

# Metropolitan Planning Commission



Staff Reports

**May 28, 2015**



## Metro Planning Commission Meeting of 05/28/2015

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



## **PREVIOUSLY DEFERRED ITEMS**

- **Community Plan Amendments**
- **Specific Plans**
- **Planned Unit Developments**



# Metro Planning Commission Meeting of 05/28/2015



**2015CP-005-002**  
EAST NASHVILLE COMMUNITY PLAN AMENDMENT  
Map 083-02, Part of Parcel 274  
05, East Nashville  
06 – Peter Westerholm



<b>Project No.</b>	<b>Major Plan Amendment 2015CP-005-002</b>
<b>Project Name</b>	<b>East Nashville Community Plan: 2006 Update Part of Property at 1716 Greenwood Avenue</b>
<b>Associated Case</b>	2015SP-040-001
<b>Council District</b>	6 – Westerholm
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dale & Associates, Inc., applicant; Greenwood Village, LLC, owner.
<b>Staff Reviewer</b>	Wood
<b>Staff Recommendation</b>	<i>Withdraw.</i>

**APPLICANT REQUEST**

**Amend the policy from T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Center.**

Major Plan Amendment

A request to amend the East Nashville Community Plan: 2006 Update by changing the Community Character Policy from T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Center for a portion of property located at 1716 Greenwood Avenue, located at the southeast corner of Greenwood Avenue and Chapel Avenue, (1.23 acres).

**Current and Growth and Preservation Concept Map**

Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of existing primarily residential urban neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

**Requested Community Character 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 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses.

**BACKGROUND**

The property contains a former church building that is a contributing structure in the Eastwood Neighborhood Conservation Overlay District. The applicant wishes to adaptively reuse the church structure for a mixture of uses including retail, restaurant, residential, and office and has applied for a community plan amendment to change the policy to T4 Urban Neighborhood Center to support the adaptive reuse. The applicant intends to develop housing on the remainder of the 3.27 acre site.

In the time that has passed since the application was filed on December 31, 2014, the draft T4 Urban Neighborhood Maintenance policy in the Draft Updated Community Character Manual that is intended to be adopted as a component of the NashvilleNext General Plan has included text in all of



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the residential policies that supports use flexibility in adaptive reuses of historically significant community-based institutional structures such as churches and other places of worship.

### COMMUNITY PARTICIPATION

A community meeting was held by the Planning Department on January 29, 2015, at the Eastwood Christian Church at 1601 Eastland Avenue. It was attended by thirty-one people from the surrounding neighborhood, the District Councilmember, and the applicant team. Most of those in attendance supported the plan amendment, although a few were opposed to introducing restaurant or retail uses to the area and others expressed concerns about specific potential impacts of the project, including traffic and parking.

Staff has received several emails from area residents since the meeting in support of the development.

### ANALYSIS

The property is located less than a half mile from Gallatin Pike and less than a half mile from the T4 Urban Neighborhood Center at Porter Road, Cahal Avenue, and Eastland Avenue. Staff has some concerns about applying T4 Urban Neighborhood Center policy at this location: first, because of the site's proximity to these two mixed use areas and second, because the policy change could apply pressure for a policy change on the other three corners of the intersection of Greenwood and Chapel Avenues that are within Eastwood Neighborhood Conservation Overlay District. Realizing that proposals such as this have merit in terms of providing greater flexibility to support adaptive reuse of historically significant structures, staff has developed the following proposed adaptive reuse language for inclusion in the residential Community Character Policies in the Community Character Manual. The draft language has been reviewed by the staff of the Metro Historical Commission and is included in the static draft of the NashvilleNext General Plan that is posted on the NashvilleNext website:

#### **Adaptive Reuse Guidance for Historically Significant Institutional Uses**

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would be a religious or educational institution. Such adaptive reuse proposals may include activities that would not normally be supported under the policy. Proposals for such adaptive reuse of these sites may be accompanied by rezoning requests, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications for that would grant flexibility for adaptive reuse may be considered on their merits provided that:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing in the National Register of Historic Places
  - Listed in the National Register of Historic Places
  - National Historic Landmark
- A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- Any alterations to the subject structure and/or site will follow the Secretary of Interior Standards;
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;



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- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied which, in the course of accommodating an acceptable proposed development, prohibits the demolition of and inappropriate renovations to the structure and does not expose the adjoining area to the potential for incompatible land uses.

Relying on the Adaptive Reuse provision in the updated CCM will remove the need for a community plan amendment for this site and will be helpful in other situations where there is a desire to preserve similar historically significant structures and sites and a need for some use flexibility to make adaptive reuse projects feasible. In addition, this provision can help lessen the potential for larger, perhaps unintended impacts of applying a policy change that might not otherwise be warranted.

### **STAFF RECOMMENDATION**

Based on the above analysis and the pending CCM update scheduled to take place in June, staff recommends that the amendment application be withdrawn.



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**2015SP-040-001**

**GREENWOOD VILLAGE**

Map 083-02, Parcel(s) 274

05, East Nashville

06 (Peter Westerholm)





<b>Project No.</b>	<b>Zone Change 2015SP-040-001</b>
<b>Project Name</b>	<b>Greenwood Village</b>
<b>Associated Case</b>	2015CP-005-002
<b>Council District</b>	6- Westerholm
<b>School District</b>	5 - Kim
<b>Requested by</b>	Dale & Associates, applicant; Greenwood Village, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 1716 Greenwood Avenue, at the southeast corner of Greenwood Avenue and Chapel Avenue, located in the Eastwood Neighborhood Conservation District, (3.27 acres), to permit residential and a mixed use development.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 23 lots with 5 duplex lots for a total of 28 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, retail, restaurant, office and home occupation.

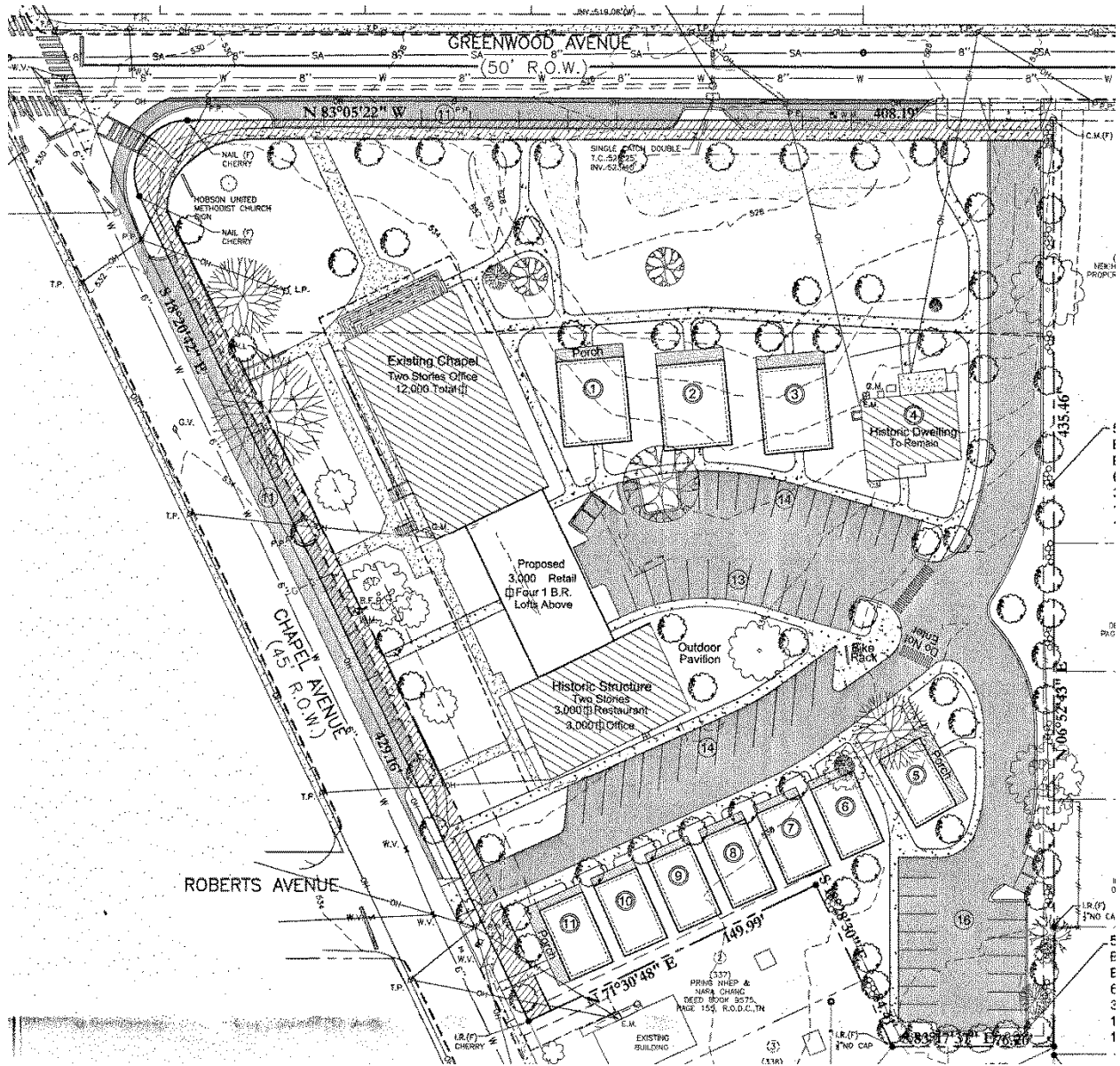
**EAST NASHVILLE COMMUNITY PLAN**

**Current Policy**

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



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**Proposed Site Plan**



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### Requested Community Character 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 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses.

### Growth and Preservation Concept Map

No change proposed.

### Consistent with Policy?

The proposed SP is not consistent with the existing policy. A community plan amendment (2015CP-005-002) has been requested to amend the *East Nashville Community Plan* by amending the current Community Character policy of Urban Neighborhood Maintenance (T4 NM) to Urban Neighborhood Center (T4 NC).

Staff is recommending withdrawal of the proposed plan amendment. However, the application is consistent with the proposed NashvilleNext language that guides adaptive reuse of historic structures.

### PLAN DETAILS

The approximate 3.24 acre site is located at 1716 Greenwood Avenue, less than a half mile east of Gallatin Pike. The property is located within the Eastwood Neighborhood Overlay Conservation District. The site has three contributing historic structures and two outbuildings located on the property. The main building located at the corner of Greenwood Avenue and Chapel Avenue is a former church, which is a contributing historic structure. The applicant is proposing to keep the three historic structures and remove the two outbuildings located on the property.

The proposal includes reusing the former two-story church building as 12,000 square feet of office. The two-story historic structure, south of the former church along Chapel Avenue, is proposed to be reused for 3,000 square feet of restaurant and 3,000 square feet of office use. The applicant proposes to connect these historic structures with a new building that will house 3,000 square feet of retail on the ground floor and four, one-bedroom lofts located above the retail space. The third historic structure, located on the eastern portion of the site along Greenwood Avenue, is proposed to be a dwelling unit. The below table identifies all uses proposed in the SP:

#### Permitted uses

General Office	18,000	Square Feet
Retail	3,000	Square Feet
Restaurant	3,000	Square Feet
<b>Total Non-residential</b>	<b>24,000</b>	<b>Square Feet</b>

Residential		
Detached	11	Units
Multi-family (lofts)	4	Units
<b>Total Residential units</b>	<b>15</b>	<b>Units</b>



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The applicant also proposes to add 11 detached residential units to the site. Three units are proposed to be added between the former church and historic dwelling unit along Greenwood Avenue. The remaining 7 units are proposed to be added to the rear of the site. The structures will be limited to a maximum height of 2.5 stories, and the massing have been approved by the Metro Historic Zoning Commission. The applicant will have to return to the Metro Historic Zoning Commission for final approval of the architectural details.

The applicant proposes that residential units 1-11 include home occupations as a permitted use. The standards that the applicant proposes are similar with the Metro Zoning Code standards for Home Occupations. The home occupation use shall only be conducted in the dwelling unit. The applicant has proposed to serve clients on the property between the hours of 8:00 AM and 5:00 PM only. This provision is not currently in the Metro Zoning Code for Home Occupations. Staff recommends that clients shall only be served between the hours of 8:00 AM and 5:00 PM, Monday – Friday. No more than one part-time of full-time employee not living within the dwelling may work at the home occupation. The home occupation shall not occupy more than twenty percent of the total floor area of the structure and in no event more than 500 square feet of floor area. The units will have a residential design and not a commercial design.

Another difference in the applicant's proposal for Home Occupation that is different from the Metro Zoning Code is the allowance for signage for the Home Occupations. The SP limits home occupation signage to a one-square foot sign without illumination, per home occupation. Other signage proposed includes two "Greenwood Village" monument signs no larger than 16 square feet and 8 tenant specific signage, 4 signs limited to a maximum of 10 square feet and 4 signs limited a maximum of 4 square feet. All proposed signage specifications and locations shall be required with the final site plan.

There would be two access drives for the site. Access from Chapel Avenue is limited to a right in only. Access from Greenwood Avenue will allow two-way traffic. Parking would be provided to meet the requirements for residential, office, retail and restaurant uses. A five foot wide sidewalk will be installed along Chapel and Greenwood Avenues. A four foot wide planting strip is not shown on the plan, however staff recommends installation of a four foot wide grass strip, as required by the Major and Collector Street Plan. The applicant has proposed to buffer the site with a Type B-5 buffer, which would be five feet in width and include a six foot tall opaque fence, three canopy trees, one understory trees and 10 shrubs, per 100 feet, along the eastern and southern property line.

### **ANALYSIS**

This site proposes to maintain and improve the existing historic structures on the site and add a mixture of uses that include residential, office and retail. Applying the proposed Adaptive Reuse Policy developed through NashvilleNext allows the flexibility to reuse the property while maintaining the existing historic structures. Based upon the Adaptive Reuse Policy and the standards in the proposed SP, staff recommends approval of the SP.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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



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## STORMWATER RECOMMENDATION

Approved

## 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.
- Comply with MPW Traffic Engineer
- Prior to the submittal of the Final SP the complete design of the roadside cross section is to be coordinated with MPW.

## TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Access study was received on 5/18/15
- Resubmitted plan identifies a right in only drive on Chapel. This drive shall be an entry only drive with appropriate signage and striping.
- Provide parking per metro code.
- Comply with the following TIS recommendations. Submit sight triangles for adequate sight distance at proposed drives.
- Any new bus shelters provide shall be located to allow adequate sight distance.
- At a minimum 2 - 11ft travel lanes shall be maintained on Greenwood and Chapel Ave.

## METRO WATER RECOMMENDATION

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	3.27	7.26 D	28 U *	268	21	29

\*Based on five two-family lots.

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)	3.27	-	15,000 SF	310	42	96



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	3.27	-	3,000 SF	166	10	29

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
Restaurant (931)	3.27	-	3,000 SF	270	3	23

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)	3.27	-	18 U	145	14	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+623	+48	+134

### METRO SCHOOL BOARD REPORT

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

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

Based on data from the Metro School Board last updated September 2014, the proposed SP-MU zoning permitting up to 11 residential dwelling units and 4 multi-family dwelling units will not generate additional students from what is generated by the existing R6 zoning district.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses are limited to 18,000 square feet of general office, 3,000 square feet of retail, 3,000 square feet of restaurant, 11 detached single-family units permitting a limited Home Occupation use, and 4 multi-family residential loft
2. Home Occupation hours are limited to 8:00 am- 5:00 pm, Monday through Friday.
3. 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.
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 MUL



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zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

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



**NO SKETCH**





<b>Project No.</b>	<b>Text Amendment 2015Z-003TX-001</b>
	<b>Text Amendment 2015Z-003TX-002</b>
<b>Project Name</b>	DTC Text Amendment
<b>Council Bill</b>	BL2015-1053
<b>Council District</b>	19 – Gilmore
<b>School District</b>	5 – Kim
<b>Requested by</b>	Councilmember Erica Gilmore and Metro Planning Department.

**Deferral** This case was deferred from the March 26, 2015, the April 9, 2015, and the April 23, 2015, Planning Commission meetings.

**Staff Reviewer** Collins  
**Staff Recommendation** *Approve with an amendment.*

**APPLICANT REQUEST**

**Amend the Zoning Code to update review processes, update maps, revise typographic errors, and refine the urban design standards of the Downtown Code.**

**TEXT AMENDMENT**

A request to amend Chapters 17.12, 17.37 and 17.40 of the Metropolitan Code to update the Downtown Code (DTC) standards.

**ANALYSIS**

This text amendment updates and refines the Downtown Code (DTC) design standards and review processes, to continue to encourage high quality development downtown. The amendments correct discrepancies and errors in the text and graphics; updates maps, as well as the review process for final site plan review, variances and modifications to DTC standards.

The general standards section of the DTC is also updated in order to continue providing opportunities for business to thrive, while enhancing the character of Downtown through thoughtful development, with care given to the public realm. For instance, the step-back provisions will be updated to allow for greater facade variation by-right, giving flexibility to project designers; the building step-back will be allowed to occur between a range of stories (so long as the minimum step-back depth is achieved by the upper story bound of the range), rather than the current mandate of requiring a building to fully step-back 15’ at a single story. Another update will require an active ground floor use on tertiary streets, if the tertiary street is a project’s only frontage. This will aid in further activating the public streetscape.

Direct references to the Major and Collector Street Plan are also added, strengthening the sidewalk corridors and streetscape language. Additional guidance is also provided on requiring parking structures to have architectural cladding or facade treatment to eliminate exposed parking decks downtown, if visible. Guidance is also provided on vehicular / pedestrian conflicts (such as loading docks and valet pull-offs), so that the pedestrian realm is adequately maintained at those points.



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The Bonus Height Program is updated to include the preservation of historic buildings, and the enlargement of the upper level garage liner bonus depth from 15' to 20'. Section 17.12.120 of the Zoning Code, Transfer of Development Rights, will be deleted with a follow-up council bill, as it's based on Floor Area Ratio, which does not exist within the DTC. Therefore, this program cannot and has not been implemented. In addition, the transfer of development rights process is already included within the DTC Bonus Height Program.

### **STAFF RECOMMENDATION**

Staff recommends approval with an amendment to BL2015-1053 to replace Exhibit A with the Exhibit A at the end of the report.

**Please see Exhibit A at the end of this report for proposed edits to the DTC.**

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### **Ordinance No. BL2015-1053**

#### **An Ordinance amending Chapters 17.37 and 17.40 of the Metropolitan Code to update the Downtown Code (DTC) standards. (Proposal No. 2015Z-003TX-001).**

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, The Metropolitan Government recognizes the importance of updating and refining the Downtown Code design standards and process to encourage high quality, sustainable urban development; and

WHEREAS, The Downtown Code strives to encourage active and interactive streetscapes; and

WHEREAS the DTC standards provide opportunities for businesses to thrive, while enhancing the character of Downtown through mixed-use development, housing choices, and commercial and entertainment opportunities; and

WHEREAS, the refinement of the DTC standards will continue to ensure a quality urban experience for the citizens and businesses of Metropolitan Nashville and Davidson County.

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

Section 1. That Section 17.12.060.F of the Metropolitan Code is hereby amended by inserting the following after the words "Urban Zoning Overlay District":

“, but not including the DTC district.”

Section 2. That Chapter 17.37 of the Metropolitan Code is hereby amended by replacing "Exhibit A" in its entirety with the attached Exhibit; which updates all maps with the most recently available property lines; revises any typographic and mapping errors; refines the modifications,



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variances and special exception process; updates the sidewalk requirements by referencing the Major and Collector Street Plan; and updates the General Standards by providing additional guidance on vehicular / pedestrian conflicts, parking structure facades, and street frontages.

Section 3. That Section 17.40.170.B of the Metropolitan Code is hereby amended by deleting the words:

“DTC district,”

Section 4. That Section 17.40.170 of the Metropolitan Code is hereby amended by renumbering “C” as “D and inserting a new “C” as follows:

C. Final Approval by the Planning Department within the DTC district. Prior to the issuance of a building permit, the Planning Department shall review site plans in the DTC district to verify conformance with the provisions of Chapter 17.37 of this title. A site plan shall be submitted in form and content established by the Planning Department, and shall specifically describe the nature and scope of development to serve as the basis for determination of compliance with the DTC district standards.

Section 5. That this Ordinance shall take effect five (5) days from and after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Councilmember Erica Gilmore

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### **Ordinance No. BL2015-XXXX**

**An Ordinance amending Chapter 17.12 of the Metropolitan Code to update the Downtown Code (DTC) standards. (Proposal No. 2015Z-003TX-002).**

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, The Metropolitan Government recognizes the importance of updating and refining the Downtown Code design standards and process to encourage high quality, sustainable urban development; and

WHEREAS, The Downtown Code strives to encourage active and interactive streetscapes; and

WHEREAS the DTC standards provide opportunities for businesses to thrive, while enhancing the character of Downtown through mixed-use development, housing choices, and commercial and entertainment opportunities; and



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WHEREAS, the refinement of the DTC standards will continue to ensure a quality urban experience for the citizens and businesses of Metropolitan Nashville and Davidson County.

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

Section 1. That Section 17.12.120 of the Metropolitan Code is hereby deleted in its entirety.

Section 2. That this Ordinance shall take effect five (5) days from and after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Councilmember Erica Gilmore



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/28/2015



**2015SP-016-001**  
1922 BROADWAY  
Map 092-16, Parcel(s) 139, 141, 143  
10, Green Hills – Midtown  
19 (Erica S. Gilmore)



<b>Project No.</b>	<b>Specific Plan 2015SP-016-001</b>
<b>Project Name</b>	<b>1922 Broadway</b>
<b>Council District</b>	19 – Gilmore
<b>School District</b>	8 – Pierce
<b>Requested by</b>	Land Development.com, applicant; 1918 Broadway, LLC, and Land Development.com, owners.
<b>Deferrals</b>	This request was previously deferred from the February 12, 2015, the March 12, 2015, the April 9, 2015, and the May 14, 2015, Planning Commission meetings.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the June 11, 2015, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Preliminary SP

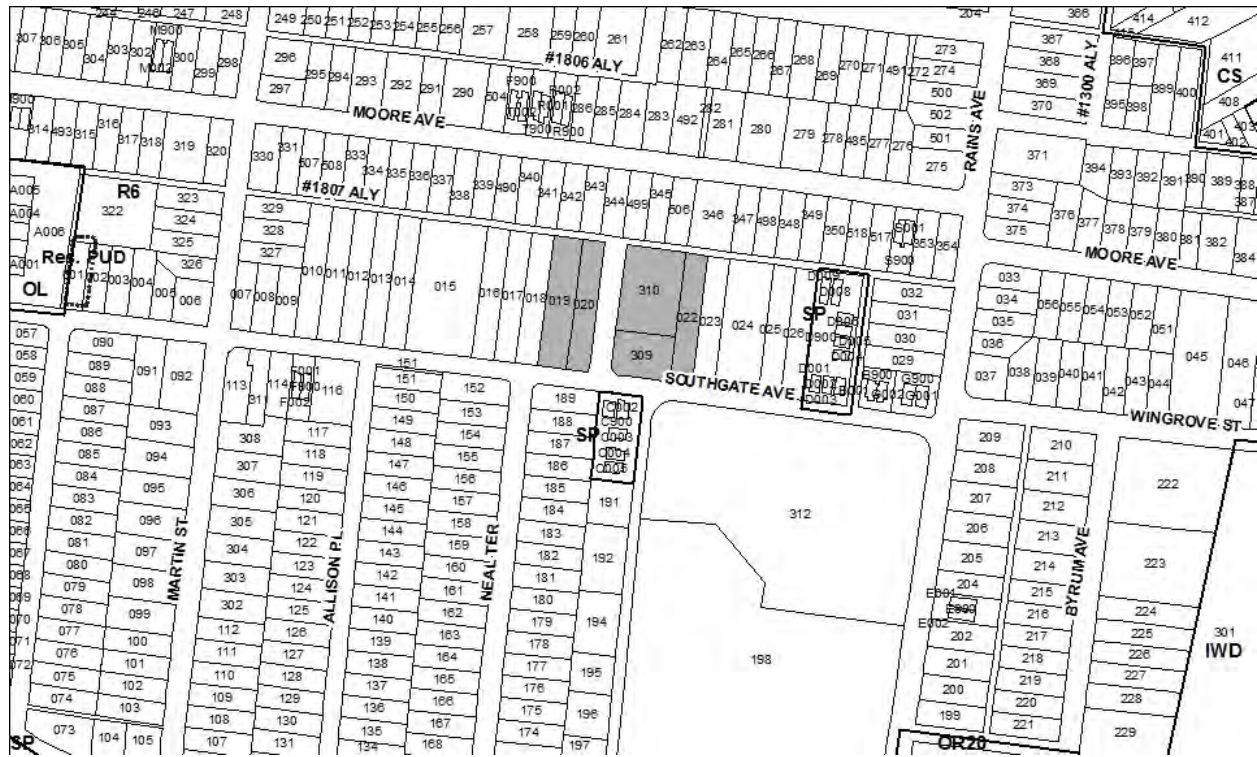
A request to rezone from Mixed-Use-A (MUI-A) to Specific Plan – Mixed-Use (SP-MU) zoning for properties located at 1912, 1918 and 1922 Broadway, at the corner of Broadway and 20th Avenue South, (0.94 acres), to permit a mixed-use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2015, Planning Commission meeting as agreed by the applicant.



