conditions. (7-0)"

CONDITIONS

1. Uses within the SP shall be limited to automobile convenience.
2. Note 1 shall be updated to reflect the use shown on the plan: "The purpose of this SP is to permit automobile convenience."
3. The brick on the gas island pillars shall extend to the canopy.
4. The ground sign shall incorporate elements of a monument sign and shall be limited to 8' in height and 68 square feet in area on each side.
5. The plan shall incorporate a minimum 2 foot tall knee wall constructed of brick or stone along the Robinson Road frontage west of the driveway to that public street.
6. The canopy and signage on the canopy shall not be illuminated on the façade facing the existing residential property located southwest of the site.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

15. 2015SP-037-001

SOUTHGATE STATION

Map 105-11, Parcel(s) 019-020, 309-310
 Council District 17 (Sandra Moore)
 Staff Reviewer: Lisa Milligan

A request to rezone from R6 to SP-MR zoning for properties located at 514, 518 and 520 Southgate Avenue and 1608 Pillow Street, at the northeast and northwest corners of Pillow Street and Southgate Avenue, (1.67 acres), to permit a multi-family residential development with up to 41 units, requested by Civil Site Design Group, PLLC, applicant; William Smallman and Alpha One, LLC, owners.

Staff Recommendation: Defer to the April 9, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015SP-037-001 to the April 9, 2015, Planning Commission meeting. (6-0-1)

16. 2015SP-038-001

ETHEL & LESLIE

Map 091-10, Parcel(s) 125-131
Council District 20 (Buddy Baker)
Staff Reviewer: Latisha Birkeland

A request to rezone from R8 to SP-R zoning for property located at 5825 and 5827 Leslie Avenue and Leslie Avenue (unnumbered - four parcels), on the south side of Leslie Avenue between Sterling Street and Ethel Street, (1.26 acres), to permit up to 15 detached residential units, requested by Dale & Associates, applicant; Leslie Avenue, G.P., owner.

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

The Metropolitan Planning Commission deferred 2015SP-038-001 to the April 9, 2015, Planning Commission meeting. (7-0)

Zone Changes

17. 2015Z-008PR-001

BL2015-1048\Gilmore

DTC DISTRICT

Map 081-16, Parcel(s) 213, 216-218, 255, 256, 260, 262.01, 262-264, 267, 277, 278, 283, 284, 287-294, 301, 303, 305, 306, 309-312, 368-372, 374-378, 380, 381, 383-385, 387-393, 395, 397, 399-401, 403-406, 409-410

Map 082-13, Parcel(s) 001-004, 008-011, 017-018

Council District 19 (Erica S. Gilmore)

Staff Reviewer: Andrew Collins

A request to rezone from CS, MUL, OR20, RM40, and R6 zoning to DTC zoning, and the Hope Gardens DTC subdistrict, for various properties located west of Rosa L Parks Boulevard and north of Jefferson Street (approximately 16.76 acres) and located in the Phillips-Jackson Street Redevelopment District; and to update associated maps within Chapter 17.37 of the Zoning Code, to reflect the proposed DTC and Hope Gardens subdistrict boundaries, requested by Councilmember Erica Gilmore, applicant; various property owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CS, MUL, OR20, RM40, and R6 zoning to DTC zoning and the Hope Gardens DTC subdistrict.

Zone Change

A request to rezone from Commercial Service (CS), Mixed-Use Limited (MUL), Office/ Residential (OR-20), Multi-family (RM40), and One and Two-Family Districts (R6) zoning to Downtown Code (DTC) zoning, and the Hope Gardens DTC subdistrict, for various properties located west of Rosa L Parks Boulevard and north of Jefferson Street (approximately 16.76 acres) and located in the Phillips-Jackson Street Redevelopment District; and to update associated maps within Chapter 17.37 of the Zoning Code, to reflect the proposed DTC and Hope Gardens subdistrict boundaries.

Existing Zoning

Commercial Service (CS) is intended for a diverse range of commercial uses that include retail, consumer service, auto sales and repair, financial, restaurant, office, self-storage, light manufacturing, and allows cash advance, check cashing, title loan and pawn shops.

Mixed-Use Limited (MUL) is intended for moderate intensity mixed commercial uses, and allows cash advance, check cashing, title loan and pawn shops.

Office/ Residential (OR-20) is intended for a mixture of compatible office and multi-family residential use at medium high density levels of intensity. Permitted uses include cash advance, check cashing, and title loan.

Multi-family (RM40) is intended for a high intensity residential development typically characterized by mid and high-rise structures and structured parking.

One and Two-Family Districts (R6) is intended to provide higher intensity one and two-family development for established residential subdivisions where the pattern for development contains both one and two-family development.

Proposed Zoning

Downtown Code (DTC) is intended to provide for and encourage a mix of compatible land uses that provide opportunities to live, work and shop within neighborhoods of Downtown. In order to create a more sustainable Downtown, the DTC emphasizes

regulating the height, bulk and location of a building and the context of the building in relationship to its surroundings or other nearby buildings.

Hope Gardens Subdistrict is a subdistrict of the DTC, where development along the major streets – Jefferson Street and Rosa L. Parks Boulevard – should be low-rise and transition in height and mass near the single family areas. The Hope Gardens Subdistrict currently adjoins the subject properties south of Jefferson Street. The proposed zone change would expand the subdistrict to the north side of Jefferson St. The existing commercial, residential and industrial can be maintained while providing opportunities for new mixed-use development. The harmonization of these many uses – through the regulation of the building forms - will ensure the vitality of this mixed-use neighborhood.

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports Infill Development
- Encourages Community Participation

The Downtown Code (DTC) is a form-based code that emphasizes creation of a strong public realm, and would enhance the pedestrian environment by requiring sidewalk improvements with redevelopment. The DTC is also flexible to allow a variety of housing opportunities, both single and multifamily.

The proposed DTC rezoning would bring consistent zoning to the area. The current zoning for these properties is a mix of commercial, residential, and mixed-use zoning districts, meanwhile the properties south of Jefferson Street are already zoned DTC, Hope Gardens Subdistrict. The proposed rezoning would simply extend that DTC zoning and the Hope Gardens Subdistrict, to the northside of Jefferson Street. By simplifying the zoning and streamlining the development process under a form-based code, the rezoning will encourage more infill development of vacant and underutilized properties.

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

Urban Community Center (T4 CC) policy is intended to preserve, enhance, and create urban community centers encouraging their development and redevelopment as intense mixed use areas 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 Community Centers are pedestrian friendly areas, generally located at intersections of prominent urban streets. T4 Urban Community Centers serve urban communities within a 5 minute drive or a 5 to 10 minute walk.

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

DRAFT Preferred Future Policy

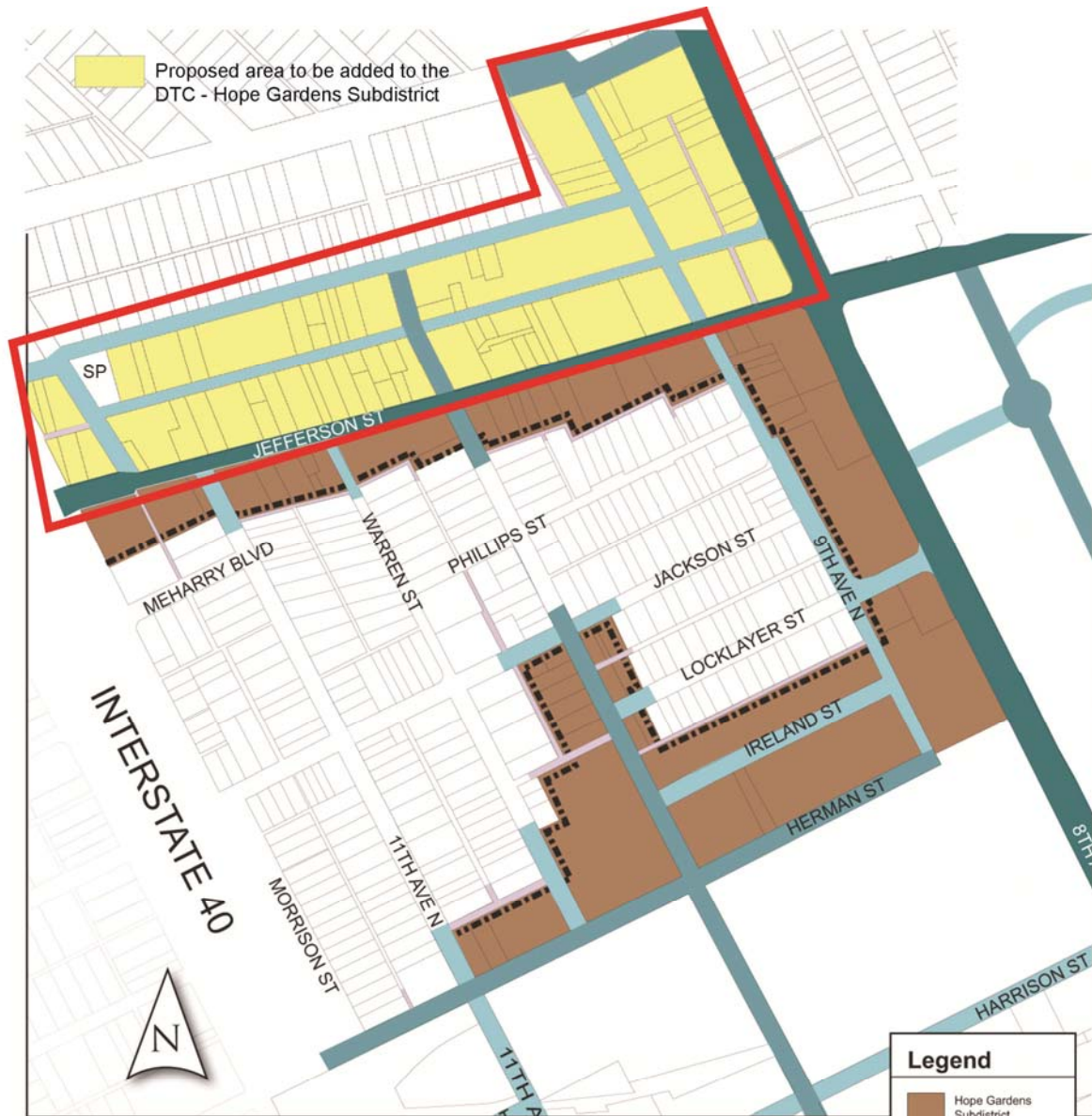
No change proposed.

Consistent with Policy?

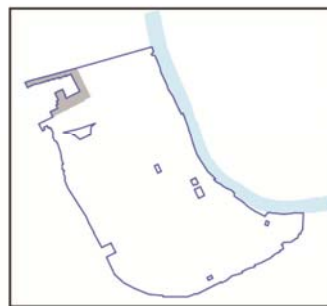
Yes. The proposed DTC district is a mixed-use form based code, emphasizing the creation of a strong public realm, mixed-use development, and enhancing the pedestrian environment. The DTC Hope Gardens subdistrict requires development be constructed in context with the adjacent existing development. The proposed rezoning would allow more intense development along Rosa L. Parks Boulevard and Jefferson Street, with less intense development on Scovel Street, 9th Avenue, 10th Avenue and 11th Avenue.



Aerial of the proposed rezoning area and existing DTC - Hope Gardens Subdistrict.



The Hope Gardens subdistrict includes the commercial and multi-family areas surrounding the single-family residential at the center of the Hope Gardens neighborhood. Development along the major streets – Jefferson Street and Rosa Parks Boulevard – should be low-rise and should transition in height and mass near the single-family areas. The existing commercial, residential and industrial uses are all important factors within this area and can be maintained while providing opportunities for mixed-use. The harmonization of these many uses – through the regulation of the building forms – will ensure the vitality of this mixed-use neighborhood.



Legend	
	Hope Gardens Subdistrict
	Property lines adjacent to single family neighborhood
	Primary Street
	Secondary Street
	Tertiary Street
	Alley

Proposed rezoning area and existing DTC - Hope Gardens Subdistrict.

Section II: Subdistrict Standards

Hope Gardens Subdistrict: Building Regulations

Frontage

A Allowed Frontage Types with Required Build-to Zone

Primary Street	
• Storefront Frontage	0'-10'
• Stoop Frontage	5'-10'
Secondary Street	
• Storefront Frontage	0'-10'
• Stoop Frontage	5'-10'
• Porch Frontage	10'-15'
Tertiary Street	
• Storefront Frontage	0'-10'
• Stoop Frontage	5'-10'
• Porch Frontage	10'-15'

Industrial Frontage is allowed in this Subdistrict along Herman Street only.

B Facade width

Primary Street	80% of lot frontage min.
Secondary Street	60% of lot frontage min.
Tertiary Street	60% of lot frontage min.

Remaining lot frontage may be used for pedestrian amenities and shall not be used for parking.

C Min. building depth 15' from building facade

A building liner is required surrounding parking structures on the ground floor facing public streets and Open Space.

Height

D Max.

• Primary Street	7 stories
• Secondary Street	4 stories
• Tertiary Street	3 stories

Additional height available through the Bonus Height Program

Step-back

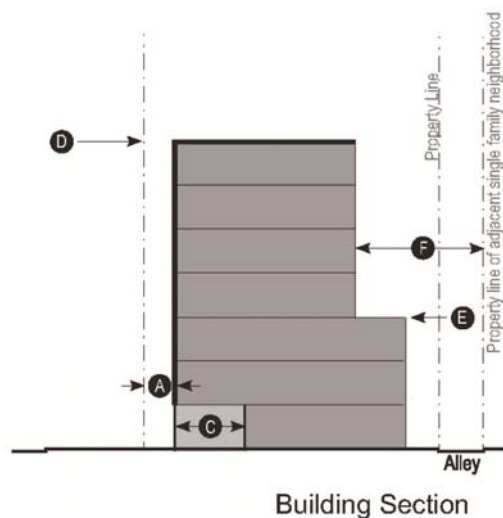
Step-back required for properties abutting the single family neighborhood. Step-back shall be measured from the abutting property line.

E Step-back required after	3 stories
F Minimum step-back depth	30'

Buffer

Landscape buffer

A landscaped buffer in accordance with 17.24.240 B-5 shall be required along any property line directly abutting a single or two-family zone district.