# Metro Planning Commission Meeting of 05/28/2015



**2015SP-037-001**  
**SOUTHGATE STATION**  
Map 105-11, Parcel(s) 019-020, 022, 309-310  
11, South Nashville  
17 (Sandra Moore)





**Project No.** 2015SP-037-001  
**Project Name** Southgate Station  
**Council District** 17 - Moore  
**School District** 5 - Kim  
**Requested by** Civil Site Design Group, PLLC, applicant; William Smallman and Alpha One, LLC, owners.

**Deferrals** This case was deferred from the March 26, 2015, April 9, 2015, and April 23, 2015, Planning Commission meetings.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Approve with conditions and disapprove with all conditions.*

**APPLICANT REQUEST**

**Preliminary SP to permit up to 46 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Mixed Residential (SP-MR) for properties located at 512, 514, 518, and 520 Southgate Avenue and 1608 Pillow Street (1.97 acres), to permit a multi-family residential development with up to 46 units.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 14 lots with 3 duplex lots for a total of 17 units.*

**Proposed Zoning**

Specific Plan-Mixed Residential (SP-MR) provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.

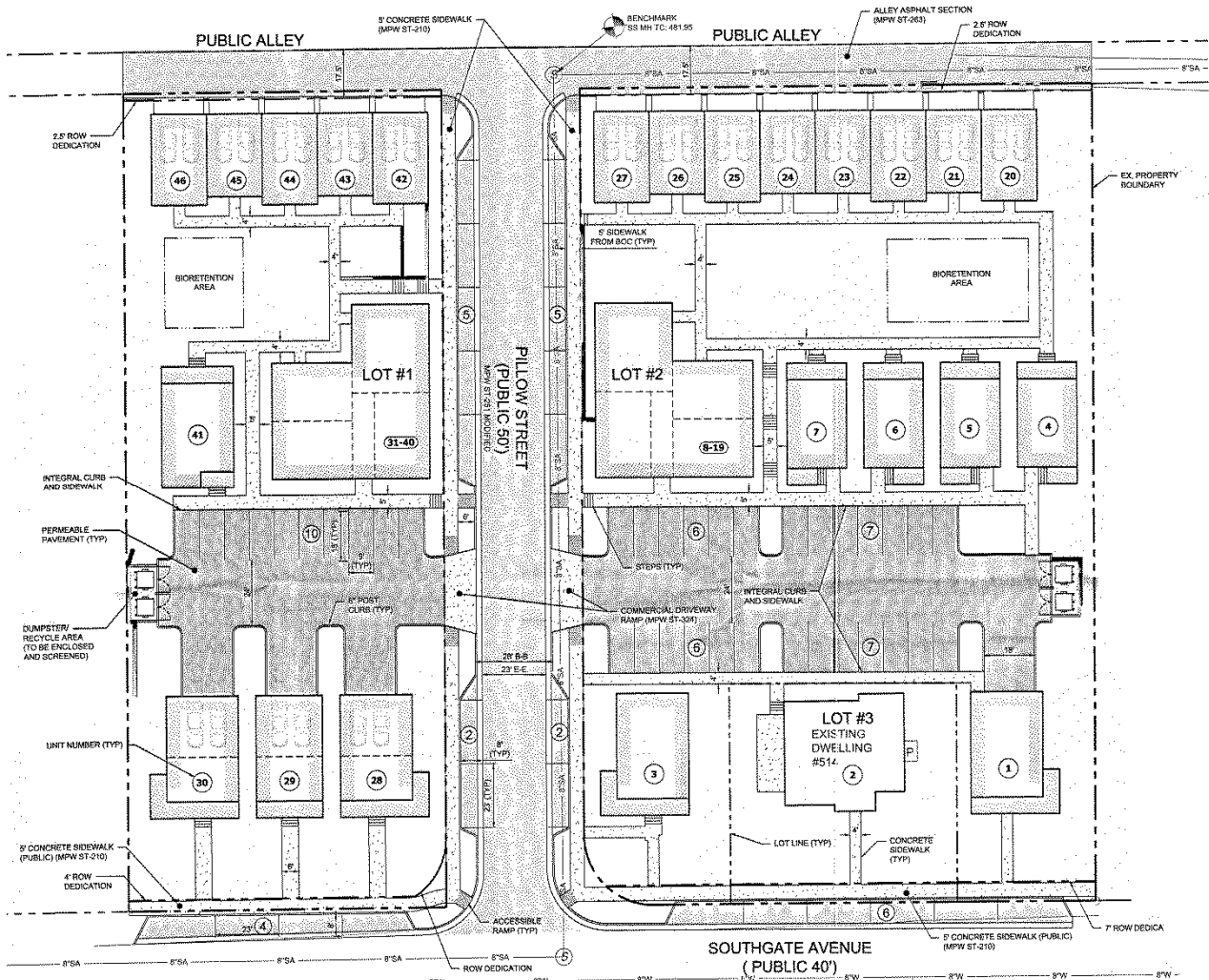
**CRITICAL PLANNING GOALS**

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

This proposal meets several critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project will intensify development on an infill site and provide for a different housing type than currently exists in the immediate area. Sidewalks are being provided along Southgate Avenue and Pillow Street to create a more walkable neighborhood.



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/28/2015

### **SOUTH NASHVILLE COMMUNITY PLAN**

#### **Current Policy**

T4 Urban Neighborhood Maintenances (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.

#### **Growth and Preservation Concept Map**

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

#### Consistent with Policy?

Yes. The proposed SP is consistent with the proposed T4 Neighborhood Evolving policy. The proposed development is intensifying an underutilized urban infill lot and provides three housing types within the development allowing for additional housing choice within the neighborhood. The development is also respectful of the existing land use patterns in the area by keeping the existing single-family home on Southgate Avenue and providing only single-family detached units along Southgate Avenue. The single-family detached units along Southgate Avenue will have similar setbacks to the existing homes along the street.

#### **PLAN DETAILS**

The site is located at 512, 514, 518 and 520 Southgate Avenue and 1608 Pillow Street, at the northeast and northwest corners of Pillow Street and Southgate Avenue. The site is approximately 1.97 acres in size. The property is currently used for 4 single-family detached units.

#### Site Plan

The plan proposes a multi-family residential development with up to 46 residential dwelling units. There are 3 residential dwelling types included in the proposed plan: single-family detached (11); single-family attached (13); and stacked flats (22).

Vehicular access will be from Pillow Street and from the existing public alley. Pillow Street runs through the middle of the development and provides access to both the west and to the east. The Pillow Street accesses are to surface parking lots that are located behind the single-family detached units fronting on Southgate Avenue. There is also access to the attached residential units from the existing public alley. Sidewalks are being provided along Southgate Avenue and along Pillow Street. Internal sidewalks are also provided throughout the development. The plan will be required to meet the standards of the Bicycle Parking Ordinance and provide 11 bicycle parking spaces.



## Metro Planning Commission Meeting of 05/28/2015

The developer has proposed architectural guidelines for the project. All buildings must address the street frontage and green space with architectural treatments that may include windows, stoops and entrances, balconies, and porches. Street facing fronts of stacked flat buildings are proposed to have a minimum of 15% glazing. Raised foundations are proposed at a minimum of 18". Due to site topography, the developer is proposing that some foundations may be up to 5 feet in height. Staff recommends that raised foundations not exceed 4 feet, with limited exceptions. The maximum height of the units is 3 stories in 35 feet for the single-family detached units and 3 stories in 45 feet for the stacked flats and single-family attached units.

### ANALYSIS

The plan is consistent with the Growth and Preservation Concept Map of T4 Neighborhood Evolving by providing for additional housing options on an underutilized urban site while respecting the existing form of the neighborhood. By providing single-family detached units along Southgate Avenue and tucking the surface parking, stacked flats, and attached units behind, the development is able to provide housing choice while maintaining the pattern of the neighborhood.

### FIRE DEPARTMENT RECOMMENDATION

#### Approved with conditions

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

### STORMWATER RECOMMENDATION

#### Approved

### WATER SERVICES

#### Approved

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

### PUBLIC WORKS RECOMMENDATION

#### No exception taken

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

### TRAFFIC AND PARKING RECOMMENDATION

#### No exception taken

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.69	7.26 D	15 U *	144	12	16

\*Based on three two-family lots.



## Metro Planning Commission Meeting of 05/28/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.69	-	46 U	403	27	43

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 31 U	+259	+15	+27

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district could generate fewer students than could be generated under the current zoning.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the plan is intensifying an underutilized urban site and providing a mix of housing options in an area with existing transit service.

### CONDITIONS

1. Permitted land uses shall be limited to up to 46 multi-family residential units.
2. On the corrected set, provide Bicycle Parking as per the adopted Bicycle Parking Ordinance (11 spaces; 2 of these must be publicly available)
3. Provide detailed landscaping plans with the submittal of the Final SP.
4. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. Raised foundations shall be a minimum of 18” and shall not exceed 48”, except where additional foundation is needed due to topography. Foundations over 48” without pedestrian entrances shall include articulation and landscaping elements.
6. On the corrected set, revise the height note as follows: Single-family detached units limited to 3 stories in 35 feet. Stacked flat and single-family attached units limited to 3 stories in 45 feet.
7. On the corrected set, add the following standards:
  - a. All detached and attached units shall provide a minimum of 1 principal entrance and a minimum of 25% glazing along all facades fronting a street or open space.
  - b. On detached and attached units, windows shall be vertically oriented at a ratio of 2:1 or greater, except dormers.
  - c. EIFS, vinyl siding and untreated wood shall be prohibited.
  - d. Stacked flat buildings must address Pillow Street through primary pedestrian entrances and use of balconies, glazing, or other methods.
8. On the correct set, remove Note 8 from Architectural Notes.



## Metro Planning Commission Meeting of 05/28/2015

9. On the correct set, update Architectural Note 4 to apply only to the stacked flat buildings. Revise the note to apply to facades along street frontages as well as facing open space, courtyards and parking areas.
10. On the corrected set, update all references to unit count and acreage to reflect the updated plan.
11. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the application request or application.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/28/2015



**2015SP-038-001**  
ETHEL & LESLIE  
Map 091-10, Parcel(s) 125-131  
07, West Nashville  
20 (Buddy Baker)





<b>Project No.</b>	<b>Zone Change 2015SP-038-001</b>
<b>Project Name</b>	<b>Ethel &amp; Leslie</b>
<b>Council District</b>	20 - Baker
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Dale and Associates, applicant; Leslie Avenue, G.P., owner.

**Deferral** This case was deferred from the March 26, 2015, and April 23, 2015, Planning Commission meetings.

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

**APPLICANT REQUEST**

**Zone change to permit 15 detached residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning for property located at 5825 and 5827 Leslie Avenue and five parcels of Leslie Avenue (unnumbered), on the south side of Leslie Avenue between Sterling Street and Ethel Street, (1.26 acres), to permit up to 15 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. *There are currently 7 lots, none of which are eligible for duplexes, for a total of 7 units.*

**Proposed Zoning**

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

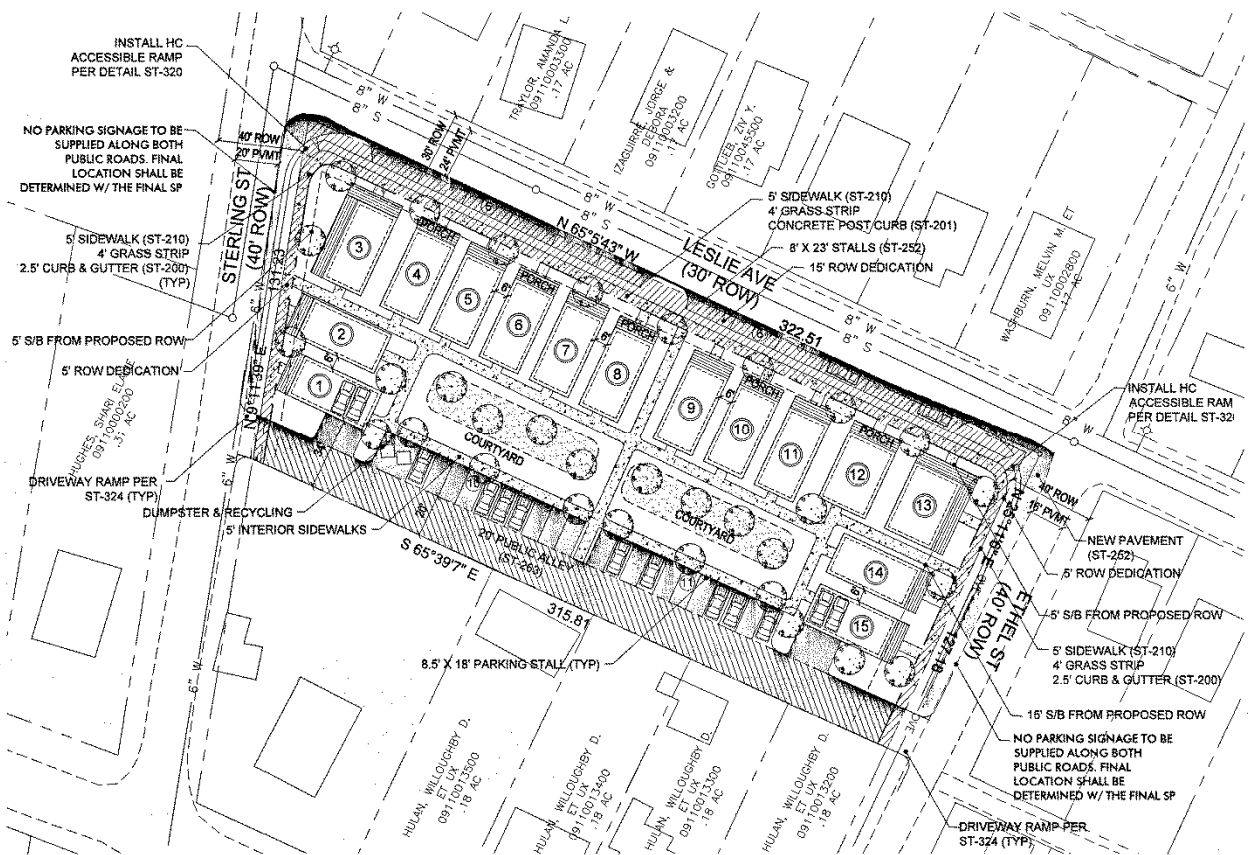
**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports infill development

The proposed SP creates an opportunity for infill housing in an area that is served by existing infrastructure. The request provides additional housing opportunities in the area. Housing options are important to serve a wide range of people with different housing needs. A new sidewalk along Ethel Street, Leslie Avenue and Sterling Street that will provide an improved pedestrian connection by providing pedestrians safe and access to other areas.



# Metro Planning Commission Meeting of 05/28/2015



Proposed Site Plan



## Metro Planning Commission Meeting of 05/28/2015

### WEST NASHVILLE COMMUNITY PLAN

#### Current Policy

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

#### Growth and Preservation Concept Map

No change proposed.

#### Consistent with Policy?

Yes. The policy supports the proposed detached residential units through form and interaction with the public realm. The SP will provide a mixture of housing types in a strategic location within West Nashville while providing improved pedestrian connectivity. The Neighborhood Evolving Policy also encourages improved alley access, which already exists along the rear of the property.

#### PLAN DETAILS

The site encompasses the entire block between Ethel and Sterling Streets, along Leslie Avenue in West Nashville. The site consists of seven existing parcels located at 5825 and 5827 Leslie Avenue and five parcels of Leslie Avenue (unnumbered). 5825 and 5827 Leslie Avenue have existing dwellings located on them; the other five parcels are vacant. The proposed SP includes 15 detached dwelling units; 11 units front Leslie Avenue, two units will front Ethel Street and two units will front Sterling Street.

The existing alley, between Sterling Street and Ethel Street, will be improved to public alley standards and will provide vehicular access from Ethel and Sterling Streets to the proposed dwelling units. Units 1 and 15 will have a two-car garage accessed from the alley. Additional surface parking for 21 vehicles has been provided on-site, off the alley. Right-of-way will be dedicated along Leslie Avenue that will allow for 12 additional parking stalls along the street. This SP has met and exceeded the Metro Zoning Code parking requirements. A courtyard will be established between the units and the on-site parking area to provide an active open space and landscaping. Additional landscaping will be placed throughout the SP.

Ethel, Leslie and Sterling Streets are identified as local streets in the Major and Collector Street Plan (MCSP). A new five foot sidewalk and a four foot planting strip will be installed along each street; each residential unit will have a connection to these sidewalks. Additionally, interior sidewalks, five feet in width, shall provide a pedestrian connection to the courtyard and the on-site parking area.

Architectural standards been included on the plan and shall be provided with the final site plan. The standards include that buildings 3 and 13 shall have wraparound porches on each street side, as well as the standard façade requirements. The proposed residential units shall have a maximum height limitation of three stories within 35 feet, measured to roofline.



## Metro Planning Commission Meeting of 05/28/2015

### ANALYSIS

The SP is consistent with the T4 Neighborhood Evolving policy and meets two critical planning goals. The 15 detached residential units will provide a well-designed development within West Nashville that needs additional housing.

### FIRE MARSHAL RECOMMENDATION

#### Approved with conditions

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

### STORMWATER RECOMMENDATION

#### Approved

### WATER SERVICES RECOMMENDATION

#### Approved

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approved with conditions

- Apply to Traffic and Parking to restrict on street parking along Ethel and Sterling Street frontage.

### PUBLIC WORKS RECOMMENDATION

#### Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Prior to Final SP, revise the plans to indicate that all utility crossings within the ROW are at 90 degree angles with the centerline.
- Prior to building permit approval dedicate ROW to the back of the sidewalk along all public streets.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.26	5.44 D	7 U *	67	6	8

\*Based on one two-family lot.



# Metro Planning Commission Meeting of 05/28/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.26	-	15 U	144	12	16

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
-	-	-	+ 8 U	+77	+6	+8

## METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district could generate 4 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 Cane Pearl-Cohn High School have been identified as over capacity. There is capacity within the cluster for middle school and high school students. 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. The proposed SP is consistent with the T4 Neighborhood Evolving policy of the West Nashville Community Plan.

## CONDITIONS

1. Uses within this SP shall be limited to a maximum of 15 detached residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
4. The dumpster and recycling area shall be screened by a six foot opaque fence.
5. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. Building elevations for all street and courtyard facing facades shall be provided with the final site plan. Buildings 3 and 13 shall have wraparound porches on each street side. The following standards shall be met:
  - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
  - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except in dormers.
  - c. EIFS and vinyl siding shall be prohibited.
6. The preliminary SP plan approved by the metropolitan council is of such detail that the executive director of the planning department or his designee may waive the submittal of a final site plan.



## Metro Planning Commission Meeting of 05/28/2015

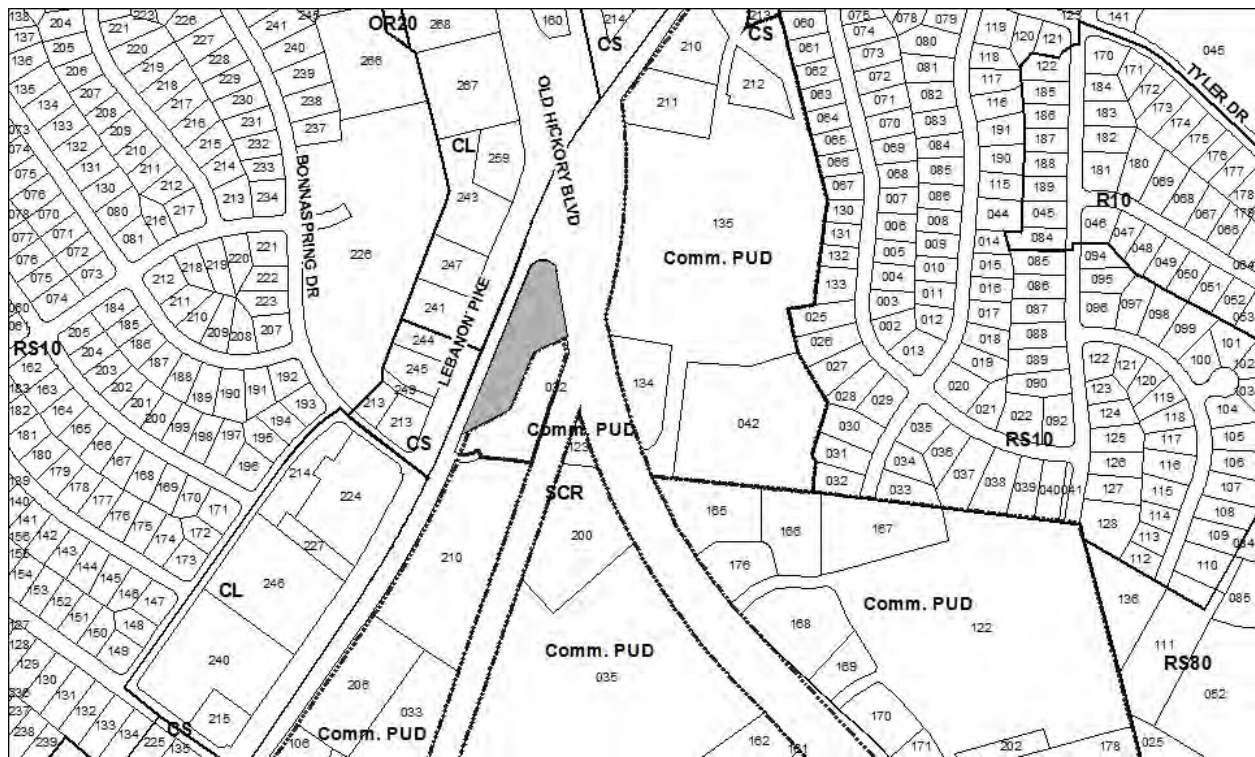
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/28/2015



**128-78G-001**

**HERMITAGE BUSINESS CENTER PUD (AMENDMENT)**

Map 075, Part of Parcel(s) 032

14, Donelson - Hermitage

14 (James Bruce Stanley)





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

**Deferrals** This case was deferred from the February 12, 2015, the March 12, 2015, and the May 14, 2015, Planning Commission meetings.