PROPOSE DTC ZONING DISTRICT COMPARISON

Existing Zoning						Proposed
Key Land Use Comparison						
	CS	MUL	OR20	RM40	R6	DTC-North
Key Uses:						
Cash Advance	P	P	P			
Check Cashing	P	P	P			
Title Loan	P	P	P			
Pawn Shop	P	P				
Self Service Storage	PC					P

Bulk Standards Comparison

	Street Setback	Side Setback	Rear Setback	Height at Setback
DTC				
Hope Gardens Subdistrict	0'-10'	na	na	3 - 7 stories, depending on frontage
Existing Zoning				
CS	15'	na	20'	30' then 1.5 to 1 height control plane
MUL	10'	na	20'	3 stories (45' max.) then 1.5 to 1 height control plane
OR20*	20'	5'	20'	30' then 2 to 1 height control plane
RM40*	30'	5'	20'	45' then 2 to 1 height control plane
R6**	20'	5'	20'	3 stories

*For Multi-Family & Nonresidential Uses

**For Single/Two Family Dwellings on local streets

ANALYSIS

The purpose of the rezoning is to create a stronger Jefferson Street corridor and to encourage quality urban development through the standards of the DTC. Currently the properties south of Jefferson Street are already zoned DTC (Hope Gardens Subdistrict), while properties north of Jefferson Street are a random mix of commercial, residential, and mixed-use zoning districts. The proposed rezoning would expand the DTC zoning district across to the north side of Jefferson Street, so that both sides of the street are in the DTC zoning district. The DTC zoning would streamline the development process under a form-based code, emphasizing creation of a strong public realm and enhancing the pedestrian environment. The proposed zoning would allow for a mix of compatible land uses that will provide for more opportunities to live, work, and shop. Predatory uses such as Cash Advance, Check Cashing, Title Loan, and Pawn Shops would not be permitted. However, existing businesses would be grandfathered in, and allowed to continue as legally non-conforming uses. The area proposed to be rezoned would be within the Hope Gardens Subdistrict of the DTC.

This area is also regulated by the MDHA Phillips-Jackson Redevelopment District. The review process for MDHA will remain the same as it is today; MDHA must review and approve all projects within their Redevelopment Districts. Additionally within the DTC, the planning review process is simplified so that an MDHA approval also acts as a DTC approval, with the MDHA Design Review Committee able grant modifications to the DTC standards, for projects within their Redevelopment Districts.

MDHA RECOMMENDATION

MDHA is aware of expanding of the DTC north of Jefferson. We have no issues with this. MDHA approves this proposal.

HISTORIC ZONING COMMISSION RECOMMENDATION

Approved

No exception taken

STAFF RECOMMENDATION

Staff recommends approval. Rezoning to the DTC would encourage a mix of compatible land uses to provide more opportunities to live, work and shop in this area.

Urban Design Overlays

18. 2015UD-001-001

BL2015-1049\Holleman

BELLWOOD UDO

Map 104-13, Parcel(s) 189-195, 197-200, 202-207, 209-211, 218-224, 226-229, 232-234, 238-241, 253, 268, 279

Map 104-13-0-C, Parcel(s) 001-004 Map 104-13-0-G, Parcel(s) 001-002

Map 104-14, Parcel(s) 002-004, 006, 314 Map 104-14-0-G, Parcel(s) 149

Map 117-01, Parcel(s) 013-014, 017, 018, 020, 021, 023-026, 028-030, 201 Map 117-01-0-B, Parcel(s) 015-016, 256-257

Map 117-01-0-H, Parcel(s) 001-003

Map 117-02, Parcel(s) 001

Council District 24 (Jason Holleman)

Staff Reviewer: Brenda Diaz

A request to apply an Urban Design Overlay to various properties located east of Bowling Avenue along Valley Vista Road, Bellwood Avenue, and Saratoga Drive, zoned RS7.5 and R8 (20.5 acres), requested by Councilman Jason Holleman, applicant; various property owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Adopt the Bellwood Urban Design Overlay (UDO) to apply design standards along Bowling Avenue, Valley Vista Road, Bellwood Avenue and Saratoga Drive.

Urban Design Overlay

A request to apply the Bellwood Urban Design Overlay to various properties located east of Bowling Avenue, along Valley Vista Road, Bellwood Avenue, and Saratoga Drive (20.5 acres), zoned Single-Family(RS7.5) and One and Two-Family (R8), to apply design standards regarding building height, setbacks, frontage, and driveways.

Existing Zoning

Single-Family (RS7.5) medium density residential, requiring a minimum 7,500 square foot lot and intended for single-family dwellings.

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes.

Proposed Zoning

Urban Design Overlay (UDO) is a zoning overlay 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.

CRITICAL PLANNING GOALS

- Preserves the character of neighborhoods
- Supports Infill Development
- Encourages Community Participation

The Bellwood UDO will support appropriate infill by ensuring that new development is consistent in scale and mass with existing homes.

The UDO will also preserve housing choice by allowing one- and two-family homes to continue to be built, but under the UDO standards. The Bellwood neighborhood, like many inner-ring neighborhoods, has faced tear down and reconstruction trends with larger two-family homes replacing smaller existing homes. Presented with this change, many of these neighborhoods have chosen to rezone to single-family only zoning.

The Bellwood Neighborhood studied the options available to them and approached the Planning Department about preparing an Urban Design Overlay that would still allow infill housing to be built, but would preserve the scale and massing of the neighborhood. A committee of neighbors proposed the standards in the UDO.

GREEN HILLS/MIDTOWN COMMUNITY PLAN

Current Policy

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

Conservation Policy (T4 CO) identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what transect the area is in and whether or not they have already been disturbed.

Consistent with Policy?

Yes. The proposed UDO is consistent with the policy for the area and will ensure that future infill is compatible with the existing character of the neighborhood.

PLAN DETAILS

The original homes that were constructed in the neighborhood are of similar character, generally 1.5 stories tall, with single width driveways. The neighborhood is currently zoned RS7.5 and two properties are zoned R8, but many of the standards of the existing zoning permit development that is out of character with the scale of the original homes.

This Urban Design Overlay (UDO) has been created to maintain the scale of the existing homes. The UDO is not intended to dictate style, architecture or require new construction to exactly replicate the existing homes. The standards of the UDO focus primarily on the front of the house and yard - through the standards for height, setbacks and driveways/garages.

Height

The standards for height will have the most impact in ensuring compatibility of new development. The current RS7.5 and R8 zoning standards allow a maximum height of 3 stories. The 3 stories are in addition to a foundation as tall as 7 feet. This standard would allow a new structure to stand twice as tall as the average existing home in the Bellwood neighborhood.

The UDO will regulate height based on one criterion. The height standard will depend on the width of the build-to line. Three categories have been established based on potential build-to line dimensions; 55-74 feet, 75 feet and greater, 110 feet and greater. Each category has different height and side setback standards to fit with the size of the lot. For example, a larger lot gets additional height, but also a little wider side setback.

The UDO standard proposes to regulate height at three points of the front façade- the maximum eave height from top of foundation 16-22 feet, and a height of foundation that is 18 inches minimum and five feet maximum. This would allow for a maximum height of 29-35 feet from grade to the top of the roof.

An exception is proposed for existing houses exceeding the maximum building height specified in the Bulk Standards Table. They may use their existing height as the maximum building height for future expansions or construction. Exceptions to foundation height may be made to those properties affected by the floodway and required to follow FEMA regulations.

Build-to Line and Rear Setback

Setbacks are varied from the standards of the RS7.5 and R8 districts. To allow for contextual front setbacks the minimum build-to line shall be average of the street setback of the two developed lots abutting each side of the subject lot. When one or more of the abutting lots is vacant, the next developed two lots on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. All new construction will be required to build within 5 feet from the build-to line. Balconies, porches, stoops and other architectural protrusions can be built to the build-to line and cannot exceed 60% of the primary structure's façade width. Steps may encroach beyond the build-to line up to 5 feet.