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

**APPLICANT REQUEST**

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

Amend PUD

A request to amend the Hermitage Business Center Commercial Planned Unit Development Overlay District for a portion of property located at 4001 Lebanon Pike, at the corner of Lebanon Pike and Old Hickory Boulevard, zoned Shopping Center Regional (SCR), to add 1.2 acres to the boundary of the PUD to allow for 17,515 square feet of Retail, Restaurant, Automobile Service, Automobile Convenience, and General Office uses

**Existing Zoning**

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

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

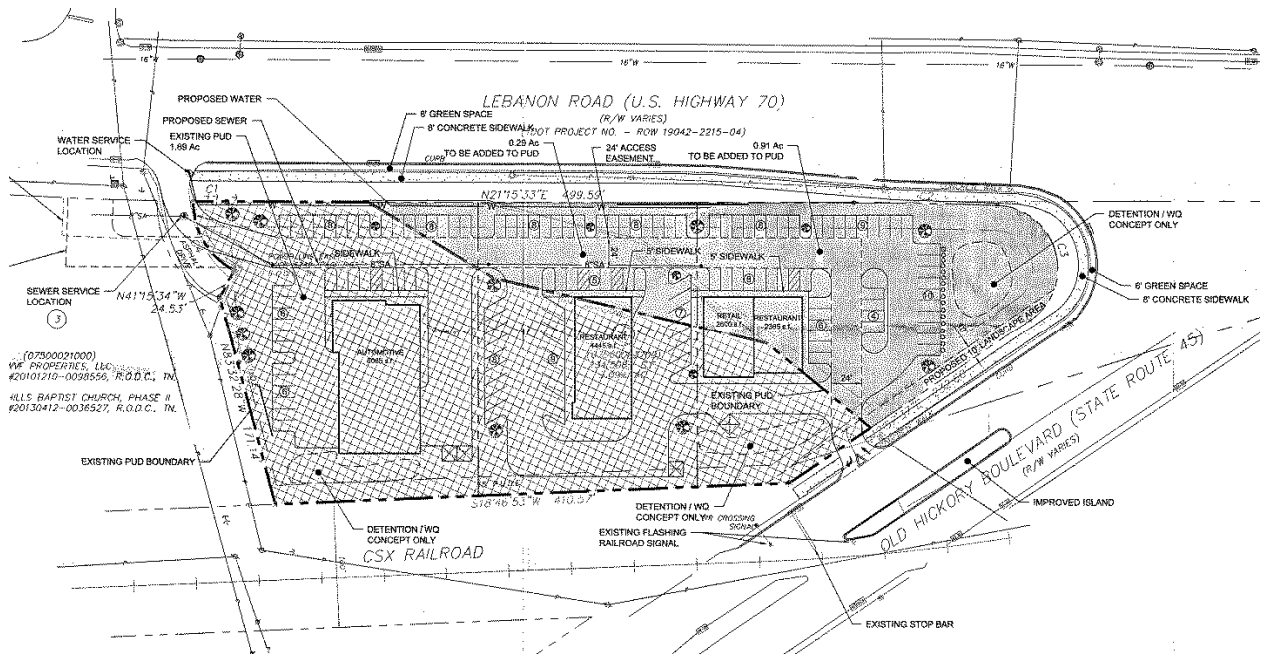
**CRITICAL PLANNING GOALS**

- Supports Infill Development

The area 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.



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/28/2015

### **DONELSON-HERMITAGE COMMUNITY PLAN**

#### **Current Policy**

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. T3 Suburban Community Centers serve suburban communities within a 10 to 20 minute drive.

#### **Growth and Preservation Concept Map**

No change is proposed.

#### Consistent with Policy?

Yes. The proposed plan is providing for additional commercial uses within an existing community center. Sidewalks are being provided to improve pedestrian connectivity and create a more walkable environment.

### **PLAN DETAILS**

The plan is proposing to add approximately 1.2 acres of property to the existing Hermitage Business Center Commercial Planned Unit Development. The Hermitage Business Center PUD was approved by the Metro Council for a total of 179,364 square feet of commercial development. The proposed 1.2 acre addition is adjacent to the area that was noted as Area 2 on the original PUD plan. Area 2 was indicated to have 16,431 square feet of commercial development. The Preliminary PUD was revised and the revised plan for Area 2 was 36,000 square feet of retail and automobile service.

#### Site Plan

The plan proposes a total of 17,515 square feet of commercial space for the existing Area 2 and the added 1.2 acres. The uses allowed are Retail, Restaurant, Automobile Service, Automobile Convenience, and General Office.

Access to the development will be from an existing cross-access easement to the south of the property and a new access point along Old Hickory Boulevard. No new vehicular access points are proposed along Lebanon Road. The access on Old Hickory Boulevard is proposed to be a right in/right out only access. Sidewalks are being provided along Lebanon Road and Old Hickory Boulevard. The access drive on Lebanon Road will be relocated and aligned with Bonnaspring Drive with the development of the adjacent property located in the Juarez Drive Planned Unit Development.

The proposed plan limits signage as follows: on-premise ground signage will be limited to either one multi-tenant monument style sign with no more than 15 feet in height OR one monument style sign per building (maximum total of no more than three) of no more than eight feet in height. All ground signs shall be oriented toward Lebanon Pike.

Landscaping is provided throughout the development in the parking areas. An additional landscape area is also proposed along Old Hickory Boulevard.



## Metro Planning Commission Meeting of 05/28/2015

### ANALYSIS

The proposed amendment to the PUD is consistent with the existing land use policy and supports infill development, which is a critical planning goal.

### FIRE MARSHAL'S OFFICE

N/A

### 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.
- See Traffic and Parking conditions

### TRAFFIC AND PARKING RECOMMENDATION

#### Conditions if approved

- PUD plan shall identify cross access to all PUD parcels from the proposed Watts property driveway as described in the traffic analysis dated Feb.20/2015.
- This Watts property access drive shall be closed and PUD access relocated to the adjacent driveway opposite Bonnaspring Dr. upon construction of driveway by the adjacent PUD 208-67-G parcel.
- Watts property PUD 128-78G-001 shall contribute a pro rata share of the cost to signalize the proposed driveway on the adjacent parcel of PUD 208-67-G when a traffic signal is approved by Metro traffic engineer.
- PUD plan dated 4-21-15 shall be corrected to include a note that Driveway Identified on Old Hickory Blvd is not approved with this plan submittal. Driveway approval is subject to TDOT approval for eliminating access control and approval by Metro Public Works.

### STORMWATER RECOMMENDATION

Approved

### WATER SERVICES

Approved

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

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the request is consistent with the land use policy for the area.

### CONDITIONS

1. Permitted uses are limited to Retail, Restaurant, Automobile Service, Automobile Convenience, and General Office
2. On the corrected plan, provide a new cover sheet with correct PUD reference and correct all PUD references throughout.



## **Metro Planning Commission Meeting of 05/28/2015**

3. On-premise ground signage will be limited to either 1 multi-tenant monument style sign of no more than 15 feet in height OR 1 monument sign per building (no more than 3) of no more than 8 feet in height. All ground signs shall be oriented toward Lebanon Pike.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
6. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



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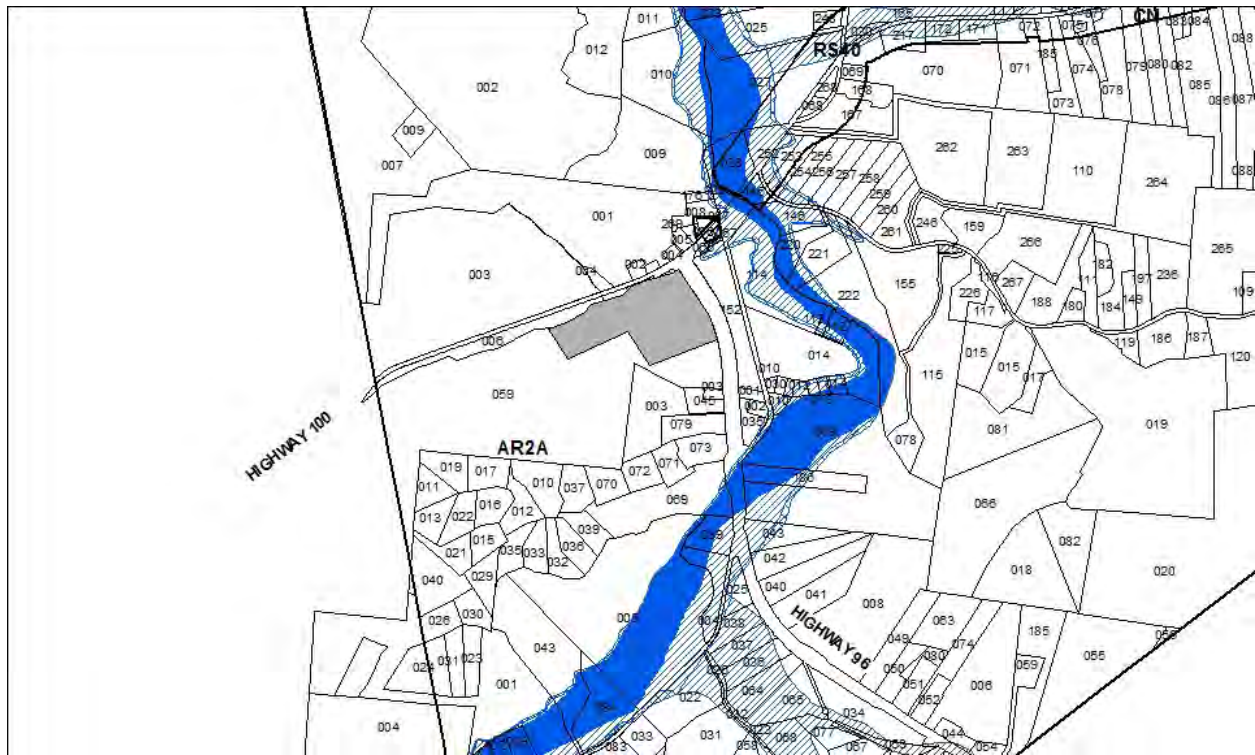


## **RECOMMENDATIONS TO METRO COUNCIL**

- **Specific Plans**
- **Zoning Text Amendments**
- **Zone Changes**



## Metro Planning Commission Meeting of 05/28/2015



**2014SP-047-001**  
MITCHELL PROPERTY  
Map 168, Part of Parcel(s) 059  
06, Bellevue  
35 (Bo Mitchell)





<b>Project No.</b>	<b>2014SP-047-001</b>
<b>Project Name</b>	<b>Mitchell Property</b>
<b>Council District</b>	35 – Mitchell
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Dale & Associates, applicant; Charlie B. Mitchell, Jr., owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Permit automobile convenience, restaurant retail and community meeting space uses.**

Preliminary SP

A request to rezone from AR2a to SP-C zoning for a portion of property located at Highway 100 (unnumbered), at the southwest corner of Highway 100 and Highway 96, (15 acres), to permit three buildings with an 8,000 square feet restaurant, 5,000 square feet for automobile convenience, and 10,640 square feet for retail as well as up to 2,400 square feet of community meeting space that is to be located within one of the proposed buildings, requested by Dale & Associates, Inc. applicant; Charlie B. Mitchell, Jr., owner.

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

**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**

N/A

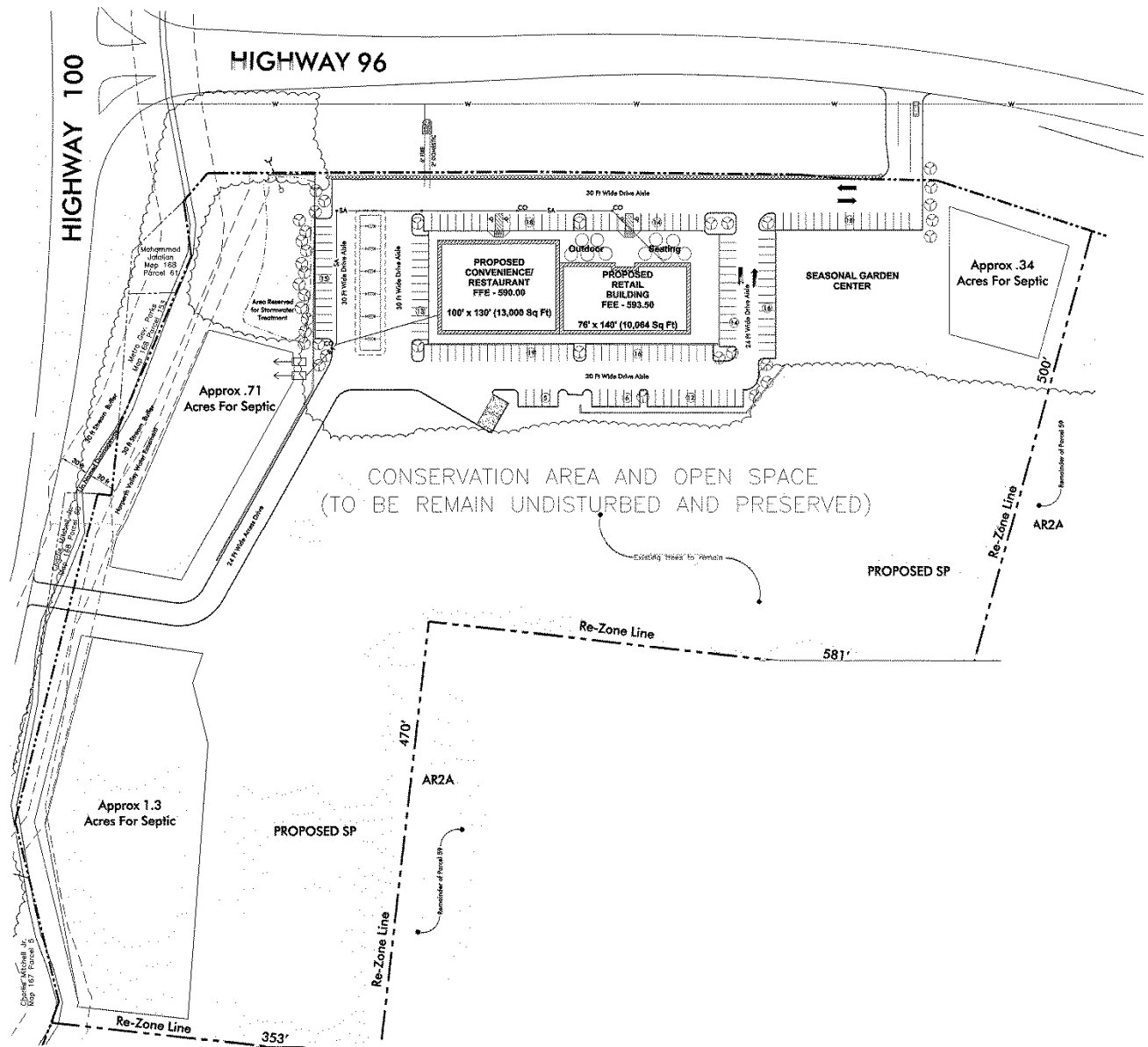
**BELLEVUE COMMUNITY PLAN**

**Current Policy**

Rural Neighborhood Maintenance (T2 NM) 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.



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/28/2015

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

### **Growth and Preservation Concept Map**

No change proposed.

### Consistent with Policy?

No, the proposed SP is not consistent with the existing Rural Neighborhood Maintenance policy. This policy is a residential policy that is intended to preserve the general character of rural neighborhoods as characterized by their development pattern, building form, land use and associated public realm. The predominant use in the neighborhood is currently residential while the uses proposed by the SP are commercial, which is not consistent with the Rural Neighborhood Maintenance policy.

The site is also subject to Conservation policy as a result of steep slopes and streams located on the site. The proposed development is located outside of areas with slopes exceeding 20% and does not encroach into any required stream buffers.

### **PLAN DETAILS**

The site is located southwest of Highway 100 and Highway 96. The site is currently vacant. Surrounding zoning is primarily AR2a, with small parcels zoned CN and MUL. The area is predominantly residential in character. Access to the site is proposed from both Highway 96 and Highway 100.

### Site Plan

The SP proposes automobile, restaurant and retail uses. In addition, the development is to include community meeting space that will serve as a public benefit use and a seasonal garden center. The site includes 15 acres of a larger parcel that is characterized by steep slopes greater than 25% and includes a number of streams located on site. The proposed development is located outside of areas with slopes exceeding 20% and does not encroach into any required stream buffers.

The SP proposes two buildings that total 23,640 square feet. Both buildings are oriented toward Highway 96. Surface parking is provided throughout the site, including one row between the buildings and Highway 96. The site is to be served by an onsite septic system as sewer is not available at the site. In addition, part of the property located at the corner of Highway 96 and Highway 100 is reserved for stormwater treatment.

Conceptual architectural elevations are included with the SP and indicate that the building incorporates elements of residential building design in order to reflect the rural character of the area. In addition, building height shall be a maximum of 2 stories.

### **ANALYSIS**

The Rural Neighborhood Maintenance policy is strictly a residential policy that does not include commercial uses. As the SP proposes commercial uses that are not consistent with the Rural Neighborhood Maintenance policy, staff recommends disapproval of the request.



# Metro Planning Commission Meeting of 05/28/2015

## FIRE MARSHAL RECOMMENDATION

N/A

## STORMWATER RECOMMENDATION

Approve

## TRAFFIC & PARKING RECOMMENDATION

Returned

- A TIS is required prior to SP rezoning.

## HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

Returned

- Owner/Developer will need to request a new letter of availability from us. The previous availability letter has expired. Also the plan does not show existing water line and easement located along the Highway 100 side of the property. That easement is recorded in Davidson County, instrument number 20040204-0013637. This easement and water line appear to run through their proposed storm water treatment area and septic area. Harpeth Valley Utilities cannot approve this plan with the storm water treatment and septic area within the water line easement.

## PUBLIC WORKS RECOMMENDATION

Returned

- 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.
- Submit TIS to MPW Traffic Engineer prior to rezoning.
- Indicate sight distance per AASHTO standards.
- If required by Metro Planning, indicate sidewalk construction along property frontage with curb and gutter, grass strip and ADA compliant sidewalks. Coordinate with MPW prior to final design to determine exact specifications of the roadside drainage infrastructure.
- Driveway construction must meet MPW standard drawings.
- TDOT approval will be required prior to building permit sign off.

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)	15	2	7 U	67	6	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	15	-	10,640 SF	493	16	48



## Metro Planning Commission Meeting of 05/28/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Convenience Market/Gas Station (945)	15	-	Approx. 6,500 SF	NA	515	631

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (sit-down) (932)	15	-	Approx. 6,500 SF	827	75	73

Traffic changes between maximum: **AR2a** and proposed **SP-C**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	NA	+600	+744

### STAFF RECOMMENDATION

Staff recommends disapproval of the SP as it is not consistent with the Rural Neighborhood Maintenance land use policy.

### CONDITIONS (if approved)

1. Uses within the SP shall be limited to 8,000 square feet restaurant, 5,000 square feet for automobile convenience, and 10,640 square feet for retail as well as community meeting space.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application.
3. Area shown on plan as “existing trees to remain” shall be labeled as conservation and open space and shall remain undisturbed. Any proposals to substantially alter the plan (as determined by the Planning Commission) to disturb this area shall require Metro Council approval. This condition shall not prohibit maintenance of the designated Conservation Space.
4. The proposed community meeting space shall meet the parking requirements of the Zoning Code.
5. A traffic impact study shall be submitted with the final site plan.
6. The final site plan shall be approved by Harpeth Valley Utility District.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted,



## **Metro Planning Commission Meeting of 05/28/2015**

eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

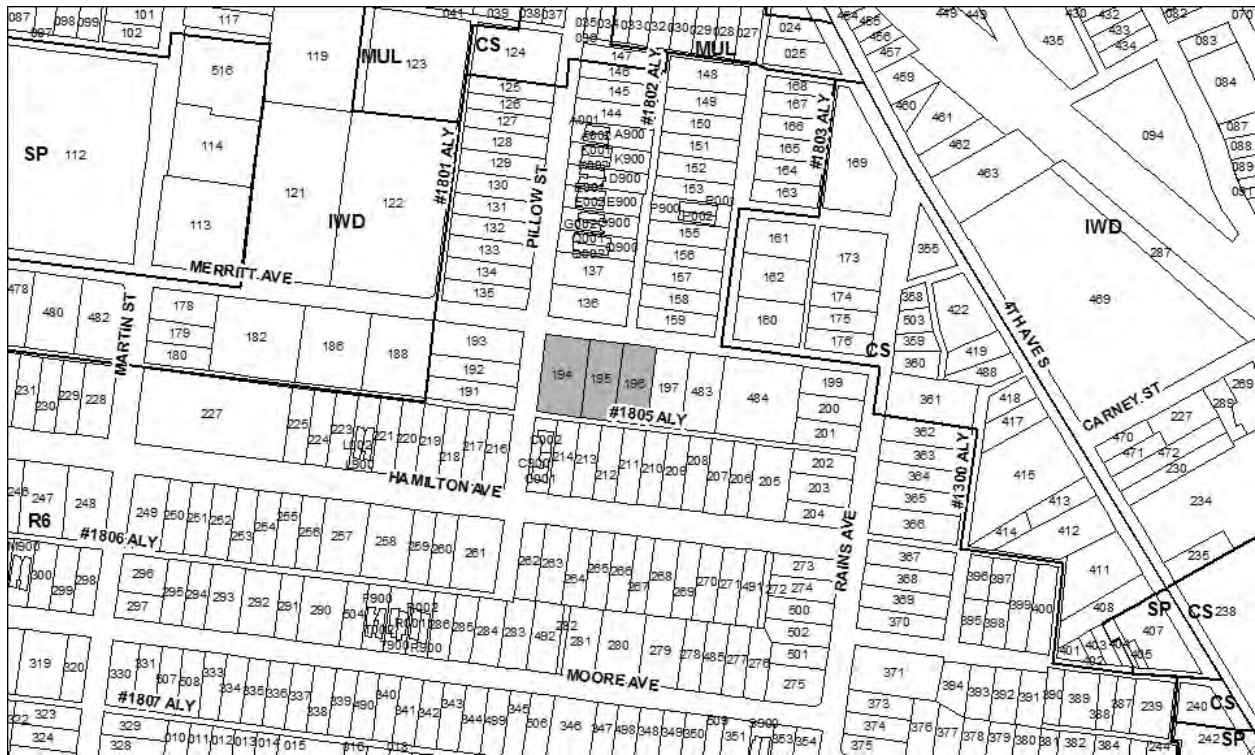
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/28/2015



**2014SP-056-001**  
PILLOW STREET RESIDENTIAL  
Map 105-07, Parcel(s) 194-196  
11, South Nashville  
17 (Sandra Moore)





<b>Project No.</b>	<b>2014SP-056-001</b>
<b>Project Name</b>	<b>Pillow Street Residential</b>
<b>Council District</b>	17 – Moore
<b>School District</b>	5 – Kim
<b>Requested by</b>	Civil Site Design Group, applicant; Mona Bennett, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Permit up to 34 attached residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 1400 Pillow Street and 411 and 413 Merritt Avenue, at the southeast corner of Pillow Street and Merritt Avenue, (1.0 Acres), to permit up to 34 attached residential dwelling units.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 7 lots with 1 duplex lot for a total of 8 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 a Variety of Transportation Choices
- 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. In addition, the site is served by an existing transit route that runs along Nolensville Pike which will be supported by the additional density proposed by the SP.