The rear setback is consistent with the Metro Zoning Code for the RS7.5 and R8 zoning districts (20 feet).

Side Setbacks

Minimum side setbacks are 5-10 feet. For build-to lines 55-74 feet wide the side setback is 5 feet; for lots 75 feet and greater is 7 feet; and for lots 110 feet and greater is 10 feet.

Corner Lot Frontages

Corner lots shall incorporate continuity of design in architectural details and materials that address both streets and construction design to avoid long, monotonous, uninterrupted walls or roof planes facing side streets.

New Construction and Additions

Materials, texture, details, and material color of a new building's public facades shall be visually compatible, by not contrasting greatly, with surrounding buildings. Vinyl and aluminum siding are not appropriate.

Garage and Accessory Buildings Location/Setback/Height

Garages are to either be detached and located behind the principal structure, or attached and accessed from the side or rear, behind the front façade. This is to maintain the current location of garages in this area and to prevent the creation of front loaded garages with new home construction. Detached garages or accessory buildings cannot be placed in the side and rear setbacks except as noted in Metro Code 17.12.040 E1b.

Detached garages and accessory buildings must be less than 50% of the total building footprint of the primary structure.

The eave of the garage or accessory building shall not exceed the height of the eave line of the primary structure. The roof ridge shall be no higher than 27 feet or 2 feet below roof ridge of the primary structure whichever is lower.

Driveways and Parking

One driveway is allowed per unit with the exception for a circular driveway. A circular driveway is limited to a maximum of two curb cuts not to exceed 10 feet in width. The driveway width standard is 8 feet minimum – 12 feet maximum, with a requirement that it must be 12 feet wide through the right-of-way to allow for turning movements. Driveways are required to be setback 2 feet from side and rear property lines, with a requirement that it must be setback 4 feet from the side property line through the right-of-way per Metro Code 13.12.110. This standard is to prevent paving right up to the property line, which can cause stormwater runoff and erosion problems for adjoining property owners. Driveways on new builds should not be adjacent to each other or an existing driveway. Lastly, driveways must be of a hard surface dustless material.

Compliance

Full compliance with the Development Standards shall be required when:

- Property is redeveloped or vacant property is developed.
- The building’s occupiable square footage is being expanded; the expansion shall be in compliance with all applicable Development Standards.
- When a new structure is built on a lot with multiple structures, the new structure shall be in compliance with all Development Standards.

Compliance with the parking and driveways standards will become effective when the UDO is adopted. Existing non-compliant situations will be “grandfathered,” but changes after the effective date of the UDO to parking or driveways must be consistent with the standards of the UDO.

Any building permits that have been pulled prior to the UDO will be able to construct their plan without compliance of the UDO standards.

Applicability

Base zoning district standards that are not varied by the provisions set forth in the UDO shall apply as applicable to all property within the UDO boundary.

Modifications

Based on site-specific issues, modifications to the standards may be necessary. Any standard within the UDO may be modified, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties. The process for approving modifications is as follows:

Minor modifications, deviations of 10 percent or less, may be approved by the Planning Commission’s designee. Major modifications, deviations of 11 percent or more, shall be approved by the Planning Commission.

STAFF RECOMMENDATION

Staff recommends approval of the Bellwood UDO.

Approve. (7-0), Consent Agenda

Resolution No. RS2015-99

“BE IT RESOLVED by The Metropolitan Planning Commission that 2015UD-001-001 is **Approved. (7-0)**”

Planned Unit Developments

19. 55-85P-002

THE SUMMIT

Map 160, Parcel(s) 183, 208, 229 Map 171, Parcel(s) 019, 138, 140, 160
Council District 04 (Brady Banks)
Staff Reviewer: Melissa Sajid

A request to revise the preliminary plan for a portion of the Summit Commercial Planned Unit Development Overlay District on properties located at 201, 202, 205 & 305 Summit View Drive And Summit View Drive (unnumbered), Frierson Street (unnumbered) and 520 Summit View Place, approximately 640 feet south of Old Hickory Boulevard (19.36 acres), zoned CL, CS, and OL, requested by Goodwyn, Mills, Cawood, Inc., applicant, Advent Properties, Inc., owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revise preliminary plan for a portion of the Summit PUD.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan for a portion of the Summit Commercial Planned Unit Development Overlay District on property located at 201, 202, 205 & 305 Summit View Drive and Summit View Drive (unnumbered), Frierson Street (unnumbered) and 520 Summit View Place, approximately 640 feet south of Old Hickory Boulevard (19.36 acres), zoned Commercial Limited (CL), Commercial Services (CS) and Office Limited (OL).

Existing Zoning

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

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

Office Limited (OL) is intended for moderate intensity office uses.

CRITICAL PLANNING GOALS

- Preserves Sensitive Environmental Features

The proposed PUD revision reduces the overall building footprint on the site and relocates development away from areas on the site with the steepest slopes.

REQUEST DETAILS

The subject property is located southwest of the intersection of Old Hickory Boulevard and Stone Brook Drive in Brentwood. Surrounding zoning includes R10, RM15, CL, and CS. The zoning of the subject property is OL, CL and CS and PUD overlay.

ANALYSIS

The PUD was original approved by Metro Council in 1985 for commercial development. The current request would revise the PUD to relocate several planned buildings to areas outside of the steepest slopes on the site, which would reduce grading into the hillside in comparison to the currently approved plan. In addition, the overall building area on the site on Parcel 1 is reduced by 27,000 SF (from 480,000 SF to 453,000 SF). The improvements shown on Parcel 2 have already been constructed. No changes are being proposed that conflict with the concept of the Council approved plan. The revised site layout is consistent with the concept of the PUD and does not include any unapproved uses or increases in gross floor area. Consequently, staff finds that the proposed revision is a minor modification.

Section 17.40.120.F permits the Planning Commission establishes types of changes that require Metro Council concurrence. Staff finds that the request does not meet the threshold for Metro Council concurrence and may be approved by the Planning Commission as a revision to the PUD. Section 17.40.120.F is provided below for review.

F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
 - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or

- d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
- e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
- e.[f.] Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

The proposal is for a revision to the preliminary plan to relocate buildings E, F and G on Parcel 2. in order to lessen the environmental impact on the site as the subject property is encumbered by substantial steep slopes. The plan also proposes a reduction in the previously approved gross floor area on Parcel 2. The previously approved plan was for a total of 480,000 SF, and the current proposal includes 453,000 SF. While the overall floor area is to be reduced, the plan does propose to increase the height of building F from 8 stories to 10 stories. However, the proposed 10 stories would be permitted under OL which is the base zone on this part of the site. Access is from Stone Brook Drive, and the plan incorporates a 6' sidewalk and 4' planting strip along that street frontage.

As the proposed revision keeps with the overall intent of the PUD, planning staff recommends approval of the request.

FIRE MARSHAL RECOMMENDATION
N/A

STORMWATER RECOMMENDATION
Conditional if approved

- Add Access Note to plans:
(Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site.)

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.
- Comply with MPW Traffic Engineer
- With the submittal of the Final PUD a detailed review of the site plan will occur. The concept appears to be feasible, but a detailed review has not occurred.
- All sidewalks along public streets are to be constructed within ADA Compliance and be located within ROW.