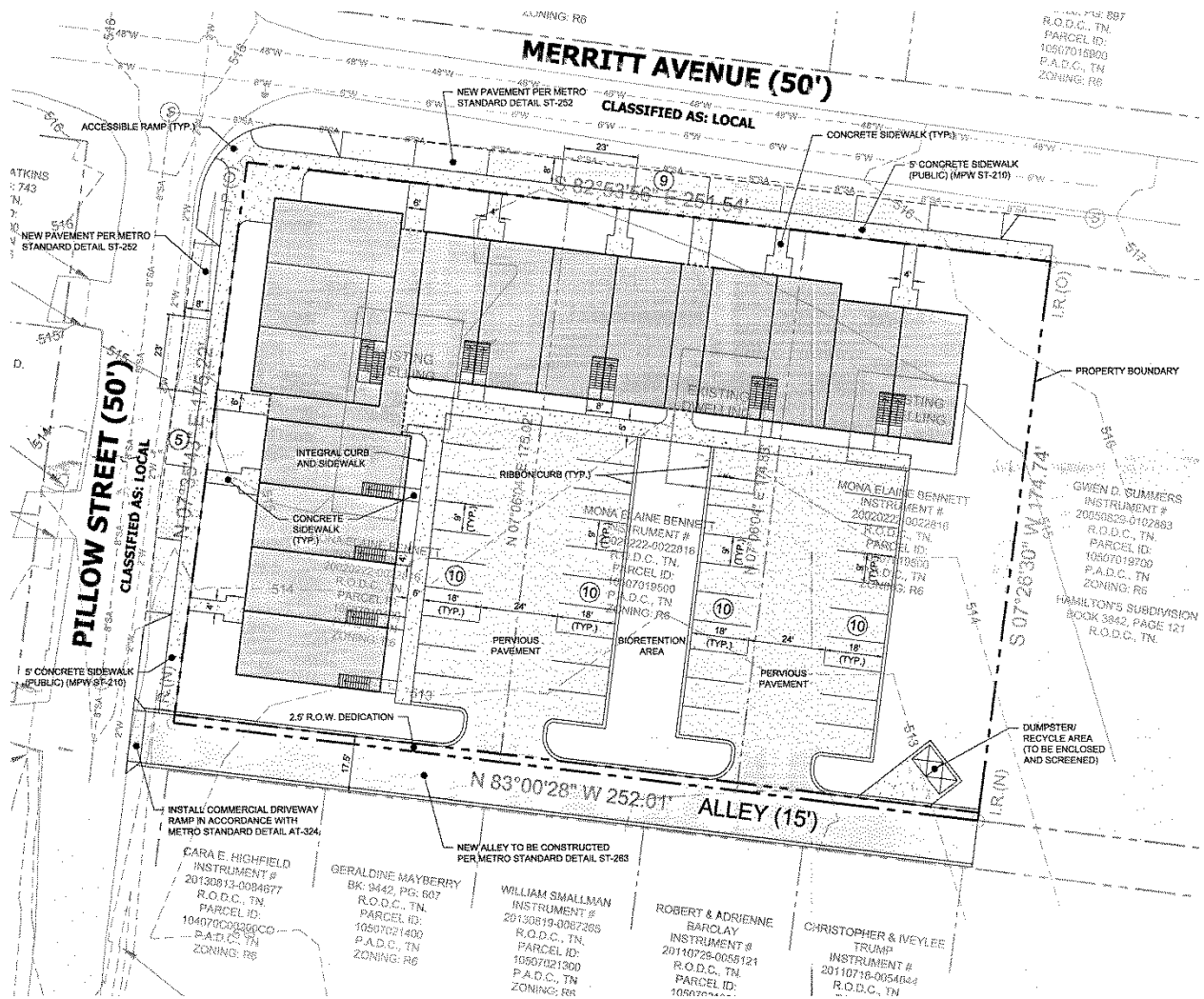
**SOUTH NASHVILLE COMMUNITY PLAN**

**Applicable Policy**

**NOTE: This application was submitted prior to the translation, so the LUPA policy applies.** Neighborhood General (NG) policy is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.



# Metro Planning Commission Meeting of 05/28/2015



## Proposed Site Plan



## Metro Planning Commission Meeting of 05/28/2015

### **Growth and Preservation Concept Map**

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

### Consistent with Policy?

Yes, the proposed SP is consistent with both the Neighborhood General and Urban Neighborhood Evolving policies. The SP introduces a new housing type to the area and adds additional density in an appropriate location. The application for this SP was filed prior to the translation to CCM policies.

### **PLAN DETAILS**

The site is located at the southeast corner of the intersection of Pillow Street and Merritt Avenue. Surrounding zoning includes R6, CS and IWD, and the area is characterized by a mixture of land uses. Access to the property is from the alley that abuts the site to the south.

### Site Plan

The plan proposes 34 attached residential units. The plan shows one building with frontage on both Pillow Street and Merritt Avenue. The building is pulled to the street and wraps the corner which helps to enhance the pedestrian experience. Architectural images have not been included with the preliminary SP. The SP, however, includes notes that address materials for the architectural elevations. Staff recommends that the plan include additional design standards that address doorway placement, glazing, window orientation and porches. The maximum building height is 3.5 stories and steps back to a 4<sup>th</sup> story with a maximum overall height of 48'. Staff also recommends that the plan incorporate a Type A landscape buffer yard between the site and the existing single-family residential to the east.

Access to the site is from the existing unimproved alley that is located to the south of the site. The plan proposes to dedicate right-of-way along the alley and to build the portion of the alley that abuts the site. Parking for the units is through a combination of surface parking that is located interior to the site and on-street parking that is proposed with the SP. Sidewalks are not currently available to the site. However, the SP proposes to install sidewalks along both street frontages.

### **ANALYSIS**

The proposed SP is consistent with both the Neighborhood General and Urban Neighborhood Evolving policies and supports 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.



# Metro Planning Commission Meeting of 05/28/2015

## STORMWATER RECOMMENDATION

### Approved with comments

- Water quality overflows to be directed to a storm system.

## TRAFFIC & PARKING RECOMMENDATION

### Approved with conditions

- Provide adequate sight distance at access drives. Trim vegetation as needed.

## WATER SERVICES RECOMMENDATION

### Approve with conditions

- As all our previous issues have been addressed on the latest SP plan revision (stamped received May 5, 2015) we recommend approval as a Preliminary SP only. The required capacity fees must be paid before Final SP approval.

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Continued coordination with MPW and Metro Stormwater to ensure stormwater design meets both departments' regulations. The stormwater system should be designed so as to not pond water within ROW (alley or street)
- The final design of the Pillow St and Merritt Ave streetscape is to be coordinated with MPW prior to final SP. The pavement cross sections, curb lines, sidewalks, etc. are to be per MPW standards and specifications.
- All ROW must be dedicated prior to the building permit signoff.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.0	7.26 D	8 U*	77	6	9

\*Based on one two-family lot.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.0	-	34 U	330	21	37



## Metro Planning Commission Meeting of 05/28/2015

Traffic changes between maximum: R6 and SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 26 U	+253	+15	+28

### METRO SCHOOL BOARD REPORT

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

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

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

### Fiscal Liability

The fiscal liability of 4 new elementary students is \$86,000 (4 X \$21,500 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses within the SP shall be limited to up to a maximum of 34 residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. The final site plan shall include a Type A landscape buffer along the eastern property line, between the site and the existing single-family residence.
4. Building elevations for all street facades shall be provided with the final site plan. The following standards shall be met:
  - a. Building facades 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, vinyl siding and untreated wood siding shall be prohibited.
  - d. Raised foundations of 18-36" are required for residential buildings.
  - e. Porches shall provide a minimum of six feet of depth.
  - f. Side façades facing a public street shall incorporate additional glazing and/or landscaping to address the street.
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.



## **Metro Planning Commission Meeting of 05/28/2015**

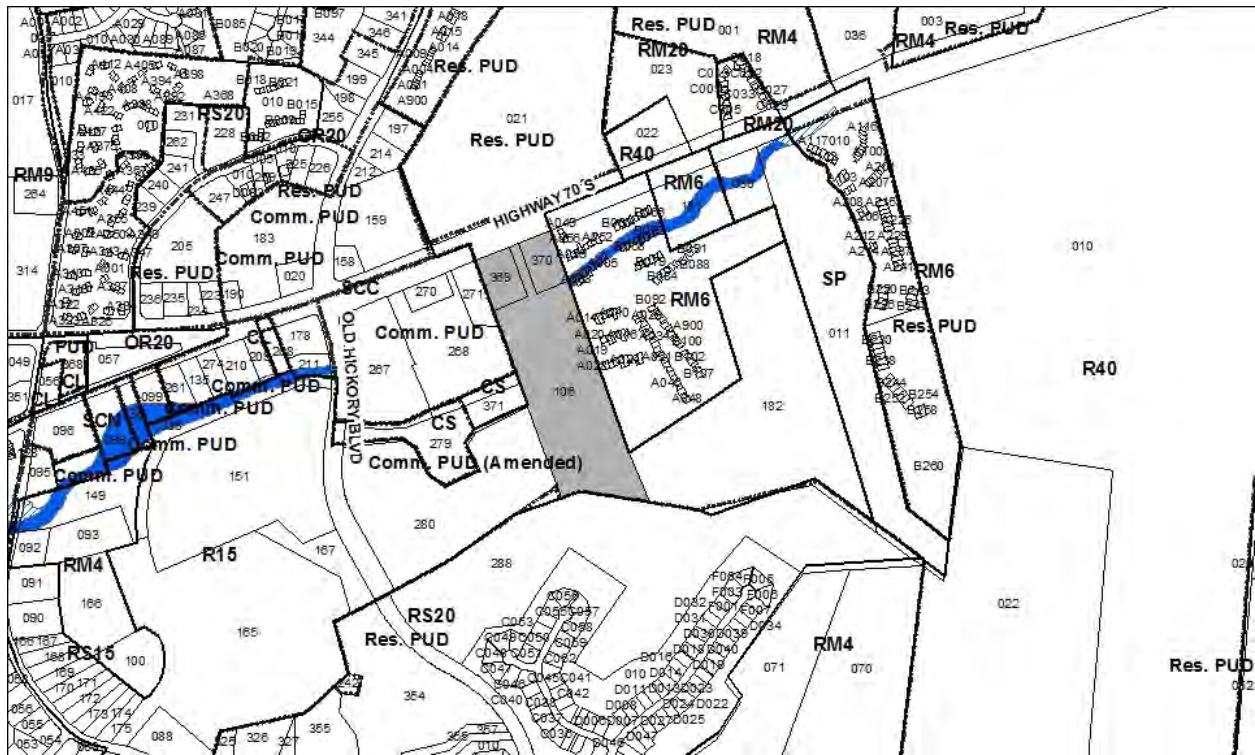
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan.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



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# Metro Planning Commission Meeting of 05/28/2015



**2015SP-043-001**

HWY 70 RETAIL CENTER

Map 142, Parcel(s) 106, 369-370

06, Bellevue

34 (Carter Todd)





**Project No.** 2015SP-043-001  
**Project Name** Highway 70 Retail Center  
**Council Bill**

**Council District** 34 – Todd  
**School District** 9 – Frogge  
**Requested by** Civil Design Consultants, LLC, applicant; Hicks Family Bellevue, LLC, owner.

**Staff Reviewer** Sajid  
**Staff Recommendation** Disapprove.

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**APPLICANT REQUEST**

**Permit commercial and office uses and up to 115 multi-family residential units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 7037 Highway 70 S and Highway 70 S (unnumbered), approximately 1,065 feet east of Old Hickory Boulevard (14.99 acres), to permit up to 17,000 square feet of commercial/office space and up to 115 multi-family residential units.

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 37 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 office and/or commercial uses.

**CRITICAL PLANNING GOALS**

N/A

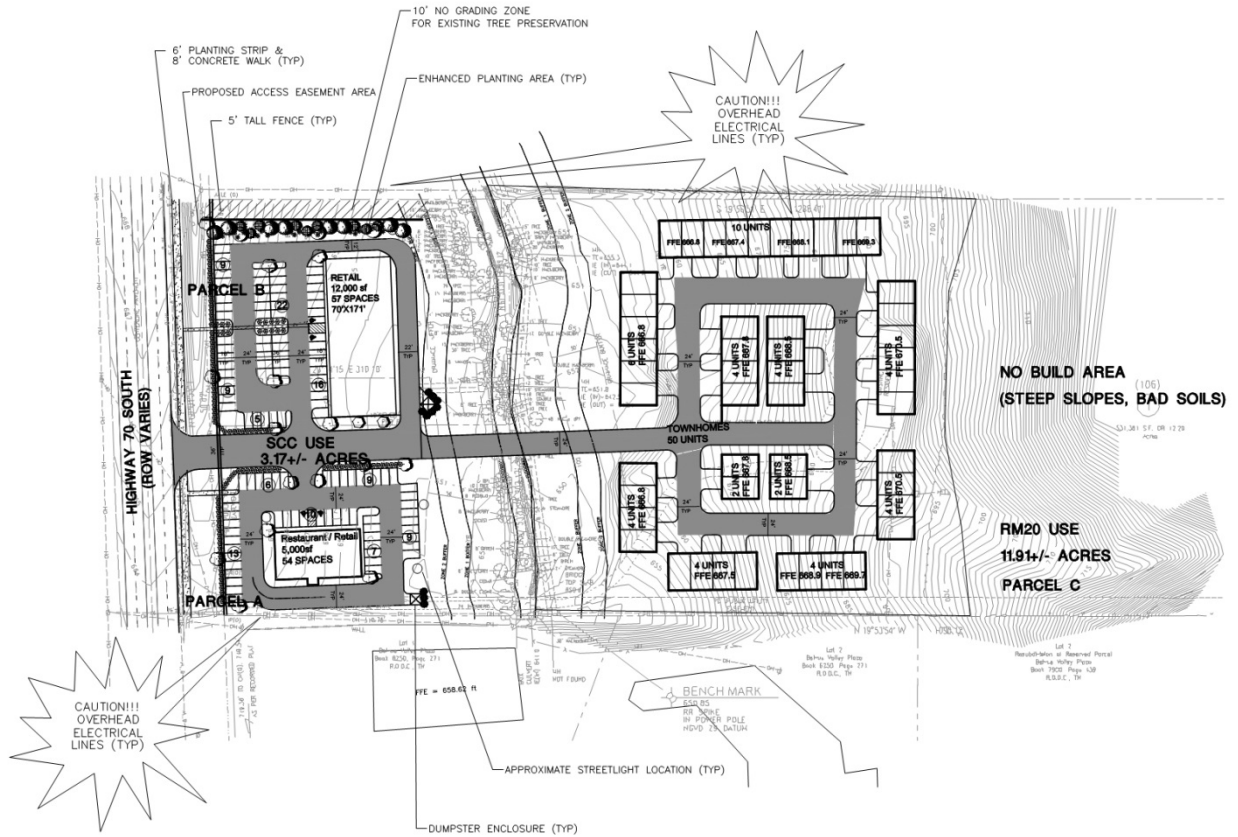
**BELLEVUE COMMUNITY PLAN**

**Current Policy**

Suburban Community Center (T3 CC) 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. T3 Suburban Community Centers serve suburban communities within a 10 to 20 minute drive.



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/28/2015

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.

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

### **Growth and Preservation Concept Map**

No change proposed.

### Consistent with Policy?

No. The SP is not consistent with the goals of the Suburban Community Center and Suburban Neighborhood Maintenance policies. While the uses may be consistent with the policies, the design of the SP does not meet the policy objective to enhance the pedestrian environment. The plan proposes units that are oriented toward an interior driveway and include front loaded garages. Also, the commercial uses include four rows of parking between the building and Highway 70 South, where the policy calls for no more than one row in order to foster a more pedestrian oriented feel. Given the context along Highway 70 South, planning staff finds up to two rows of parking between the building and the street may be appropriate. Furthermore, the site lacks interior sidewalks that would connect the residents of the multi-family component to the noncommercial uses and to the public sidewalk. This creates an environment that is auto-centric and fails to foster pedestrian connectivity.

In addition, the SP is not consistent with the Conservation policy which encourages preservation of environmentally constrained land. The subject property includes a stream, slopes in excess of 25% and problem soils. While the plan has addressed some of the environmentally sensitive features, the plan includes areas characterized by unstable soils and slopes greater than 20% within the proposed limits of disturbance for the multi-family.

### **PLAN DETAILS**

The site is located on Highway 70 South, east of Old Hickory Boulevard. The site is currently vacant. Surrounding zoning is RM6, SCC, CS and PUD, and the area is characterized by a mixture of land uses. Access to the site is from Highway 70 South.

### Site Plan

The SP includes three parcels with frontage on Highway 70 South. The plan proposes two buildings totaling 17,000 square feet on the two outparcels. Uses for these buildings are proposed to include a variety of commercial and office uses. The remaining parcel is to permit up to 115 multi-family units; however, the plan shows 48 townhome units. The site includes nearly 15 acres that is characterized by steep slopes and problem soils and a stream that traverses the site. The proposed development is located outside of areas with slopes exceeding 25% and does not encroach into any



## Metro Planning Commission Meeting of 05/28/2015

required stream buffers; however, the plan does include development in areas characterized by Dellrose Cherty Silt Loam (12-20%) soils and slopes that are 20% or greater.

The nonresidential portion of the SP shows two buildings that are oriented toward Highway 70 South. Surface parking is provided throughout the site, including multiple rows between the buildings and Highway 100. The multi-family component shows 48 townhome units (although the request is to permit up to 115 multi-family units). All units are fronting and interior drive and include front-loaded garages. In addition, the residential component does not appear to meet parking per the Zoning Code. Maximum height for the residential units is 3 stories in 40' whereas the maximum height for the retail/office buildings is 35'.

Access to the site is from one driveway onto Highway 70 South. The plan includes sidewalks per the Major and Collector Street Plan but fails to provide interior sidewalk connections from the multi-family to the public sidewalk. The plan does not include elevations or design standards for any of the buildings. If approved, staff recommends that elevations for all buildings be reviewed with the final site plan.

### ANALYSIS

The SP includes several design elements that do not align with the goals of the Suburban Community Center and Suburban Neighborhood Maintenance land use policies. The proposed front loaded garage and lack of an interior sidewalk network fail to provide an environment that enhances pedestrian connectivity. In addition, the four rows of parking proposed in front of the retail building located to the east of the site is not consistent with the Suburban Community Center policy which permits one row of parking between the building and the street in order to create a context that fosters a pedestrian friendly environment.

The SP is inconsistent with the Conservation policy that discourages development in areas with slopes exceeding 20% as well as those characterized by problem soils. The site includes several environmentally sensitive features and addresses some. However, the proposed limits of disturbance for the multi-family includes areas that exceed 20% slopes as well as soils that may be too unstable for development. At this time, a complete geotechnical study has not been submitted. Metro Stormwater has requested that, if approved, the complete geotechnical study be reviewed with the final site plan.

In addition to the policy concerns, staff finds that the plan lacks the necessary details to determine whether the multi-family development could be sited sensitively. The SP proposes up to 115 multi-family units but shows a plan for 48. Even with the 48 units, it appears that there is difficulty in locating the development outside of areas of steep slopes and problem soils. The SP does not include a preliminary grading plan or complete geotechnical study at this time that would show that the residential units could actually be located in these areas. The flexibility proposed by the SP may not be sensitive enough to address the environmental concerns on the site.

As the SP is not consistent with the goals of the Suburban Community Center, Suburban Neighborhood Maintenance and Conservation policies, staff recommends disapproval of the SP. In addition, the plan has not been approved by Stormwater or the Metro Traffic Engineer as the requested information has not been provided.



# Metro Planning Commission Meeting of 05/28/2015

## FIRE MARSHAL RECOMMENDATION

### Approve with conditions –

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

## STORMWATER RECOMMENDATION

### Returned

- Provide full geotechnical report including information / recommendations for construction prior to final approval.
- Remove impervious surfaces within the zone 2 buffer.
- Add note to plans stating that access to the east shall be constructed to comply with all applicable stormwater requirements.

## TRAFFIC & PARKING RECOMMENDATION

### Returned

- A comprehensive traffic study and phasing plan is recommended for this development plan prior to rezoning.

## HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

### Approve with conditions

- Water and sewer plans must be submitted and approved by HVUD at the appropriate time.

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- All construction within the ROW will require a permit from TDOT. TDOT permit must be obtained and copy remitted to MPW prior to any work within the ROW.
- If sidewalks are required, indicate the installation of standard curb and gutter at the existing EOP, 6' grass strip and 8' standard sidewalk along the property frontage. The sidewalks must be in ROW.

Maximum Uses in Existing Zoning District: **RS15**

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)	14.99	2.90 D	43 U	479	40	51

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)	14.99	-	12,000 SF	552	17	51

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



## Metro Planning Commission Meeting of 05/28/2015

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	14.99	-	5,000 SF	636	58	56

Maximum Uses in Proposed Zoning District: **RM20**

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)	14.99	20 D	238 U	1566	121	149

Traffic changes between maximum: **RS15** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,275	+156	+205

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS15 district: 3 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-MU district: 24 Elementary 10 Middle 6 High**

The proposed SP-MU zoning district would generate thirty-five more students than what is typically generated under the existing RS15 district. Students would attend Westmeade Elementary School, Bellevue Middle School, and Hillwood High School. Westmeade Elementary School and Bellevue Middle School have been identified as over capacity. There is capacity within the cluster for additional elementary school students, but there is no capacity within the cluster for additional middle school students. This information is based upon data from the school board last updated October 2014.

### Fiscal Liability

The fiscal liability of 9 new middle students is \$234,000 (9 X \$26,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

### STAFF RECOMMENDATION

Staff recommends disapproval of the SP as it is not consistent with the Conservation, Suburban Community Center and Suburban Neighborhood Maintenance land use policies. In addition, the plan has not been approved by Stormwater or the Metro Traffic Engineer as the requested information has not been provided.

### CONDITIONS (if approved)

1. Uses within the SP shall permit up to 17,000 square feet of commercial/office space and up to 115 multi-family residential units.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the

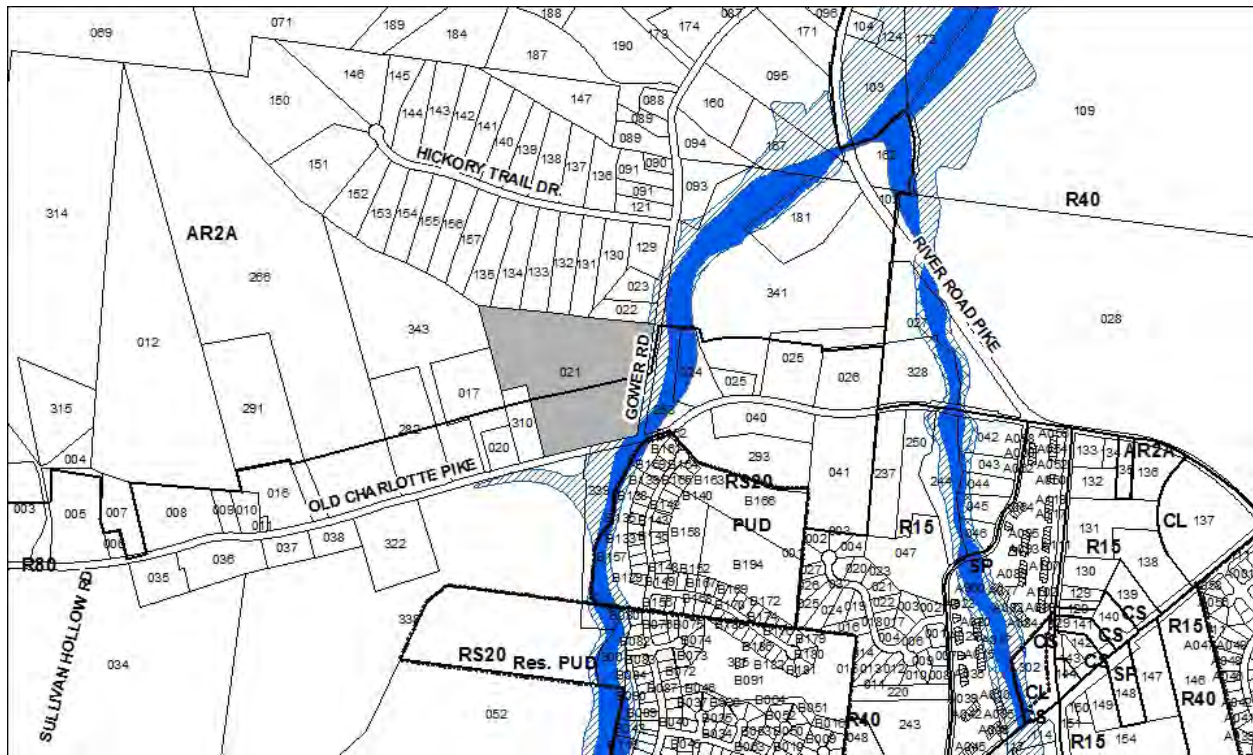


## Metro Planning Commission Meeting of 05/28/2015

- standards, regulations and requirements of the SCC District for Parcels 369 and 370 and RM9 District for Parcel 106 zoning district as of the date of the applicable request or application.
3. Update purpose note and Note 1: “The purpose of this SP is to permit up to 17,000 square feet of commercial/office space and up to 115 multi-family residential units.”
  4. Commercial and office uses shall be limited to retail, restaurant, financial institution, general office, ATM, automobile parking, outpatient clinic, medical office, personal care services, business services, furniture store, day care, home improvement sales and commercial amusement (inside).
  5. The final site plan shall be redesigned so that all residential units front an interior courtyard.
  6. Front loaded garages shall be prohibited.
  7. The final site plan shall include the number of bedrooms per unit and shall meet the parking requirements per the Zoning Code.
  8. Maximum building height shall be measured to the top of the roofline.
  9. Update proposed residential density on the plan as 9.7, which is proposed per the plan.
  10. Interior sidewalks shall be provided throughout the development, and a pedestrian connection shall be made from the multi-family to Highway 70 South.
  11. No structures shall be located within areas characterized by Dellrose Cherty Silt Loam (12-20%) soils and slopes that are 20% or greater. If structures are located in areas with problem soils, then a geotechnical study shall be submitted with the final site plan.
  12. Signage shall meet the standards of the MUL district.
  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.



# Metro Planning Commission Meeting of 05/28/2015



**2015SP-047-001**  
GREENSIDE ESTATES  
Map 114, Parcel(s) 021  
06, Bellevue  
35 (Bo Mitchell)





<b>Project No.</b>	<b>Zone Change 2015SP-047-001</b>
<b>Project Name</b>	<b>Greenside Estates</b>
<b>Council District</b>	35 - Mitchell
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Dale & Associates, applicant; Nancy Knox and Ruth Hoover, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

**APPLICANT REQUEST**

**To rezone from AR2A and R80 to SP to permit 38 single-family dwelling units.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) and One and Two-Family Residential (R80) to Specific Plan-Residential (SP-R) zoning for property located at Old Charlotte Pike (unnumbered), (19.41 acres), to permit up to 38 single-family dwelling units.

**Existing Zoning**

One and Two-Family Residential (R80) requires a minimum 80,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of .58 dwelling units per acre including 25 percent duplex lots. *R80 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 units.*

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

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 05/28/2015



**2015SP-048-001**

**DEMONBREUN HILL**

Map 093-09, Parcel(s) 203-206, 255-257, 259

Map 093-13, Parcel(s) 007, 010, 011, 013

10, Green Hills - Midtown

19 (Erica S. Gilmore)



**Project No.** 2015SP-048-001  
**Project Name** Demonbreun Hill  
**Associated Case** 2001UD-002-010  
**Council District** 19 - Gilmore  
**School District** 5 - Kim  
**Requested by** Kimley-Horn and Associates, applicant; Elmington Capital Group, owner.

**Staff Reviewer** Thomas  
**Staff Recommendation** *Defer to the June 11, 2015, Planning Commission meeting; or approve with all Planning Staff recommended conditions; disapprove without all conditions.*

**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from Core Frame (CF) to Specific Plan Mixed-Use (SP-MU) zoning for properties located at 1512, 1514, 1516, 1522, 1524, 1528, 1530 Demonbreun Street; 112, 118 16<sup>th</sup> Avenue South; and 1529, 1531, 1533 McGavock Street, at the southeast corner of 16<sup>th</sup> Avenue South and McGavock Street (3.38 acres), to permit a mixed use development.

**Existing Zoning**

Core Frame (CF) is intended for a wide range of parking and commercial service support uses for the central business district.

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

This proposal meets several critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The development will have building entrances along the street frontages and parking placed away from street frontages, improving upon the walkable design of the surrounding streets. The project will replace existing retail buildings and parking lots, intensifying development on an infill site. Use of the site is optimized by the use of structured parking with ground floor retail. The proposed multi-family units will provide additional housing choice within the surrounding



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Site Plan**



**Project Rendering**



## Metro Planning Commission Meeting of 05/28/2015

community. Located along a bus line, the development will add residents to use public transportation and non-residential uses to provide a destination for public transportation users.

### **GREEN HILLS – MIDTOWN COMMUNITY PLAN**

#### **Current Policy**

T5 Center Mixed Use Neighborhood (T5 MU) policy is intended to preserve and enhance urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and 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.

#### **Growth and Preservation Concept Map**

No changes are proposed.

#### Consistent with Policy?

Yes. The proposed SP zoning district would provide a grocery store, multi-family residential units, office, retail, and structured parking, which would support the already diverse mixed use area. The maximum proposed height is 22 stories in 289 feet in height. The location of the project in relation to other approved projects supports the proposed height of the building. The proposed development would provide more opportunities for living in the urban core of the city and the non-residential uses will provide amenities for people residing in the area as well as people working and visiting the area.

### **PLAN DETAILS**

The site is located at the southeast corner of 16<sup>th</sup> Avenue South and McGavock Street. The site boundaries include McGavock Street to the north, 16<sup>th</sup> Avenue South to the west and Demonbreun Street to the south. The site is located within the Music Row Urban Design Overlay. The applicant has requested cancellation of the UDO for the included properties. The site is approximately 3.38 acres in size. Current uses on the site consist of small scale retail and restaurant uses in individual buildings, as well as surface parking lots.

#### Site Plan

The plan proposes four separate buildings on the site; however, the programming of the buildings will not be determined until the final site plan. Although the applicant has identified anticipated uses for each building, uses permitted within the CF zoning district would also be allowed. The building at the southeast corner of 16<sup>th</sup> Avenue South and McGavock Street currently anticipates a grocery store, retail, and multi-family residences. The building proposed to wrap around the north and east elevations of the existing restaurant on Demonbreun Circle anticipates retail, residential, office, and a hotel. The building which fronts Demonbreun Street across from the Demonbreun Lofts anticipates retail, office, and a hotel. The building further east along Demonbreun Street, adjacent to the Rhythm, is anticipated to include retail, residential, and a hotel. All four buildings propose structured parking decks with architectural cladding to enhance architectural design of the structures. Parking decks located at street level and fronting a public street are required to have 100% of the street frontage devoted to retail or service uses to maintain a pedestrian-oriented urban environment.





## Metro Planning Commission Meeting of 05/28/2015



**Potential Building Program**



## Metro Planning Commission Meeting of 05/28/2015

The heights, density, and uses are designed to provide flexibility for the applicant to meet market demands and are regulated by the Development Summary and Overall Land Use tables within the SP. Final elevations will be required with the final site plan. The following bulk standards apply:

Max. Gross Floor Area:	1,040,000 square feet
Maximum FAR:	7.06
Maximum Residential:	590 units
Maximum Hotel:	640 rooms
Maximum Retail:	103,000 square feet
Maximum Office:	420,000 square feet
Maximum Height:	22 stories in 289 feet

The alley between Demonbreun and McGavock Streets is proposed to be widened to 24 feet to accommodate two-way traffic within the site. A three lane access drive to Demonbreun Street is proposed to align with the existing access point of the Demonbreun Lofts. This access point, as well as the intersection of 16<sup>th</sup> Avenue South and McGavock Street, is proposed by the applicant to be signalized.

Planning staff is currently working with Public Works to determine if an eastbound left turn lane into the project entrance is necessary. Since Public Works did not receive the updated traffic study until May 20<sup>th</sup>, and since Public Works was not able to send their recommendation to Planning until May 21<sup>st</sup>, Planning staff did not have time to adequately evaluate all of the traffic issues associated with this project prior to the staff recommendation being published. Staff is concerned that a left turn lane into the project entrance on Demonbreun Street could negatively impact pedestrian safety and could negatively impact the functionality of the roundabout. Staff is also concerned that a left turn lane will reduce the ability to have an adequate pedestrian refuge by reducing the width of the existing median. If this project is not deferred to the June 11<sup>th</sup> Planning Commission meeting, staff recommends approval with a condition that there be no eastbound left turn lane into the project entrance on Demonbreun Street.

An existing curb cut along Demonbreun Street would function as a drop off for the hotel proposed adjacent to the Rhythm. Additional parking structures are accessed via the alley. The SP requires parking comply with Metro requirements. Sidewalk widths shall meet the minimum requirements of the Major and Collector Street Plan. Bicycle parking is to be provided in accordance with the Zoning Code.

The SP plan also proposes façade mounted sign and projection sign standards that are different than the Music ROW UDO. For façade mounted signs, the UDO permits a maximum area of 40 square feet. The applicant proposes a display surface area of 1.5 square feet of signage per lineal foot of wall surface, without a maximum size, for inline tenants such as retail and restaurants. Anchor tenants in excess of 10,000 square feet, such as a grocery store, would be permitted 2.5 square feet of signage per lineal foot of wall surface, with the potential for a 750 square foot sign. The UDO prohibits projection signs from extending more than 4 feet from the façade; however, the applicant is proposing a maximum extension of 9 feet. Staff is recommending conditions to limit a grocery store tenant to one façade mounted sign with a maximum size of 280 square feet along McGavock Street, and one projection sign along 16<sup>th</sup> Avenue South with a maximum height of 15 feet, and a maximum projection of six feet from the face of the façade. Staff is also recommending conditions to limit all



## **Metro Planning Commission Meeting of 05/28/2015**

other façade mounted signs and projection signs to comply with the existing standards of the Music Row UDO. Additionally, skyline signs are recommended to be prohibited.

### **ANALYSIS**

The plan is consistent with the land use policy and meets several critical planning goals. The plan adds a grocery store as well as a hotel, residences, retail, and office uses to a diverse area adding to the mixed use pattern that exists.

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

#### **Approved with conditions**

- Fire Code issues for the structures will be addressed at permit application review.
- Hydrants shall be located within 500' of all parts of every structure via approved hard-surfaced roads.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES**

#### **Approved**

- Approved as Preliminary SP only. For Final SP: pay capacity fees, (if needed) have public construction plans approved, and update availability detailing uses of each building.

### **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.
- Comply with the conditions of the Metro Traffic Engineer
- All proposed changes to lane assignments and signal installations must be approved by the Metro Traffic and Parking Commission prior to Final SP approval. If these items are not approved by T&P then a revised Preliminary SP may be required to mitigate the projects impacts to the existing infrastructure.
- Prior to Final SP coordinate with MPW the typical roadside cross sections for each public street. Typical sections should include ex. and proposed curb location, width of the furnishing zone and items located within, sidewalk width, etc.
- Add note in the Development Notes Section on pg 10, that all construction within the ROW is to per MPW standards and specifications and in accordance with the Strategic Plan for Sidewalks and Bikeways.
- Add note that all ROWs are to be dedicated prior to the issuance of the building permit.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- The developer has submitted a phasing plan that should be made part of the project submittal. As required by the Metro traffic engineer, focused traffic impact studies shall be provided by the developer for each development phase as part of the final SP submittals to identify additional roadway improvements and triggers for construction of those improvements.





## Metro Planning Commission Meeting of 05/28/2015

- Phase 1 parking garage on Demonbreun shall be constructed with an access drive with entering and exiting lanes onto Demonbreun and a full access drive off of alley #235. Design of garage entry at Demonbreun shall provide adequate check-in parking, valet parking, and taxi loading space for the future hotel phase proposed to be constructed on top of garage. At a minimum, parking spaces shall be provided to meet the parking requirements for the existing retail and restaurant land uses.
- Phase 1 parking garage drive should be redesigned as a right-in only with no exit when the future hotel phase is constructed as determined by the Metro traffic engineer. At that time additional parking may be required.
- Phase 2 garage access onto 16th Avenue should be relocated to McGavock Street to eliminate turning conflicts with alley #235. In lieu of relocating the garage access, the developer may offer other solutions to address these conflicts either through alley modifications or additional traffic analysis.
- Additional analysis at the intersection of 16th Avenue and McGavock Street will be required with the submittal of phase 2 final SP in order to determine if a traffic signal is warranted and appropriate. If a traffic signal is deemed warranted and is approved by the Metro Traffic & Parking Commission, the developer shall design and construct the signal with appropriate pedestrian infrastructure and pavement markings.
- Additional analysis at the intersection of Demonbreun and the primary site driveway (access B) will be required in order to determine if a traffic signal is warranted and appropriate. If a traffic signal is warranted and is approved by the Metro Traffic & Parking Commission, the developer shall design and construct the signal with appropriate pedestrian infrastructure and pavement markings.
- The April 2015 traffic impact study indicates that the PM peak hour EBRT traffic routinely queues on Demonbreun from the I-40 EB on-ramp through the intersection of Demonbreun and access B. The traffic study also indicates that EBLT traffic, turning into site access B, will queue significantly. Because of this, whether access B is signalized or unsignalized, a dedicated EBLT lane shall be constructed on Demonbreun in the median and shall provide a minimum of 150ft of storage with tapers per AASHTO standards. If possible, during the design of the EBLT lane, efforts shall be taken to ensure that a portion of the median is maintained up to the intersection.
- A dedicated WBLT lane at access B shall be constructed on Demonbreun in the median and shall provide appropriate storage with tapers per AASHTO standards. If possible, during the design of the WBLT lane, efforts shall be taken to ensure that a portion of the existing median is maintained up to the intersection.
- Prior to full buildout, alley #235 shall be widened to 24ft minimum width. Alley improvements will be required with each development phase as determined by Metro Public Works. Additional alley widening may be required when development phases beyond phases 1 and 2 are constructed, to ensure appropriate site circulation.
- Three northbound lanes shall be maintained on 16th Avenue between the existing alley #235 and the Broadway/West End intersection.
- Developer shall apply to T&P to restrict parking and standing along 16th Avenue and along McGavock Street as needed.



## Metro Planning Commission Meeting of 05/28/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	3.38	5 F	736,164 SF	24859	501	2424

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.38	-	590 U	3699	293	343

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
Hotel (310)	3.38	-	640 Rooms	5709	470	495

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)	3.38	-	103,000 SF	6923	157	649

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)	3.38	-	420,000 SF	4028	592	550

Traffic changes between maximum: **CF** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-4,500	+1,011	-387

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-MU zoning district could generate 6 additional students. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. Eakin Elementary and West End Middle have been identified as over capacity and there is no capacity for elementary or middle school students within the cluster.



## Metro Planning Commission Meeting of 05/28/2015

The fiscal liability for 2 new elementary school students is \$43,000 (2 X \$21,500 per student) and the fiscal liability for 1 new middle school student is \$26,000 (1 X \$26,000 per student). This data is for informational purposes only and is not a condition of approval. This information is based upon data from the school board last updated October 2014.

### **STAFF RECOMMENDATION**

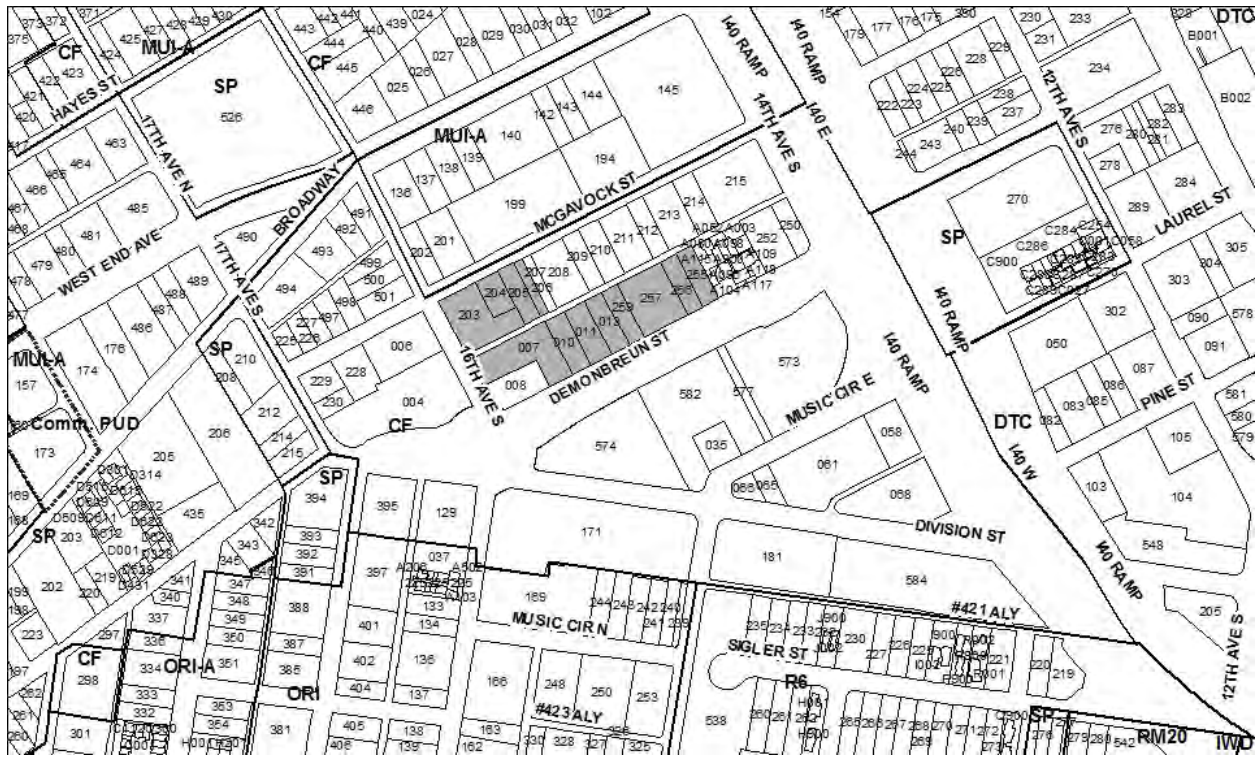
Staff recommends deferral to the June 11, 2015, Planning Commission meeting or approval with all Planning Staff recommended conditions and disapproval without all conditions.

### **CONDITIONS (If approved)**

1. Permitted land uses shall be limited to multi-family residential and all other uses permitted in the CF district. Multi-family residential shall be limited to up to 590 units.
2. The maximum heights of the buildings are limited to 22 stories in 289 feet.
3. Finalized landscape plans shall be submitted with the final site plan and shall meet or exceed the standards of the Zoning Code for the CF district.
4. Bicycle parking shall be provided in accordance with Section 17.20.135 of the Zoning Code.
5. Sidewalk widths shall be as per the adopted Major and Collector Street Plan.
6. Plans for highly visible crosswalks shall be reviewed and approved by Planning and Public Works prior to approval of the final site plan.
7. All Public Works recommended conditions except an eastbound left turn lane into the project site is prohibited on Demonbreun Street.
8. The anchor tenant on the corner of McGavock Street and 16<sup>th</sup> Avenue South is permitted one façade mounted sign with a maximum size of 280 square feet along McGavock Street, and one projection sign along 16<sup>th</sup> Avenue South with a maximum height of 15 feet, and a maximum projection of six feet from the face of the façade. All other façade mounted signs and projection signs shall comply with the existing standards of the Music Row UDO. Skyline signs shall be prohibited.
9. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the CF zoning district as of the date of the application request or application.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 05/28/2015



**2001UD-002-010**

DEMONBREUN HILL (UDO CANCELLATION)

Map 093-09, Parcel(s) 203-206, 255-257, 259

Map 093-13, Parcel(s) 007, 011, 013

10, Green Hills - Midtown

19 (Erica S. Gilmore)



**Project No.** 2001UD-002-010  
**Project Name** Demonbreun Hill (UDO Cancellation)  
**Associated Case** 2015SP-048-001  
**Council District** 19 - Gilmore  
**School District** 5 - Kim  
**Requested by** Kimley-Horn and Associates, applicant; Elmington Capital Group, owner.

**Staff Reviewer** Thomas  
**Staff Recommendation** *Defer to June 11, 2015, Planning Commission meeting or approve, subject to the approval of the associated zone change request.*

**APPLICANT REQUEST**  
**Cancel a portion of UDO.**

UDO Cancellation

A request to cancel a portion of the Music Row Urban Design Overlay (UDO) District located at 1512, 1514, 1516, 1522, 1524, 1528, 1530 Demonbreun Street; 112, 118 16<sup>th</sup> Avenue South; and 1529, 1531, 1533 McGavock Street, at the southeast corner of 16<sup>th</sup> Avenue South and McGavock Street zoned Core Frame (CF) (3.38 acres).

**Existing Zoning**

Core Frame (CF) is intended for a wide range of parking and commercial service support uses for the central business district.

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

**CRITICAL PLANNING GOALS**

N/A

**REQUEST DETAILS**

The Music Row Urban Design Overlay was approved in 2001 with the intent to reinforce the scale and form of development that emphasizes sensitivity to the pedestrian environment. Active ground floor uses are encouraged and protection of pedestrian access was a strong focus. The UDO was broken into 3 sub-districts: Core, Corridor and Support. Each sub-district included specifications for building typography, mass, and scale. Signage standards are also outlined.

**ANALYSIS**

The properties that are the subject of this request are located in the Core and Corridor sub-districts of the Music Row UDO. The Core sub-district allows for buildings not to exceed 150 feet in height. The maximum height in the Corridor sub-district is 91 feet. Buildings are to be designed in a way to allow for easy pedestrian access from adjacent sidewalks with parking located to the rear and side of



## **Metro Planning Commission Meeting of 05/28/2015**

buildings. A similar request for a UDO cancellation was approved in 2014 as part of the SkyHouse Nashville SP.