TRAFFIC & PARKING RECOMMENDATION
Conditional if approved

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

Stone Brook Drive

- Developer shall widen Stone Brook Drive between Old Hickory Boulevard and Site Access 1 to provide a four-lane cross-section with additional widening as described below for the intersection of Old Hickory Boulevard and Stone Brook Drive. Due to the topography, significant grading and retaining walls will be necessary along Stone Brook Drive. The recommended cross-section, at a minimum, will require approximately 59 feet of ROW, assuming four 11-foot travel lanes, 2.5-foot curb and gutter, and a 6-foot sidewalk with 4-foot green zone.
- The widening and reconstruction of Stone Brook Drive should provide a 6-foot wide sidewalk with a 4-foot planting strip on the west side of the street adjacent to the project site.

Old Hickory Boulevard and Franklin Pike Circle/Stone Brook Drive

- The developer shall widen the northbound approach of Stone Brook Drive at the intersection to provide an additional lane for the approach. Then the lanes should be striped to provide two left turn lanes, one through lane, and a separate right turn lane.
- Developer shall submit signal plan to modify the signal to accommodate a wider cross-section of Stone Brook Drive and install signal modification when approved by Metro traffic engineer.

Old Hickory Boulevard and Oakes Drive/American General Way

- Developer shall install pavement striping for the northbound approach of Oakes Drive to provide one left turn lane and one shared through/right turn lane. Loop detectors are currently provided for two northbound lanes although pavement markings are not provided. The striping should include a double solid yellow line and approximately 130 feet of storage for each northbound lane. A left turn arrow and a shared through/right turn arrow should be provided. Developer shall submit signal modification plan including pedestrian signals and associated ped infrastructure and install signal modifications when directed by Metro traffic engineer.

Old Hickory Boulevard and I-65 Southbound Ramps

This signalized intersection currently experiences long queues during peak hours particularly for the westbound left turn lane. Major improvements are needed at this location based on existing traffic volumes and conditions. The following improvements will increase the capacity of the intersection and are needed for current conditions. These improvements require significant investment and should be programmed by TDOT and Metro-Nashville. The 2015 TDOT RSAR for the I-65 interchange at Old Hickory Blvd is limited to adding a WB 4th lane at the I-65 NB exit 74A ramp. Therefore, the developer shall coordinate and participate with TDOT regarding the recommended roadway improvements at the SB on ramp to construct the items listed below.

- Provide an additional westbound left turn lane on Old Hickory Boulevard with at least 200 feet of storage.
- Widen the I-65 Southbound On-ramp in order to accommodate dual westbound left turn lanes onto the ramp.
- Modify the traffic signal design to provide protected-only left turn signal phasing for the westbound approach of Old Hickory Boulevard.

Stone Brook Drive and Fox Ridge Drive/Site Access 1

- Site Access 1 should be aligned with Fox Ridge Drive.
- Stop-control should be provided for the Site Access 1 approach to Stone Brook Drive.
- Site Access 1 should be designed to include one exiting lane for left, through, and right turn movements and one entering lane.
- The final design of Site Access 1 should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including horizontal and vertical curvature, landscaping, monument signs, etc.

Summit View Drive and Site Access 2

- Site Access 2 at Summit View Drive should be designed with sufficient width to include one exiting lane and one entering lane.
- The final design of Site Access 2 should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including horizontal and vertical curvature, landscaping, monument signs, etc.

Summit View Drive and Hotel Access

- The Hotel Access at Summit View Drive should be designed with sufficient width to include one exiting lane and one entering lane.
- The final design of the Hotel Access should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including horizontal and vertical curvature, landscaping, monument signs, etc.

Parking

- A minimum of 1,483 parking spaces are needed to accommodate the proposed development based on 400,000 square feet of office space and 200 hotel rooms, assuming 30 employees for each of the two proposed hotels. This minimum number of spaces accounts for a five percent reduction for shared parking between the two land uses.

Phasing plan

- Developer shall prepare a phasing plan and identify installation schedule of the specific roadway improvements triggered by specific land use construction.
- Developer shall submit signal plans, striping and signage plans with construction documents.

WATER SERVICES RECOMMENDATION

Approved

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The final site plan shall include a 4' planting strip with 6' sidewalks along the west side of Stone Brook Boulevard frontage to Old Hickory Boulevard.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. 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.

6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
8. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

Approve with conditions. (7-0), Consent Agenda

Resolution No. RS2015-100

"BE IT RESOLVED by The Metropolitan Planning Commission that 55-85P-002 is **Approved with conditions. (7-0)**"

CONDITIONS

1. The final site plan shall include a 4' planting strip with 6' sidewalks along the west side of Stone Brook Boulevard frontage to Old Hickory Boulevard.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. 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.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
8. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

Institutional Overlays

20. 2008IN-001-002

AQUINAS COLLEGE

Map 103-12, Parcel(s) 001
 Council District 24 (Jason Holleman)
 Staff Reviewer: Latisha Birkeland

A request to amend the Aquinas College Institutional Overlay district for a portion of property located at 4210 A Harding Pike, approximately 225 feet west of Cherokee Road (46.5), zoned R8, to maintain existing buildings and add temporary modular buildings for swing space during renovations, requested by 906 Studio Architects, LLC, applicant, for St. Cecilia Congregation, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Amend the Institutional Overlay.

Institutional Overlay Amendment

A request to amend the Aquinas College Institutional Overlay district for a portion of property located at 4210 A Harding Pike, approximately 225 feet west of Cherokee Road (46.5), zoned One and Two-Family Residential (R8), to maintain existing buildings and add temporary modular buildings for swing space during renovations.

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 251 lots with 62 duplex lots for a total of 313 units.*

Institutional Overlay (IO) District is intended for colleges, universities, and other specialized community uses within or near residential areas.

CRITICAL PLANNING GOALS

N/A

GREEN HILLS -MIDTOWN COMMUNITY PLAN

Current Policy

D Major Institutional (D MI) policy is intended to preserve, enhance, and create Districts where major institutional uses are predominant and where 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. Land uses include large institutions such as medical campuses, hospitals, colleges and universities, and government community facilities as well as uses that are ordinarily ancillary to the principal use.

Special Policy Area #7

1. Development intended in this MI area is limited to the existing institutional uses. Health care and neighborhood convenience services, in particular, are not intended. Other than the existing development, the only appropriate use without a change in policy is one and two-family residential at low-medium intensity.
2. Additional development is appropriate only when it is determined that it will not have any adverse impacts on the adjoining Cherokee Park neighborhood.
3. Future development of the college campus portion of this area should be governed by "Institutional Overlay" [IO] zoning.
4. A generous amount of green space should be preserved along and near West End Avenue and Cherokee Avenue in conjunction with the development of the area between those streets and the existing facilities.
5. Nonresidential base zoning is not recommended for any of this MI area.

DRAFT Preferred Future Policy

No changes are proposed.

Consistent with Policy?

Yes. The Aquinas Collage is currently located within the Institutional Overlay. As required by in the special policy, the Institutional Overlay will govern the future development of the Aquinas College Campus.

PLAN DETAILS

Aquinas College encompasses a little over 46-acres of the 83-acre Dominican Campus, which also includes St. Cecilia Academy (high school) and the Overbrook School (elementary and middle school).

The proposed amendment to the Original Institutional Overlay includes the following:

- Modification to reduce the scope of the campus and further define the separation between the college and the lower schools.
- Maintain existing historic structures in their original locations
- Allow the use of temporary modular buildings to serve as swing space for the renovation of the existing buildings on campus.

The plan includes approximately 475,000 square feet of new floor area; totaling approximately 546,800 of square footage. The proposed buildings include a chapel, four - academic buildings, five – residence halls, dining hall addition, a library and an administration building. The two historic structures, the White House and Little White House, are proposed to remain and will be renovated accordingly.