### **STAFF RECOMMENDATION**

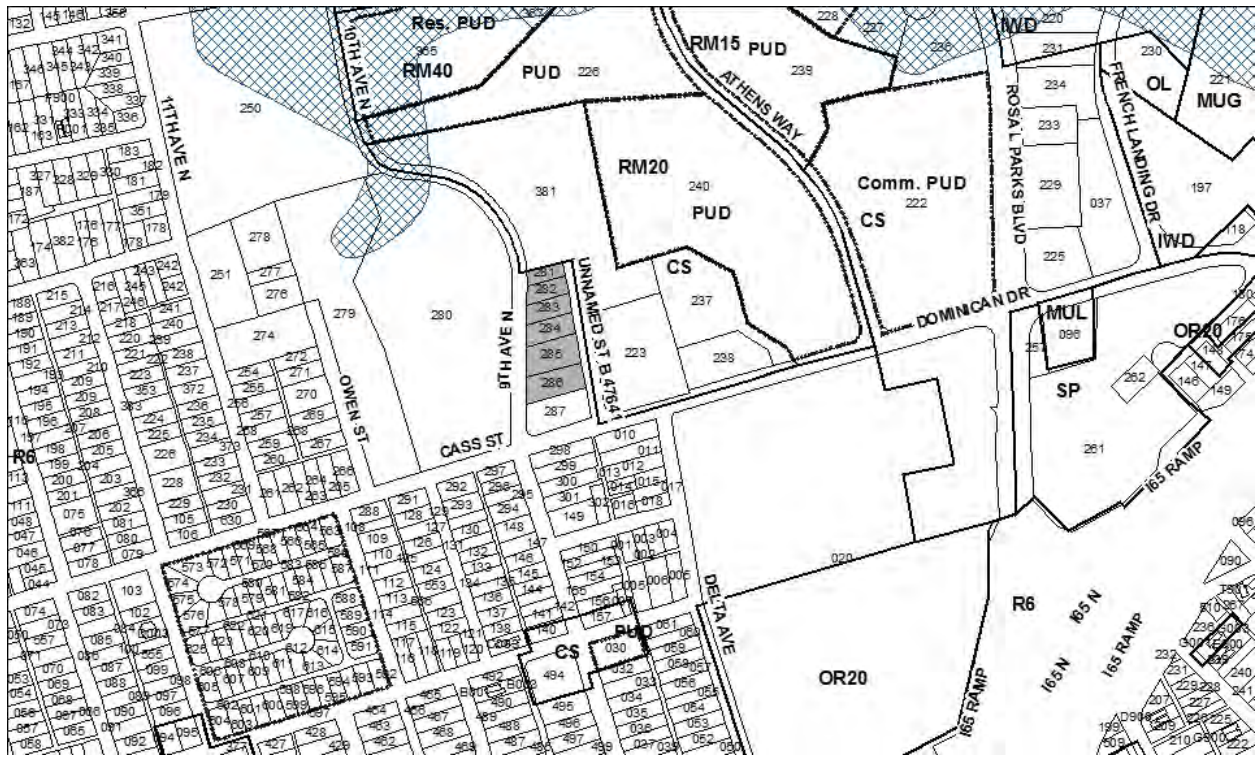
Staff recommends deferral to the June 11, 2015, Planning Commission meeting or approval, subject to the approval of the associated zone change request (2015SP-048-001).



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/28/2015



**2015SP-054-001**

9TH AVENUE NORTH

Map 081-03, Parcel(s) 281-286

08, North Nashville

02 (Frank R. Harrison)





<b>Project No.</b>	<b>2015SP-054-001</b>
<b>Project Name</b>	<b>9<sup>th</sup> Avenue North SP</b>
<b>Council District</b>	2 – Harrison
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, applicant; Charles Brown, Joseph and Timothy Morris, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located at 2106, 2110, 2112, 2114, 2114A and 2200 9th Avenue North, approximately 150 feet north of Dominican Drive, (1.69 acres), to permit up to 24 residential units.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 12 lots with 3 duplex lots for a total of 15 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.

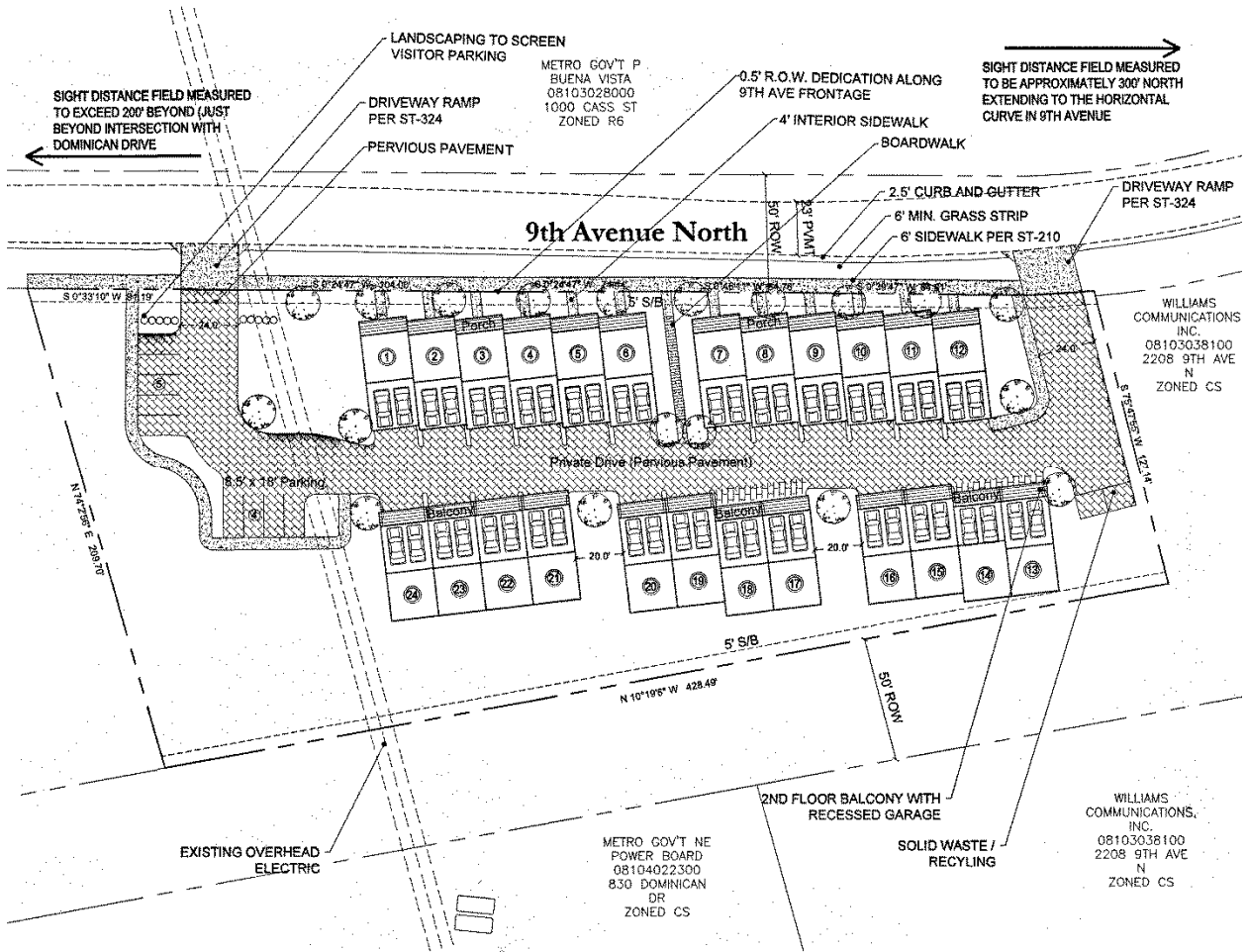
**NORTH NASHVILLE COMMUNITY PLAN**

**Existing Policy**

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



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/28/2015

### **Growth and Conservation Concept Map**

No change is proposed.

#### Consistent with Policy?

Yes. The proposed SP is consistent with the T4 NE policy. The proposed plan provides additional density and a different housing option for an area where density and a variety of housing options are appropriate.

### **PLAN DETAILS**

The approximately 1.69 acre site is on the east side of 9<sup>th</sup> Avenue North across the street from John Early Museum Magnet Middle School. An unbuilt street runs along the eastern boundary of the site and an electrical substation is located on the east side of the unbuilt street. A power line and easement runs across the subject site from the adjacent substation. The site is heavily wooded, but there are no steep hills or other environmentally sensitive areas.

#### Site Plan

The plan calls for 24 attached residential units. Twelve units front onto 9<sup>th</sup> Avenue North and the remaining 12 units are located at the back of the site behind the front units. Access into the site is shown from two private drives off of 9<sup>th</sup>. The plan includes architectural standards pertaining to frontage, access, glazing, materials, porches and finished floor elevations.

Each unit includes a two car garage. The plan also calls for nine additional surface parking spaces. The plan calls for a six foot wide sidewalk and six foot wide planting strip along 9<sup>th</sup>.

### **ANALYSIS**

The SP is consistent with the existing and proposed policies and meets a critical planning goal.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Fire Code issues for the structures will be addressed at permit application review.
- Hydrants shall be located within 500' of all parts of every structure via approved hard-surfaced roads.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **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.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

Document adequate sight distance at drive intersection with public road.



## Metro Planning Commission Meeting of 05/28/2015

### WATER SERVICES RECOMMENDATION

#### Approve

Approved as a Preliminary SP only. Public construction plans must be submitted and approved before the Final SP is approved. The required capacity fees must also be paid to acquire Final SP approval.

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 3 Elementary 2 Middle 2 High**

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

The proposed SP-R zoning district would generate for fewer students than what is typically generated under the existing R6 zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools are identified as over capacity. There is additional capacity in the high school cluster for additional elementary and middle school students, and there is additional capacity in adjacent high school clusters for high school students. 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 24 residential units.
2. 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.
3. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline.
4. Building facades fronting a street with a primary entrance shall be provided with the final.
5. A building façade fronting a street or courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
6. Windows shall be vertically oriented at a ratio of 2:1 or greater, except in dormers.
7. EIFS and vinyl siding shall be prohibited.
8. Raised foundations of 18-36" are required for residential buildings.
9. Porches shall provide a minimum of six feet of depth.
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 RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

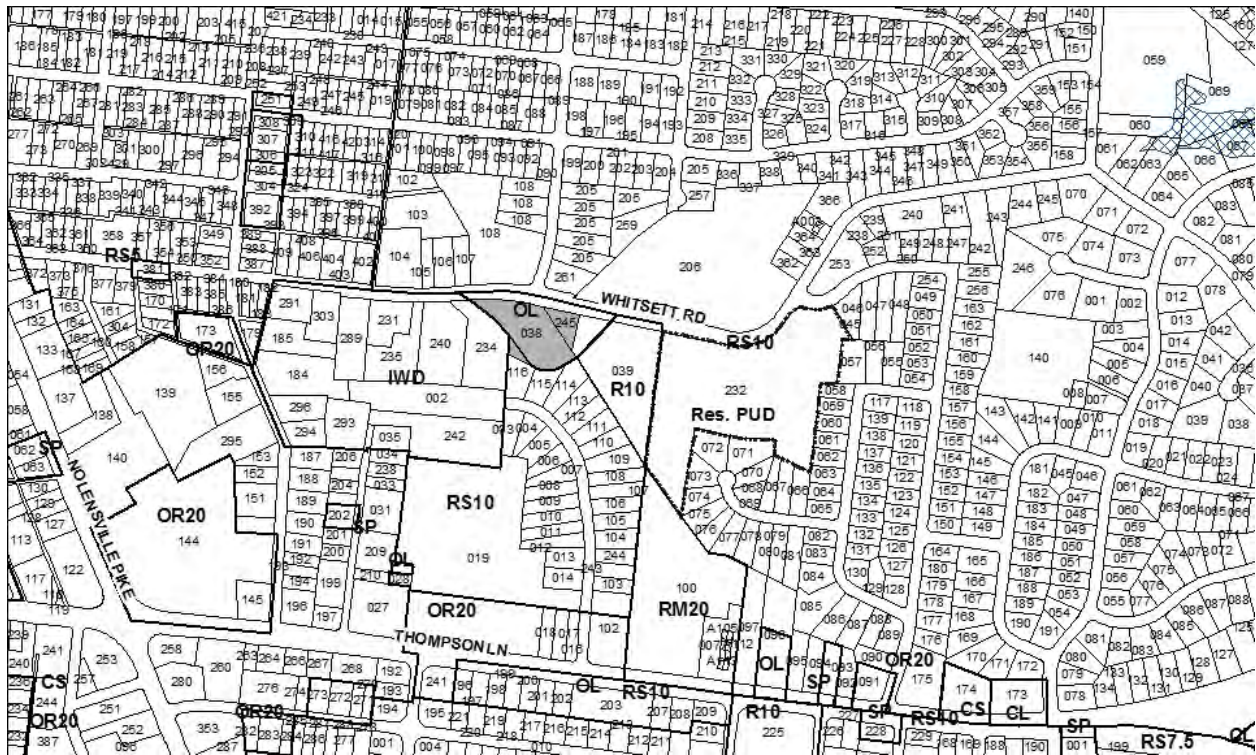


## **Metro Planning Commission Meeting of 05/28/2015**

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



# Metro Planning Commission Meeting of 05/28/2015



**2015SP-055-001**

**B AND E IRRIGATION AND LANDSCAPING**

Map 119-10, Parcel(s) 038, 245

11, South Nashville

16 (Tony Tenpenny)



<b>Project No.</b>	<b>2015SP-055-001</b>
<b>Project Name</b>	<b>B&amp;E Irrigation and Landscaping</b>
<b>Council District</b>	16 - Tenpenny
<b>School District</b>	7 - Pinkston
<b>Requested by</b>	Dale and Associates, Inc., applicant; B&E Irrigation and Landscaping, LLC, owner.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit building contractor supply.**

Preliminary SP

A request to rezone from Office Limited (OL) and Single-Family Residential (RS10) to Specific Plan-Industrial (SP-IND) zoning for property located at Whitsett Road (unnumbered), immediately south of the intersection of Whitsett Road and Sterling Boone Drive (1.99 acres), to permit building contractor supply with 2,800 square feet of office, 5,000 square feet of warehouse, and outdoor landscape stock and material storage.

**Existing Zoning**

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

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 0 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**SOUTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

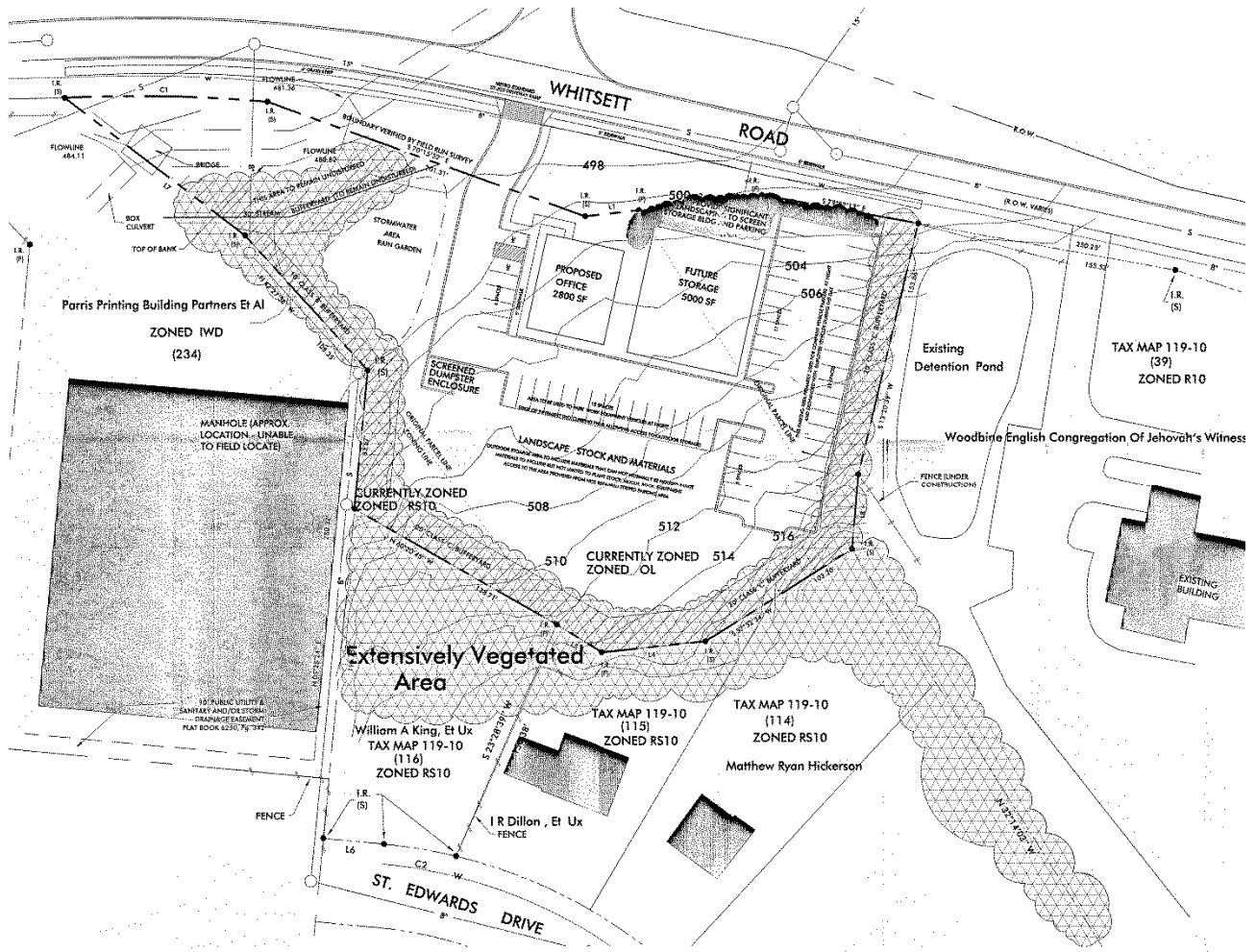
T4 Urban Mixed Use Neighborhood (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and nonresidential land uses, and that are envisioned to remain or develop in a mixed use pattern. T4 MU areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development.

**Growth and Preservation Concept Map**

No changes are proposed.



# Metro Planning Commission Meeting of 05/28/2015



Proposed Site Plan





## Metro Planning Commission Meeting of 05/28/2015

### Consistent with Policy?

Yes, the SP is consistent with the Urban Mixed Use Neighborhood policy. The T4 MU policy is intended to contain a diverse mix of residential and nonresidential land uses, including light industrial uses. The site serves as a transition from the IWD zoning to the west and the R10 and RS10 zoning to the north, east, and south. Sidewalks currently exist on the north side of Whitsett Road; this SP is providing sidewalks to begin the sidewalk network on the south side of Whitsett Road.

### **PLAN DETAILS**

The site is located immediately south of the intersection of Whitsett Road and Sterling Boone Drive. Surrounding zoning includes IWD, OL, RS10, and R10. The area is characterized by a mixture of industrial, residential, and institutional uses.

### Site Plan

The SP proposes a 2,800 square foot office building and 5,000 square foot warehouse building associated with building contractor supply. The office is oriented to Whitsett Road; however, the property boundary prohibits the office from moving closer to the street. The office building is to be masonry and have a primary doorway and windows facing Whitsett Road. The warehouse is to be masonry or metal siding. Parking is located behind and to the side of the proposed buildings. The driveway access to Whitsett Road aligns with Sterling Boone Drive to the north. A dumpster enclosure is southwest of the office building.

Landscaping is proposed to screen the proposed warehouse building and parking from Whitsett Road. In addition, staff recommends a knee wall constructed of brick or stone between Whitsett Road and the parking east of the proposed warehouse building. Landscape stock and materials are proposed to be stored south of the proposed buildings. The applicant proposes a 20' Class C bufferyard along the residential zoning districts. In addition, existing landscaping will help screen the site from residences to the south. A 10' Class B bufferyard is proposed along the west property boundary adjacent to the industrial zoning.

### **ANALYSIS**

The proposed SP is consistent with Urban Mixed Use Neighborhood policy and serves as a transition between the existing residential and industrial uses. Staff recommends approval with conditions and disapproval without all conditions.

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

#### **Approved with conditions**

- Fire Code issues for the structures will be addressed at permit application review.
- Hydrants shall be located within 500' of all parts of every structure via approved hard-surfaced roads.



# Metro Planning Commission Meeting of 05/28/2015

## STORMWATER RECOMMENDATION

**Approved with conditions. The following must be updated on the plan prior to the meeting**

- Show full, undisturbed buffers on the plans.

## WATER SERVICES

**Approved**

Approved as a Preliminary SP only.

- The required capacity fees must be paid before the Final SP is approved.

## PUBLIC WORKS RECOMMENDATION

**Approved with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Indicate the installation of ST-200 curb and gutter, with the lip of the gutter on the existing edge of pavement.
- Indicate the installation of 5 foot ST-210 sidewalk with a 4 foot grass strip.

## TRAFFIC AND PARKING RECOMMENDATION

**Conditions if approved**

- Document sight distance with final site plan.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.89	0.75 F	61,746 SF	921	128	148

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.10	4.35 D	N/A	-	-	-

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
Office (710)	1.99	-	2,800 SF	86	11	11



## Metro Planning Commission Meeting of 05/28/2015

Traffic changes between maximum: OL, RS10 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-835	-117	-137

### STAFF RECOMMENDATION

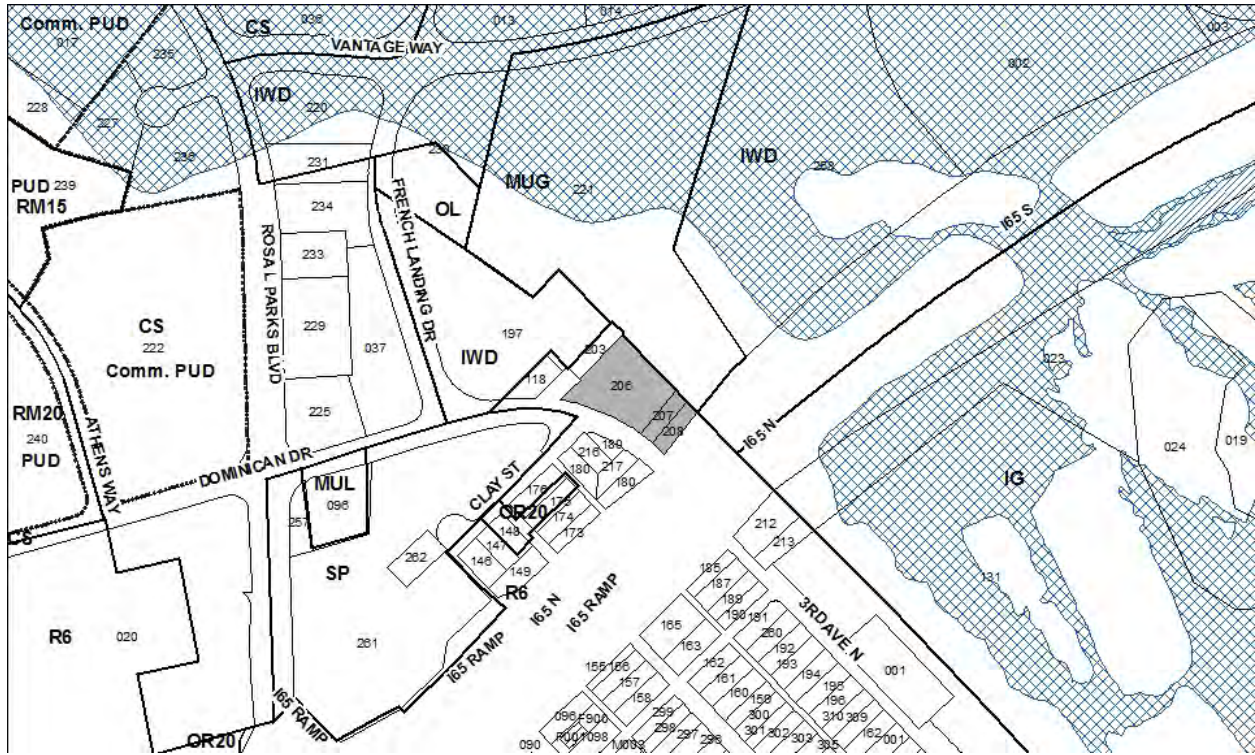
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses within the SP shall be limited to building contractor supply, office, and warehouse.
2. Note 1 shall be updated to reflect the use shown on the plan: "The purpose of this SP is to permit a 2,800 square foot office building and 5,000 square foot warehouse building for building contractor supply. Future uses shall specifically exclude automotive service and repair."
3. The plan shall incorporate a Landscape Buffer Yard 'Standard C' between Whitsett Road and the proposed warehouse building and the parking east of the proposed warehouse.
4. Hours of outdoor operation are limited to the hours of 7:00am to 5:00pm, Monday through Saturday.
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 MUL-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.