In order to facilitate the renovation of the existing Main Academic Building, the college has proposed on-site swing space in the form of modular buildings that will be removed intermittently as new permanent structures are built. The modular buildings are proposed to be located in such a way to facilitate the college campus feel prior to the permanent buildings are constructed.

Architectural Guidelines

The plan describes the architectural standards of each of the proposed buildings; including architectural elements, intended uses and potential floor area for each building. A statement regarding the architectural standards has been provided:

"The intent of this master plan is to develop an esthetically cohesive campus for Aquinas College. The buildings are visualized as bring with limestone or precast concrete details. The buildings will typically be two or three stories. Buildings on the western side of campus have the option for an additional, partially concealed, basement floor as the grade recedes towards St. Thomas West Hospital. Final elevations and site plans will be submitted to the Metropolitan Planning Commission for review and approval before the building permits are procured."

Setback Requirements

The R8 base zoning requires a setback of 86' from the centerline of Harding Road. In addition to the setback, there is also a 75' buffer that is required to the north of Richland Creek, which runs through the front of the property. The plan also proposed a rear setback of 25' and a side setback on 75'.

Landscaping Guidelines

Landscape plans for each phase of campus development shall be included with final site plan applications. The master plan identifies that effort will be taken to preserve the matures existing tree buffers located on the campus edges adjacent to the Cherokee Park neighborhood and the St. Thomas West Hospital campus.

Access

The Dominican campus will continue to use the existing ingress/egress to Harding Road and existing egress to Cherokee Road. This plan does not propose any additional access points. The plan includes a statement, "The Dominican Campus schools, per the filing of this Institutional Overlay, have agreed to surrender their privilege of acquiring any new or additional access point to Cherokee Road. The acquisition of additional access to Cherokee Road requires amendment to the Aquinas Institutional Overlay/Master Plan as well as approved from the Metropolitan Nashville City Council."

The original master plan from 2008 included the construction of a loop road around the perimeter of the three schools. The loop road has been removed in the proposed amendment. A new interior drive is proposed to provide vehicular access to the proposed parking lots along the western and northern borders of the campus. A service/pedestrian path is also proposed to bisect the campus and continue along the eastern border of the campus. These drives will also provide service and emergency access for the campus.

Pedestrian access will be provided from the campus, along the entry drive, to Harding Pike. An eight foot sidewalk and four foot planting strip shall be constructed prior to the issuance for the use and occupancy permit for the combination of dorms that would accommodate three hundred students.

Signage

With this amendment, Aquinas College is proposes to install a free-standing, ground mounted signage on Harding Pike to replace the existing temporary sign panels. All signage shall comply with Metro Zoning sign regulations for the MUL-A Zoning District.

ANALYSIS

The proposed Institutional Overlay amendment is provides a cohesive campus plan while maintaining the existing historical structures. The proposed amendment is consistent with the D- Major Institutional Policy therefore 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

No exception taken

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

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- An updated TIS addendum was received on 2/18/15 and reviewed.

STORMWATER RECOMMENDATION

Approved

METRO HISTORICAL ZONING COMMISSION STAFF RECOMMENDATION

N/A

- Project does not include demolition

WATER RECOMMENDATION

Approved with conditions

- Approved as an Institutional Overlay only. The following statement has nothing to do with this approval (just information for the applicant) Public sewer abandonment/relocation will be required for this development. Please submit these plans for review and approval before Final Site Plans are submitted or construction is started.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Prior to the submittal of the first final site plan, coordinate with MTA to provide an upgrade bus stop, which may include a shelter, along the property frontage.
2. The sidewalk along Harding Road and the pedestrian path shall be constructed prior to the issuance for the use and occupancy permit for the combination of dorms that would accommodate three hundred students.
3. One on-premise ground sign shall be allowed within the Institutional Overlay. Signage shall comply with the Metro Zoning Code standards for on-premise signs within the MUL-A Zoning District.
4. Building elevations and landscaping plans shall be submitted with each final site plans.

5. A corrected copy of the Institutional Overlay 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 Institutional Overlay Master 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.

Approve with conditions. (7-0), Consent Agenda

Resolution No. RS2015-101

“BE IT RESOLVED by The Metropolitan Planning Commission that 2008IN-001-002 is **Approved with conditions. (7-0)**”
CONDITIONS

1. Prior to the submittal of the first final site plan, coordinate with MTA to provide an upgrade bus stop, which may include a shelter, along the property frontage.
2. The sidewalk along Harding Road and the pedestrian path shall be constructed prior to the issuance for the use and occupancy permit for the combination of dorms that would accommodate three hundred students.
3. One on-premise ground sign shall be allowed within the Institutional Overlay. Signage shall comply with the Metro Zoning Code standards for on-premise signs within the MUL-A Zoning District.
4. Building elevations and landscaping plans shall be submitted with each final site plans.
5. A corrected copy of the Institutional Overlay 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 Institutional Overlay Master 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.

K. PLANNING COMMISSION ACTIONS

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

Subdivision: Final Plats

21. 2015S-036-001

HAYNIE'S CENTRAL PARK, RESUB LOT 86
 Map 094-05, Parcel(s) 013-014
 Council District 06 (Peter Westerholm)
 Staff Reviewer: Melissa Sajid

A request for final plat approval to create four lots on properties located at 1100 and 1104 Glenview Drive, at the southeast corner of Glenview Drive and South 11th Street, zoned RS5 (0.55 acres), requested by Dale & Associates, applicant; Sherry Phillips Hopwood and Robert and Betty O'Malley, owners.

Staff Recommendation: Defer to the April 23, 2015, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015S-036-001 to the April 23, 2015, Planning Commission meeting. (7-0)

L. OTHER BUSINESS

22. Employee contract renewal for David Edwards, Greg Claxton and Latisha Birkeland

Approved (7-0), Consent Agenda

Resolution No. RS2015-102

“BE IT RESOLVED by The Metropolitan Planning Commission that Employee contract renewals for David Edwards, Greg Claxton and Latisha Birkeland are **Approved. (7-0)**”

23. Set a special meeting for Wednesday, June 10, 2015, and Monday, June 15, 2015, (if necessary) for consideration of NashvilleNext Plan at 4:00 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

Approved (7-0), Consent Agenda

Resolution No. RS2015-103

“BE IT RESOLVED by The Metropolitan Planning Commission that setting a special meeting for Wednesday, June 10, 2015, and Monday, June 15, 2015 (if necessary) for consideration of NashvilleNext Plan at 4:00 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center is **Approved. (7-0)**”

24. Historic Zoning Commission Report

25. Board of Parks and Recreation Report

26. Executive Committee Report

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

Approved (7-0), Consent Agenda

Resolution No. RS2015-104

“BE IT RESOLVED by The Metropolitan Planning Commission that the Director’s Report and Administrative Items are **Approved. (7-0)**”

28. Legislative Update

M. MPC CALENDAR OF UPCOMING MATTERS

March 26, 2015

MPC Meeting

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

April 9, 2015

MPC Meeting

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

April 23, 2015

MPC Meeting

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

May 14, 2015

MPC Meeting

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

N. ADJOURNMENT


The meeting adjourned at 10:06 p.m.

Chairman

Secretary



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**
Planning Department
Metro Office Building, 2nd Floor
800 Second Avenue South
Nashville, Tennessee 37219

Date: March 26, 2015
To: Metropolitan Nashville-Davidson County Planning Commissioners
From: Richard C. Bernhardt, FAICP, CNU-A 
Re: Executive Director's Report

The following items are provided for your information.

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

1. Planning Commission Meeting:
 - a. Attending: McLean; Adkins; Gee; Blackshear; Haynes; Farr; Hunt; Clifton
 - b. Leaving Early
 - c. No Response as of distribution time: LeQuire
 - d. Absent: Dalton
2. Legal Representation – Jon Michael will be attending

B. Friday, March 27, 2015, NashvilleNext Draft Plan Release

C. MPC Workshops on NashvilleNext Draft Plan

1. **#1/5 March 30, 2015 - 11:00 am – 2:00 pm;** 700 Second Ave. South, Howard Office Building, Sonny West Conference Center. (Lunch will be provided)
Topic – Review of Proposed Community Character Policy Changes and overview of Bellevue Community Plan format and contents
2. **#2/5 April 2015 - 11:00 am – 2:00 pm;** 700 Second Ave. South, Howard Office Building, Sonny West Conference Center. (Lunch will be provided)
Topic – Review of Volume 1 (Purpose, Issues and Implementation); and Arts, Culture & Creativity; Economic & Workforce Development; and Education & Youth Elements and Key Proposed Actions
3. **#3/5 April 2015 - 11:00 am – 2:00 pm;** 700 Second Ave. South, Howard Office Building, Sonny West Conference Center. (Lunch will be provided)
Topic – Review of Health, Livability & the Built environment; Housing; Natural Resources & Hazard Adaptation; and Land Use, Transportation, & Infrastructure Elements and Key Proposed Actions
4. **#4/5 May 2015 - 11:00 am – 2:00 pm;** 800 Second Ave. South, Metro Office Building, 2nd Floor, Nashville Room. (Lunch will be provided)
Topic – Review of Antioch/Priest Lake; North Nashville; Madison; West Nashville; Downtown; East Nashville; and Green Hills Midtown Community Plan Updates

5. **#5/5 May 2015 - 11:00 am – 2:00 pm;** 700 Second Ave. South, Howard Office Building, Sonny West Conference Center. (Lunch will be provided)

Topic – Review of Joelton; Bordeaux/Whites Creek; Donelson/Hermitage/Old Hickory; Parkwood/Union Hill; Southeast; South Nashville; and Community Plan Updates and Access Nashville 2040 Element

D. March 26, 2015 MPC meeting NashvilleNext MPC Topic - Centers and Tiered Investment Approach (Claxton)

1. April 9, 2015 - Transition Implications and Missing Middle Housing and Map App Demo (Higgs)

E. Communications

1. NashvilleNext explanatory videos are in final production – these will be used online to support the release of the Draft Plan and include several planners and Commissioner Dalton describing the draft plan and encouraging community members to review it and share their thoughts.

F. Community Planning

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

G. Land Development

1. Brett Thomas started on March 16th in Land Development as a Planner 3. Brett comes from Douglas County, Colorado near Castle Rock where he was the Chief Planner. He went to the University of Colorado for his Master's Degree in Planning.
2. We are searching to fill an open Planner I position.

H. GIS

1. Continuing to work on NashvilleNext draft plan website
2. Prepared for launch for Cityworks in May, 2015.

I. Executive Director Presentations

1. Richmond Inner-city Visit on NashvilleNext process

J. NashvilleNext

1. Friday, March 27, 2015, NashvilleNext Draft Plan Release

2. NashvilleNext Overall Schedule

- a. March 27 NashvilleNext Draft Plan posted for public review
- b. March 30 MPC NashvilleNext Workshop #1/5
- c. April 13 MPC NashvilleNext Workshop #2/5
- d. April 20 NashvilleNext Draft Plan Open House (North Nashville & Edmondson Pike)
- e. April 27 MPC NashvilleNext Workshop #3/5
- f. April 27 NashvilleNext Draft Plan Open House (Bellevue & Madison)
- g. April 30 Public Review closes
- h. May 4 MPC NashvilleNext Workshop #4/5
- i. May 11 Static draft of NashvilleNext Plan posted in advance of MPC public hearing
- j. May 18 MPC NashvilleNext Workshop #5/5
- k. June 10 Planning Commission Public Hearing for NashvilleNext Plan (special called meeting)
- l. June 15 Planning Commission follow-up Public Hearing (if necessary) for NashvilleNext Plan (special called meeting)

3. Resource Teams:

- a. NashvilleNext Resource Teams have all completed their review of element chapters and actions prior to the draft plan release.

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

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

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

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

L. APA Training Opportunities (Planning Commissioners and Staff)

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

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

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

In accordance with the Rules and Procedures of the Metropolitan Planning Commission, the following applications have been reviewed by staff for conformance with applicable codes and regulations. Applications have been approved on behalf of the Planning Commission or are ready to be approved by the Planning Commission through acceptance and approval of this report. Items presented are items reviewed **through 3/19/2015**.

APPROVALS	# of Applications	Total # of Applications 2015
Specific Plans	0	1
PUDs	0	0
UDOs	0	0
Subdivisions	3	14
Mandatory Referrals	9	32
Total	12	47

SPECIFIC PLANS (finals only): MPC Approval					
Finding: Final site plan conforms to the approved development plan.					
Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
NONE					

URBAN DESIGN OVERLAYS (finals and variances only) : MPC Approval					
Finding: all design standards of the overlay district and other applicable requirements of the code have been satisfied.					
Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
NONE					

PLANNED UNIT DEVELOPMENTS (finals and variances only) : MPC Approval					
Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
NONE					

INSTITUTIONAL OVERLAYS (finals and variances only) : MPC Approval

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

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

SUBDIVISIONS: Administrative Approval

Date Submitted	Date Approved	Action	Case #	Project Name	Project Caption	Council District (CM Name)
1/14/2015	3/9/2015	APADMIN	2006SP-081-003	DAVENPORT DOWNS, (MODIFICATION)	A request to modify the Davenport Downs Specific Plan District for properties located at 4334 Maxwell Road and Maxwell Road (unnumbered), approximately 430 feet east of Flagstone Drive (65.74 acres), to permit 207 residential units, requested by Dale & Associates, applicant, PNB Holding Co. 2, Inc., owner.	33 (Robert Duvall)
2/12/2015	3/9/2015	APADMIN	2007S-264-001	CHRISTIANSTED VALLEY RESERVE (REVISION TO LOTS 12 & 13)	A request for final plat approval to revise the rear property lines for two lots on property located at 6928 and 6932 Shelly Trail, approximately 320 feet west of Christiansted Lane, zoned RS15 (0.35 acres), requested by Ragan- Smith & Associates applicant; The Jones Company of Tennessee, LLC. owner.	04 (Brady Banks)
5/7/2014	3/19/2015	APADMIN	2014S-110-001	BELLE FOREST, RESUB LOT 12	A request for final plat approval to create two lots on property located at 2013 Scott Avenue, approximately 270 feet south of Cahal Avenue, zoned R6 (0.6 acres), requested by Campbell, McRae & Associates Surveying, Inc., applicant; Bryan Letcher, owner.	07 (Anthony Davis)