# Metro Planning Commission Meeting of 05/28/2015



**2015Z-034PR-001**

Map 081-04, Parcel(s) 206-208

08, North Nashville

02 (Frank R. Harrison)



<b>Project No.</b>	<b>Zone Change 2015Z-034PR-001</b>
<b>Council District</b>	2 – Harrison
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Taurus McCain, applicant; Arthur S. Yokley, Sr., owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from R6 to MUG-A.**

Zone Change

A request to rezone from One and Two-Family Residential Districts (R6) to Mixed Use General-Alternative (MUG-A) zoning for properties located at 400 and 404 Dominican Drive and Dominican Drive (unnumbered), at the corner of 3rd Avenue North and Dominican Drive (1.34 acres).

**Existing Zoning**

One and Two-Family Residential Districts (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 9 lots with 2 duplex lots for a total of 13 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**NORTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

D Office Concentration (D OC)

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

**Growth and Preservation Concept Map**

D Employment Center

Intended to preserve, create, and enhance concentrations of employment that are often in a campus-like setting. A mixture of office, commercial, and even light industrial uses are present, but are not necessarily vertically mixed. Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D Employment Center areas as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium to high density residential are appropriate secondary and supportive uses



## Metro Planning Commission Meeting of 05/28/2015

within the D Employment Center Area. These uses may also be found in mixed use areas close to the D Employment Center area. In general, secondary and supportive uses do not occupy more than about quarter of the land in any given D Employment Center area in order to protect its primary function of providing intense concentrations of jobs.

### Consistent with Policy?

Yes. The proposed MUG-A district allows uses that are consistent with D Employment Center land use policy. The A district is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions of Approval**

- Traffic study may be required at the time of development

### **WATER SERVICES RECOMMENDATION**

No agency review required

### **STORMWATER RECOMMENDATION**

No agency review required

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.34	7.26 D	11 U*	106	9	12

\*Based on two two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.34	3.0 F	175,111 SF	9775	215	926

Traffic changes between maximum: **R6** and **MUG-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+9,669	+206	+914



## Metro Planning Commission Meeting of 05/28/2015

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed MUG-A district: 5 Elementary 4 Middle 3 High**

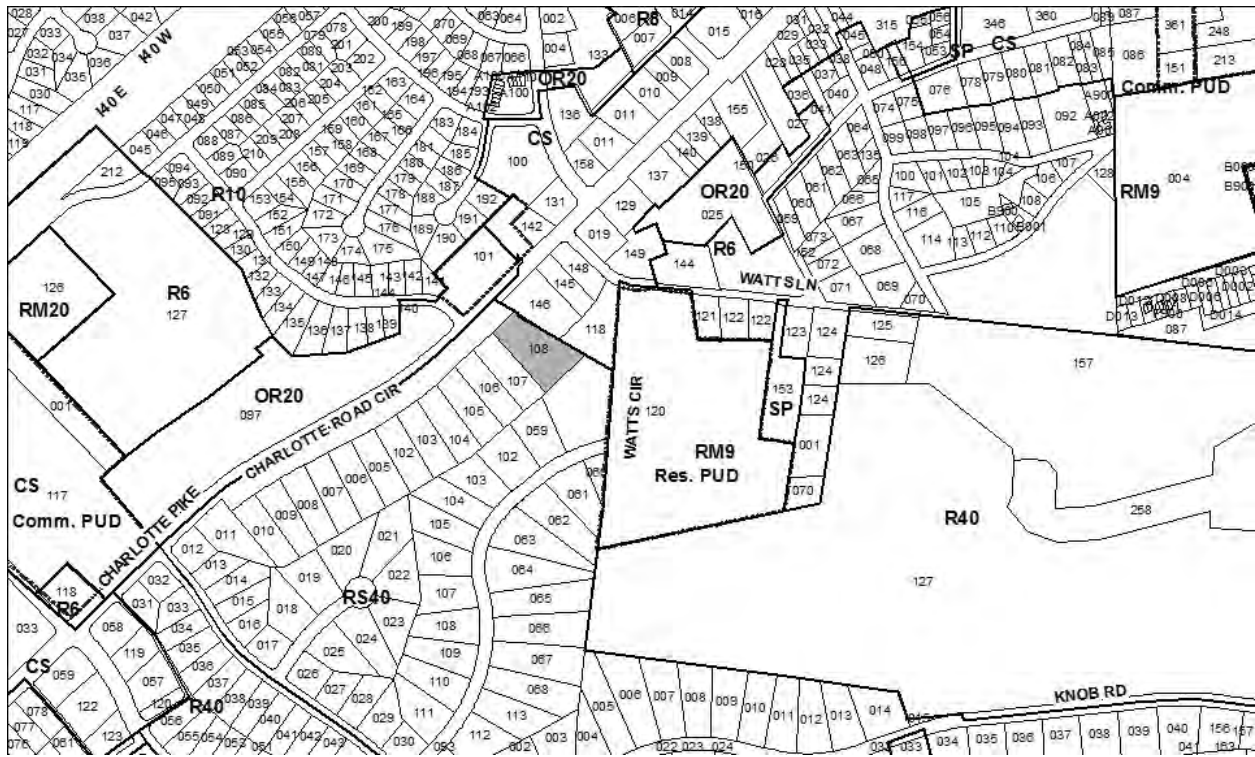
The proposed amendment would generate nine more students than what is typically generated under the existing R6 zoning district assuming a 1,200 square foot residential unit since MUG-A does not have a maximum density. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. All schools have been identified as over capacity. There is room within the cluster for elementary and middle school students and there is room within an adjacent cluster for high school students. This information is based upon data from the school board last updated October 2014.

### **STAFF RECOMMENDATION**

The proposed zoning change from R6 to MUG-A zoning district allows uses that are consistent with the D District Employment Center Policy. These properties border an urban neighborhood and the A district will provide an appropriate transition from the residential uses along 3<sup>rd</sup> Avenue North and the commercial uses along Dominican Drive, therefore staff recommends approval.



# Metro Planning Commission Meeting of 05/28/2015



**2015Z-035PR-001**

Map 102-04, Parcel(s) 108

07, West Nashville

20 (Buddy Baker)





<b>Project No.</b>	<b>Zone Change 2015Z-035PR-001</b>
<b>Council District</b>	20-Baker
<b>School District</b>	9-Frogge
<b>Requested by</b>	Wayne Greer, applicant and owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from RS40 to RM20.**

Zone Change

A request to rezone from Single-Family Residential (RS40) to Multi-Family Residential (RM20) zoning for property located at 6411 Charlotte Road Circle, approximately 100 feet east of Charlotte Pike (1.56 acres).

**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 1 unit.*

**Proposed Zoning**

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 31 units.*

**CRITICAL PLANNING GOALS**

N/A

**WEST NASHVILLE COMMUNITY PLAN**

**Current Policy**

T3 Suburban Neighborhood Maintenance (T3 NM) policy 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.

**Growth and Preservation Concept Map**

No changes proposed.

Consistent with Policy?

No. The requested RM20 zoning would allow for multi-family residential at a density of 20 units per acre. This is inconsistent with the existing development pattern along Charlotte Road Circle which is single-family residential on relatively large lots.



# Metro Planning Commission Meeting of 05/28/2015

## ANALYSIS

Charlotte Road Circle is a frontage road off of Charlotte Pike. Charlotte Road Circle currently provides access to 12 single-family homes on relatively large lots. The requested rezoning to RM20 is inconsistent with the existing development pattern along Charlotte Road Circle and would create a land use that is incompatible with existing uses. Additionally, adding access for up to 31 residential units on this narrow frontage road is not appropriate.

## FIRE MARSHAL’S OFFICE RECOMMENDATION

N/A

## PUBLIC WORKS RECOMMENDATION

N/A

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

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

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)	1.56	1.08 D	1 U	10	1	2

Maximum Uses in Proposed Zoning District: **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.56	20 D	31 U	312	19	35

Traffic changes between maximum: **RS40** and **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 30 U	+302	+18	+33

## METRO SCHOOL BOARD REPORT

**Projected student generation existing RS40 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed RM20 district: 3 Elementary 2 Middle 2 High**

The proposed RM20 zoning district will generate 7 additional students than what could be generated under the existing RS40 zoning. Students would attend Charlotte Park Elementary, H.G. Hill Middle School, and Hillwood High School. Charlotte Park Elementary and H.G. Hill Middle School have been identified as over capacity. There is capacity within the cluster for elementary students but no capacity for middle school students. This information is based upon data from the school board last updated October 2015.



## **Metro Planning Commission Meeting of 05/28/2015**

### **Fiscal Liability**

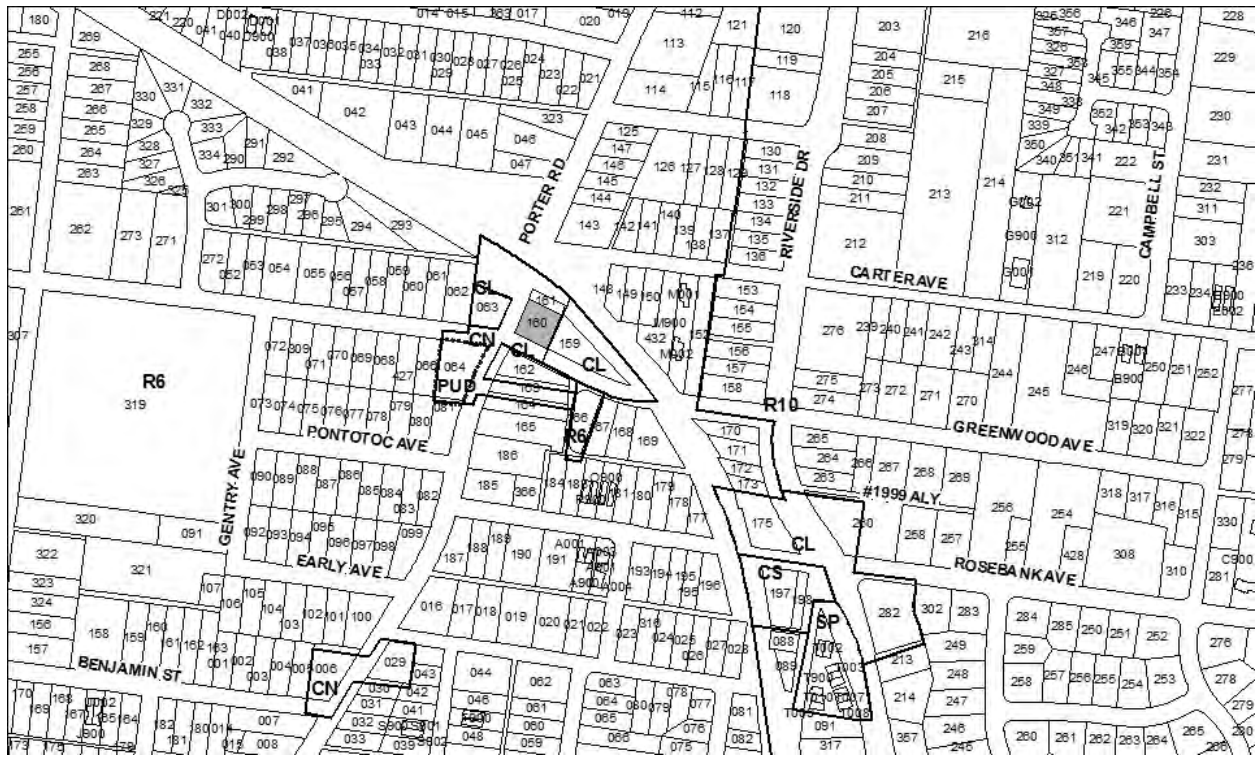
The fiscal liability of 2 new middle school students is \$52,000 (2 X \$26,000). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

### **STAFF RECOMMENDATION**

Staff recommends disapproval.



# Metro Planning Commission Meeting of 05/28/2015



**2015Z-036PR-001**

Map 083-03, Parcel(s) 160

05, East Nashville

06 (Peter Westerholm)



**Project No.**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2015Z-036PR-001**  
5 – Westerholm  
5 - Kim  
Southern Grist Brewing Company, applicant; Greenwood Partners Land Trust, owner.

**Staff Reviewer**  
**Staff Recommendation**

Birkeland  
*Approve.*

**APPLICANT REQUEST**  
**Zone change from CN to CL.**

Zone Change

A request to rezone from Commercial Neighborhood (CN) to Commercial Limited (CL) zoning for property located at 1201 Porter Road, at the northeast corner of Porter Road and Greenwood Avenue (0.23 acres).

**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**

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

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

**Current 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.

**Growth and Preservation Concept Map**

No change proposed.

Consistent with Policy?

Yes. The proposed CL district allows uses that are consistent with the T4 Urban Neighborhood Center land use policy. The properties surrounding 1201 Porter Road are zoned CL and also in the T4 Urban Neighborhood Center land use policy. CL zoning is consistent in this area and in the T4 Urban Neighborhood Center land use policy.



# Metro Planning Commission Meeting of 05/28/2015

## FIRE MARSHAL RECOMMENDATION

N/A

## PUBLIC WORKS RECOMMENDATION

N/A

## TRAFFIC AND PARKING RECOMMENDATION

### Conditions of Approval

- Traffic study may be required at the time of development

## WATER SERVICES RECOMMENDATION

No agency review required

## STORMWATER RECOMMENDATION

No agency review required

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)	0.23	0.25 F	2,504 SF	145	10	28

Maximum Uses in Proposed Zoning District: CL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.23	0.6 F	6,011 SF	295	12	36

Traffic changes between maximum: CN and CL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 3,507 SF	+150	+2	+8

## METRO SCHOOL BOARD REPORT

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

## STAFF RECOMMENDATION

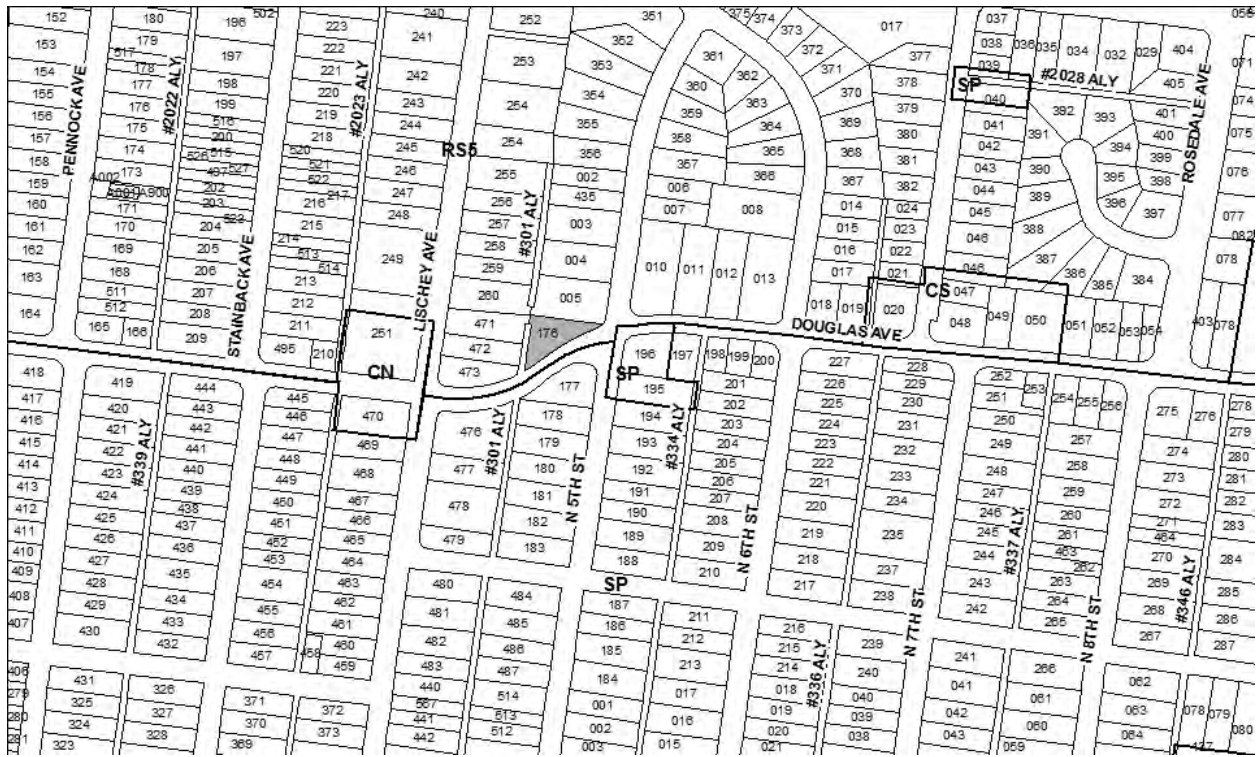
The proposed zoning change from CN to CL zoning district allows uses that are consistent with the T4 Urban Neighborhood Center land use policy. The subject property is surrounded by CL zoning to the east, south and west of the property. The parcel north of the subject site is zoned R6; a railroad line separates the subject property from the residential zoning. The CL zoning will provide consistent zoning and land uses at the intersection Greenwood Avenue and Porter Road, therefore staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/28/2015



**2015Z-037PR-001**

Map 071-16, Parcel(s) 176

05, East Nashville

05 (Scott Davis)





<b>Project No.</b>	<b>Zone Change 2015Z-037PR-001</b>
<b>Council District</b>	5-Davis
<b>School District</b>	5-Kim
<b>Requested by</b>	Dale & Associates, Inc., applicant; Nava, April & Crafton, Eric, owners.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to RM20-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A) zoning for property located at 407 Douglas Avenue, approximately 240 feet east of Lischey Avenue (0.22 acres).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

**Proposed Zoning**

Multi-Family Residential-A (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 4 units.*

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

**Current Policy**

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

**Detailed Policy**

Cleveland Park, McFerrin Park, and Greenwood Detailed Neighborhood Design Plan (DNDP) Subdistrict 2-Mixed Housing (MH) is intended for single family and multi-family housing that varies on the size of the lot and the placement of the building on the lot. Housing units may be attached or detached, but are not encouraged to be randomly placed. Generally, the character should



## Metro Planning Commission Meeting of 05/28/2015

be compatible to the existing character of the majority of the street. The DNDP indicates that rezoning properties within this subdistrict to R6 or RM2-RM20 is appropriate, as they develop. The objectives of Subdistrict 2 also indicate that site plans approval for all zone change requests should be required.

### Growth and Preservation Concept Map

No changes are proposed to the current T4 NE policy. The detailed policy from the DNDP is not proposed to carry forward.

### Consistent with Policy?

Yes. The rezoning to RM20-A is consistent with the T4 Neighborhood Evolving policy. The rezoning would allow for a more intense development type on a collector within an existing urban neighborhood. This would provide the opportunity for a different housing type than exists currently and provide for housing choice.

### ANALYSIS

The requested rezoning to RM20-A is consistent with the policy for the area and is an appropriate zoning given the location of the property in an existing urban area. This allows for redevelopment of a lot that has existing infrastructure in a way that enhances the street frontage and meets the goals of the policy. The RM20-A zoning district includes design standards related to building location and parking location that help to ensure that the development is done in an appropriate manner given the context of the urban neighborhood.

### FIRE MARSHAL'S OFFICE RECOMMENDATION

N/A

### PUBLIC WORKS RECOMMENDATION

No exception taken.

### TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.22	8.71 D	1 U	10	1	2

#### Maximum Uses in Proposed Zoning District: RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.22	20 D	4 U	32	3	4



## Metro Planning Commission Meeting of 05/28/2015

Traffic changes between maximum: **RS5** and **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 3 U	+22	+2	+2

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed RM20-A district: 0 Elementary 0 Middle 0 High**

The proposed RM20-A is not expected to generate more students that what would be generated by the existing zoning.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 05/28/2015



**2015Z-038PR-001**

Map 083-01, Parcel(s) 141

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2015Z-038PR--001</b>
<b>Council District</b>	5-Davis
<b>School District</b>	5-Kim
<b>Requested by</b>	Turgut Uygur Ovunc, applicant; Turgut Uygur Ovunc and Mare Wakefield, owners.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Zone change from RS5 to R6**

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 1014 Sharpe Avenue, approximately 335 feet east of Laurent Street (0.19 acres).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

**Proposed Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 1 duplex lot for a total of 2 units.*

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

**Current Policy**

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

**Detailed Policy**

**Cleveland Park, McFerrin Park and Greenwood Detailed Neighborhood Design Plan (DNDDP)**

Subdistrict 1 A goal of the subdistrict is to preserve the existing single-family character within the cores of the neighborhood by maintaining RS5 zoning for all properties within Subdistrict 1.



## Metro Planning Commission Meeting of 05/28/2015

### Growth and Preservation Concept Map

No changes are proposed to the current T4 NM policy. The detailed policy from the DNDP is not proposed to carry forward.

### Consistent with Policy?

Yes. One and Two-Family Residential (R6) is an appropriate zoning district under the T4 Urban Neighborhood Maintenance policy given that the special policy is not proposed to be carried forward.

### FIRE MARSHAL'S OFFICE RECOMMENDATION

N/A

### PUBLIC WORKS RECOMMENDATION

N/A

### TRAFFIC AND PARKING RECOMMENDATION

**No exceptions taken**

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.19	8.71 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.19	7.26 D	2 U*	20	2	3

\*Based on one two-family lot.

Traffic changes between maximum: **RS5 and R6**

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

### METRO SCHOOL BOARD REPORT

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

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

The proposed R6 district would not generate any more students that what is typically generated under the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. Hattie Cotton has been identified as over



## **Metro Planning Commission Meeting of 05/28/2015**

capacity. There is capacity within the cluster for additional elementary school students. This information is based upon data from the school board last updated October 2014.

### **STAFF RECOMMENDATION**

Staff recommends approval.