MANDATORY REFERRALS: MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District (CM Name)
2/24/2015	3/6/2015	RECOM APPR	2015M-006EN-001	HONKY TONK CENTRAL AERIAL ENCROACHMENT	A request to allow aerial encroachments comprised of signs encroaching above the public right-of-way for property located at 329 Broadway, requested by Joslin Signs, applicant; HTDG, LLC, owner.	19 (Erica S. Gilmore)
3/2/2015	3/10/2015	RECOM APPR	2015M-007EN-001	MULINO TRATTORIA AT HILTON INN AERIAL ENCROACHMENT	A request to allow an aerial encroachment for "Il Mulino Trattoria" at the Hilton Inn comprised of a 16' X 5' X 18" double-faced illuminated projecting sign encroaching above the public right-of-way at 121 4th Avenue South, zoned DTC and located within the Capitol Mall Redevelopment District, requested by Joslin Signs, Inc., applicant; Nashville Downtown Hotel, LLC, owner.	19 (Erica S. Gilmore)
3/2/2015	3/10/2015	RECOM APPR	2015M-016ES-001	THOMPSON LANE-100 OAKS EASEMENT	A request for replacement in place of approximately 2,520 feet of 6 inch C.I.P. Public Water main to 12 inch D.I.P. and the acceptance of 1,150 feet of 12 inch D.I.P. Public Water Main and Easement on property located at 719 Thompson Lane, Metro Water Services Project # 15-WG-0131, requested by Metro Water Services, applicant; 100 Oaks Plaza, LLC, owner.	16 (Tony Tenpenny)
3/2/2015	3/10/2015	RECOM APPR	2015M-017ES-001	22ND STREET AT DABBS AVENUE	A request to abandon approximately 130 feet of an existing 20 foot Sanitary Sewer Easement (Public Sewer Main was previously abandoned under Lakewood Sewer Project) on property located at Dabbs Avenue (unnumbered), requested by Metro Water Services, applicant; Jason Ayers, owner.	11 (Larry Hagar)
3/2/2015	3/10/2015	RECOM APPR	2015M-008EN-001	THOMPSON HOTEL ENCROACHMENTS	A request to allow encroachments for the Thompson Hotel in the Gulch, comprised of an entry canopy at the main hotel entrance and electrified signage above the public right-of-way and for irrigation lines to serve tree pits and planting that are located within the right-of-way at 410 11th Avenue South, zoned DTC and located within the Arts Center Redevelopment District, requested by Hastings Architecture Associates, LLC, applicant; Gulch Property Owner, LLC, owner.	19 (Erica S. Gilmore)
3/3/2015	3/13/2015	RECOM APPR	2015M-018ES-001	4911 TENNESSEE AVENUE	A request to abandon existing easement rights retained in former Right-of-Way and closed under Council Bill BL2004-176 on property located at 4911 Tennessee Avenue, requested by Metro Water Services, applicant; Heather Johnson, owner.	20 (Buddy Baker)
3/4/2015	3/17/2015	RECOM APPR	2015M-009EN-001	FRENCH'S SHOES & BOOTS AERIAL ENCROACHMENT	A request to allow an aerial encroachment comprised of a boot sculpture encroaching above the public right-of-way for property located at 126 2nd Avenue North, requested by Crimm Blakeslee, applicant; Rodney S. French, owner.	19 (Erica S. Gilmore)

MANDATORY REFERRALS: MPC Approval (continued)

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District (CM Name)
3/11/2015	3/18/2015	RECOM APPR	2015M-019ES-001	HESTER BEASLEY ROAD STORMWATER IMPROVEMENT PROJECT	A request to negotiate and accept permanent easements for the Hester Beasley Road Stormwater Improvement Project on properties located at 9262 and 9269 Hester Beasley Road, (Project No. 15-SWC-135), requested by Metro Water Services, applicant; Anita S. Hamblen and James S. & Gladys F. Jones, owners.	35 (Bo Mitchell)
12/17/2014	3/18/2015	RECOM APPR	2015M-002EN-001	FOUNTAINS AT GERMANTOWN OVERHEAD ENCROACHMENT	A request to allow structural and aerial encroachments for "Fountains at Germantown" comprised of a skybridge encroaching above Alley #201, a stoop and upper balconies encroaching above Taylor Street and awning/canopies and upper level balconies and signage encroaching along Third Avenue North on properties located at 1401 and 1403 Third Avenue North, 1408 and 1410 Fourth Avenue North and at 302 Taylor Street, zoned Specific Plan and located within the Phillips-Jackson Street Redevelopment District and the Germantown Historic Preservation District, requested by Civil Site Design Group, applicant; Fountains Germantown Holdings LLC., owner.	19 (Erica S. Gilmore)

DTC MPC Approval

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

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

Performance Bonds: Administrative Approvals

Date Approved	Administrative Action	Bond #	Project Name
3/6/2015	Approved Extension/Reduction	2008B-001-007	NATCHEZ POINTE, PHASE 1
3/10/2015	Approved Extension/Reduction	2013B-001-003	PARK PRESERVE, PHASE 1B
3/12/2015	Approved New	2015B-006-001	HOLMAN HEIGHTS, RESUB PART OF BLOCK E
3/13/2015	Approved Extension	2014B-006-002	PARK PRESERVE, PHASE 1C
3/16/2015	Approved Extension/Reduction	2012B-014-004	VILLAGES OF RIVERWOOD, PHASE 2B, SECTION 1
3/18/2015	Approved Extension/Reduction	2011B-007-005	GREENSIDE PARK
3/19/2015	Approved Extension/Reduction	2014B-005-002	TULIP GROVE POINTE, SECTION 3

Schedule

- A. Monday, March 30, 2015** – [MPC NashvilleNext Workshop #1/5](#); 700 Second Ave. South, Howard Office Building, Sonny West Conference Center.
Topic – Review of Proposed Community Character Policy Changes and overview of Bellevue Community Plan format and contents
- B. Thursday, April 9, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- C. Monday, April 13, 2015** – [MPC NashvilleNext Workshop #2/5](#); 11am–2pm; 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
Topic – Review of Volume 1 (Purpose, Issues and Implementation); and Arts, Culture & Creativity; Economic & Workforce Development; and Education & Youth Elements and Key Proposed Actions and Access Nashville 2040 Element
- D. Thursday, April 23, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- E. Monday, April 27, 2015** – [MPC NashvilleNext Workshop #3/5](#); 11am–2pm; 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
Topic – Review of Health, Livability & the Built environment; Housing; Natural Resources & Hazard Adaptation; and Land Use, Transportation, & Infrastructure Elements and Key Proposed Actions
- F. Monday, May 4, 2015** – [MPC NashvilleNext Workshop #4/5](#); 11am–2pm; 800 Second Ave. South, Metro Office Building, 2nd Floor, Nashville Room.
Topic – Review of Antioch/Priest Lake; North Nashville; Madison; West Nashville; Downtown; East Nashville; and Green Hills Midtown Community Plan Updates
- G. Thursday, May 14, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- H. Monday, May 18, 2015** – [MPC NashvilleNext Workshop #5/5](#); 11am–2pm; 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
Topic – Review of Joelton; Bordeaux/Whites Creek; Donelson/Hermitage/Old Hickory; Parkwood/Union Hill; Southeast; South Nashville; and Community Plan Updates and Access Nashville 2040 Element
- I. Thursday, May 28, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- J. Wednesday, June 10, 2015** – [Special Called MPC Meeting to consider NashvilleNext Plan](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- K. Thursday, June 11, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- L. Monday, June 15, 2015 (if necessary)** – [Special Called MPC Meeting to consider NashvilleNext Plan](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- M. Thursday, June 25, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- N. Thursday, July 23, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- O. Thursday, August 13, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

- P. Thursday, August 27, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- Q. Thursday, September 10, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- R. Thursday, September 24, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- S. Thursday, October 8, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- T. Thursday, October 22, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- U. Thursday, November 12, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- V. Thursday, December 10, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- W. Thursday, January 14, 2016 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**