**SEE NEXT PAGE**



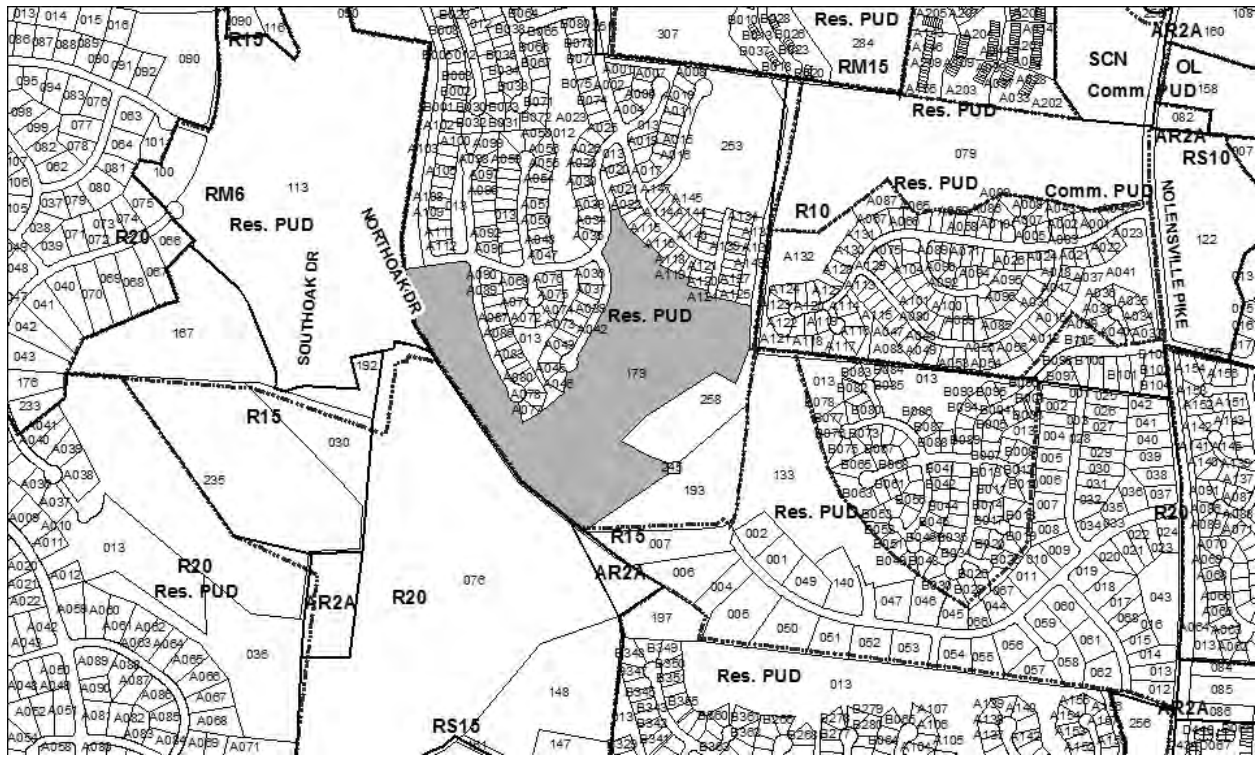


## **PLANNING COMMISSION ACTIONS**

- **Planned Unit Developments**
- **Subdivision (Final)**



# Metro Planning Commission Meeting of 05/28/2015



**122-83P-001**

THE WOODLANDS, PHASE 3

Map 172, Parcel(s) 179

12, Southeast

04 (Brady Banks)



**Project No.** **Planned Unit Development 122-83P-001**  
**Project Name** **The Woodlands, Phase 3**  
**Council District** 4 – Banks  
**School District** 2 – Brannon  
**Requested by** Dewey-Estes Engineering, applicant; Woodlands Development, LLC, owner.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Defer unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received, staff recommends approval with conditions.*

**APPLICANT REQUEST**

**Revise preliminary plan and for final site plan for The Woodlands, Phase 3 Planned Unit Development.**

Revise Preliminary PUD and Final Site Plan

A request to revise a portion of The Woodlands Residential Planned Unit Development Overlay District and for final site plan on property located at 1203 Pineview Lane, at the terminus of Boxwood Drive (31.54 acres), zoned Single-Family Residential (R15), to revise the lots lines of Phase 3.

**Existing Zoning**

Single-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 77 lots with 19 duplex lots for a total of 96 units.*

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

**CRITICAL PLANNING GOALS**

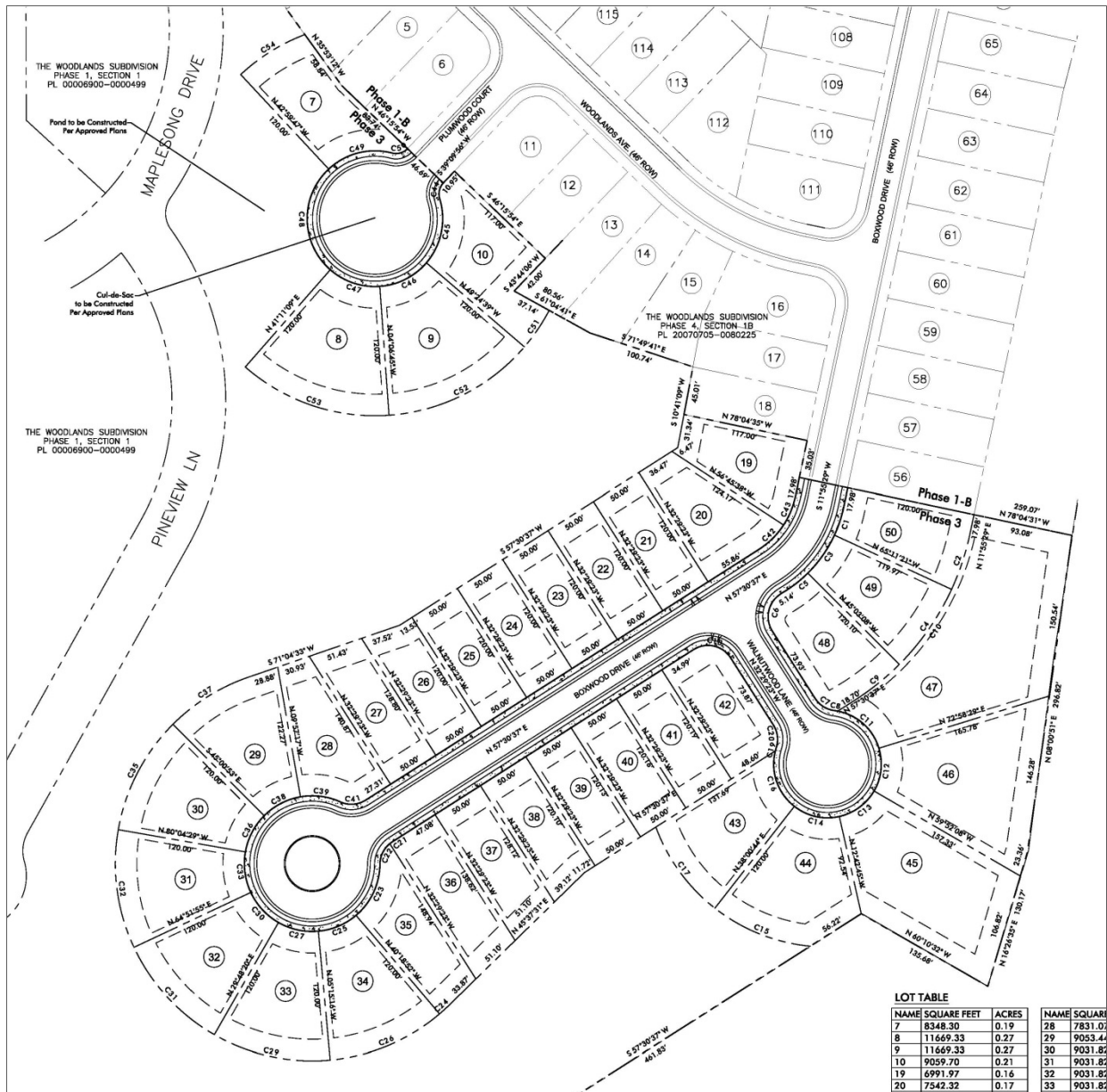
N/A

**STAFF ANALYSIS**

The Woodlands PUD was originally approved in 1983 for a total of 829 units (239 single-family, 390 apartments, and 200 townhomes). The plan has been revised numerous times. The current approved Preliminary Plan was for a section of the property, which includes the area currently



# Metro Planning Commission Meeting of 05/28/2015



**LOT TABLE**

NAME	SQUARE FEET	ACRES	NAME	SQUARE FEET
7	8348.30	0.19	28	7831.01
8	11669.33	0.27	29	9053.44
9	11669.33	0.27	30	9031.82
10	9059.70	0.21	31	9031.82
19	6991.97	0.16	32	9031.82
20	7542.32	0.17	33	9031.82

**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/28/2015

under revision. The plan was revised to allow for 115 single-family lots in the remaining undeveloped portion of the development. Phases 1 and 2 have previously received final plan approval.

The proposed revision to the preliminary and final is to shift lot lines within Phase 3. The number of units within the phase is consistent with the number shown on the most recently revised plan. The proposed lot layout will require less overall grading of the property providing for less disturbance of the steep slope areas. The total area of Phase 3 is 31.4 acres with 9.4 acres in the disturbed area. All lots within the phase will be critical lots and will require approved of individual lot plans prior to building permit issuance. A large area of the property is being maintained as open space. Sample elevations have been provided for homes.

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

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

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



## Metro Planning Commission Meeting of 05/28/2015

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

The proposal is for a revision to the preliminary to change the layout of the development. The number of units and general layout are in keeping with the Council approved plan.

As the proposed revision keeps with the overall intent of the PUD, planning staff recommends approval of the request, subject to receipt of recommendations of approval for all reviewing agencies.

### **FIRE MARSHAL RECOMMENDATION**

#### **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.

### **STORMWATER RECOMMENDATION**

#### **Returned**

#### Plan Information and Fees:

- Provide the Plan Review Fee of one thousand sixty four dollars. (\$1,064)
- Provide the Grading Permit fee of one thousand three hundred fifteen dollars. (\$1,315.)
- Provide LTMP fee (\$5/page + \$2 flat fee) and executed documents.

#### Storm Structure & Pipe



## Metro Planning Commission Meeting of 05/28/2015

- There were flow velocities that exceed 20 fps. I think I saw 38fps. Check the Stormwater manual Vol. 2 Chapter 6 for sizing guidelines. See pipe segment D7-D6.
- There was inlet spread exceeding 8'. Check the Stormwater manual Vol. 1 Chapter 6 and provide more inlets to reduce the spread accordingly. See D7 – spread 9.2'

### Bioretention Areas

- Not all areas drain to the grass channel upstream of the bioretention. Please add pretreatment to the SE edge of the bioretention and show it on C4.0.
  - Stone sumps, grass strips, etc. may be used.
- The channel upstream of the bioretention needs modification:
  - You may only use the grass channel for runoff reduction credit for the area that contributes runoff for it. Consider creating a sub-drainage area.
  - In addition, the channel should be a channel. Currently, it is shown sloping from approximately 814' to 808'. This could be sheet flow, but it is not a channel.
  - The channel should also slope towards the bioretention to direct flow to it.
- List the perforations for the underdrain: 3/8" diam. Holes 6" c-c.
- Show the orientation of the header, lateral underdrain system on C5.0. More than one underdrain main with several headers connected to each.
- Specify the size of the stone in the sump of the bioretention.
- You are using a 5' depth of engineered soil. Consider using 3' of soil over 2' of stone which will act like bioretention and infiltration trench in series. This option is by no means required; it is only an option.
  - This could increase the runoff reduction with 3' depth each of engineered soil and stone
  - This may reduce cost if that is a concern.
- Provide a landscape plan. While the chart listing species and quantities is good, a layout is required.

### Bypass

- In the Structural control tracking form, you are showing a filter strip, but I did not see a filter strip in that drainage area. Please show me where it is or modify the form.

### **PUBLIC WORKS RECOMMENDATION**

**No exception taken**

### **TRAFFIC & PARKING RECOMMENDATION**

**Condition if approved**

- All previous conditions apply.

### **WATER SERVICES RECOMMENDATION**

**Returned**

- Please resubmit plan since they do not match the approved public sewer and water plans (15-SL-30 and 15-WL-32).
- NOTE: The Public Water and Sewer Plans approval does not include approval for Lots 7-10.

### **STAFF RECOMMENDATION**

Staff recommends deferral unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received, staff recommends approval with conditions.



## Metro Planning Commission Meeting of 05/28/2015

### CONDITIONS

1. Any retaining walls with a height of 10' or greater shall include a fence no less than 5 feet tall along the rear property lines of the proposed lots to ensure safety.
2. 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.
3. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
5. 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. 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.
7. 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.

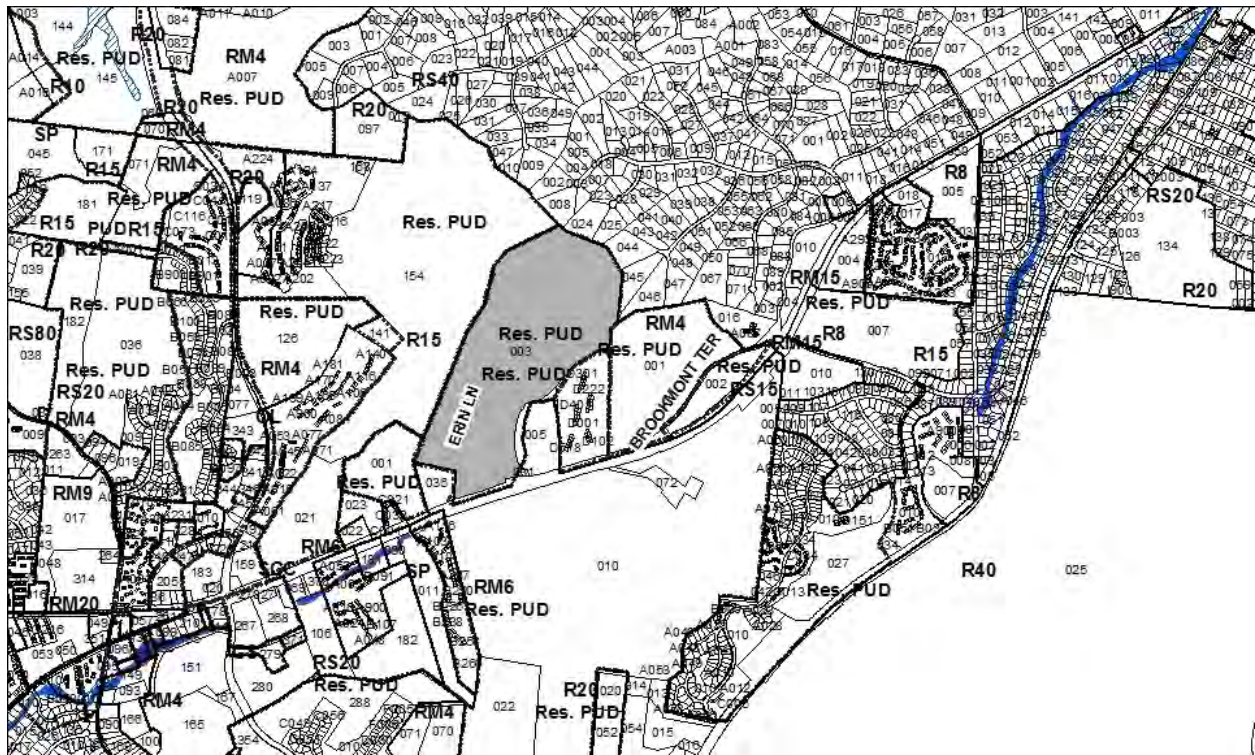




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 05/28/2015



**146-83P-001**

LAKES OF BELLEVUE

Map 143, Parcel(s) 003

06, Bellevue

23 (Emily Evans)



<b>Project No.</b>	<b>146-83P-001</b>
<b>Project Name</b>	<b>Lakes of Bellevue</b>
<b>Council District</b>	23 - Evans
<b>School District</b>	09 - Frogge
<b>Requested by</b>	Barge, Cauthen, & Associates, applicant; Lakes of Bellevue, LLC, owner.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise PUD to permit a leasing office and maintenance building.**

Revise PUD & Final Site Plan

A request to revise the preliminary plan and final site plan for property within a residential PUD located at 6860 Highway 70 South, approximately 2,250 feet west of Crestmeade Drive (125.1 acres), zoned Multi-Family Residential (RM4), to permit a 3,459 square foot leasing office and a 1,000 square foot maintenance building.

**Existing Zoning**

Multi-Family Residential (RM4) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *RM4 would permit a maximum of 500 units.*

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

**CRITICAL PLANNING GOALS**

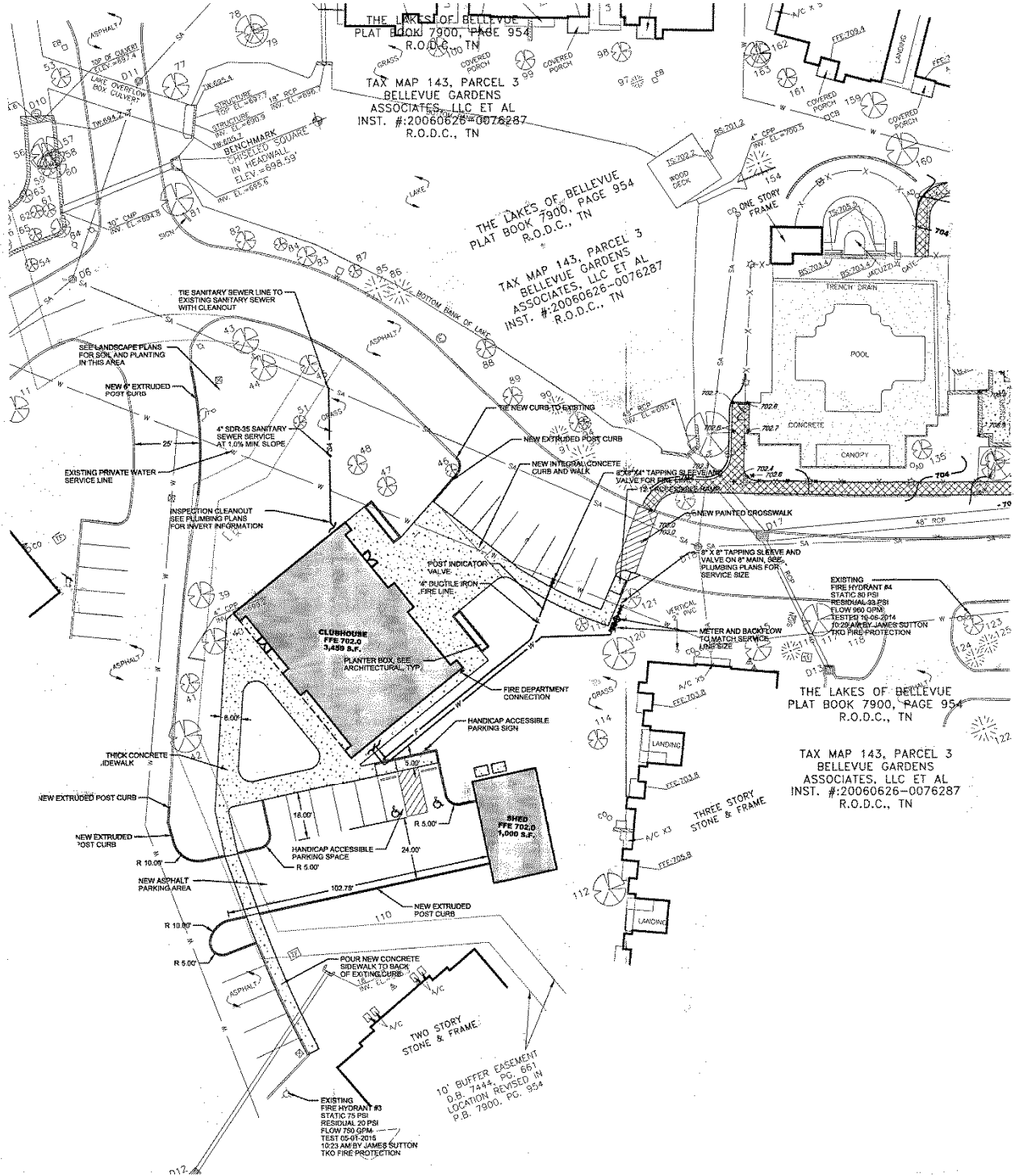
N/A

**PLAN DETAILS**

The subject PUD is located on Highway 70 South, approximately 2,250 feet west of Crestmeade Drive. The PUD was originally approved in 1984 and consists of 624 dwelling units, a clubhouse, and two pools. Two existing tennis courts are currently located where the leasing office and maintenance building are proposed.



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/28/2015

### Site Plan

The purpose of this plan is to permit a 3,459 square foot leasing office and a 1,000 square foot maintenance building where two tennis courts currently exist. The overall building square footage increases by 4,459 square feet; however, the overall impervious service area of the site is reduced by 4,765 square feet. Two additional parking spaces are provided and additional parking spaces are relocated in the immediate vicinity.

### **ANALYSIS**

Staff finds that the proposed revision is consistent with the Council approved PUD plan. The proposal increases the overall building square footage by 1%; however, reduces the overall impervious service area of the site by 4,765 square feet. The plan does not call for a use that is not permitted today, increase the floor area over what is permitted or make changes to the layout that significantly deviate from the Council approved PUD plan. Since the request does not propose any major changes to the Council approved PUD plan, then staff finds the request can be approved as a minor modification not requiring Council approval.

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

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

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



## Metro Planning Commission Meeting of 05/28/2015

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

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

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **No exceptions taken**

- This development will require Public Works approval of detailed construction plans prior to grading the site. Final design and improvements may vary based on actual field conditions.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **No exceptions taken**

### **STORMWATER RECOMMENDATION**

#### **Approved**



## Metro Planning Commission Meeting of 05/28/2015

### HARPETH VALLEY UTILITY DISTRICT

- HVUD is in the review process at this time. The design engineer is making some corrections and will be resubmitting them to me. If corrections are made HVUD will be approving the plans.

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITIONS

1. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
6. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
7. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final application is required, prior to issuance of any permit for this property.





# Metro Planning Commission Meeting of 05/28/2015



**89P-028-001**

RUDY'S FARM (MCDONALD'S)

Map 062, Parcel(s) 165

14, Donelson - Hermitage

15 (Phil Claiborne)





<b>Project No.</b>	<b>Planned Unit Development 89P-028-001</b>
<b>Project Name</b>	<b>Rudy’s Farm (McDonald’s)</b>
<b>Council District</b>	15 – Claiborne
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	T-Square Engineering, applicant; McDonald’s Corporation, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise preliminary plan and final site plan approval for a portion of the Rudy’s Farm PUD.**

Revise Preliminary PUD and Final Site Plan

A request to revise a portion of the preliminary plan and final site plan approval for the Commercial Planned Unit Development Overlay located at 201 Rudy Circle, at the intersection of Rudy Circle and Music Valley Drive (1.49 acres), zoned Commercial Attraction (CA), to permit a dual drive-thru addition.

**Existing Zoning**

Commercial Attraction (CA) is intended for a wide range of amusement, recreational, and retail support uses typically associated with the tourist industry.

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

**CRITICAL PLANNING GOALS**

N/A

**REQUEST DETAILS**

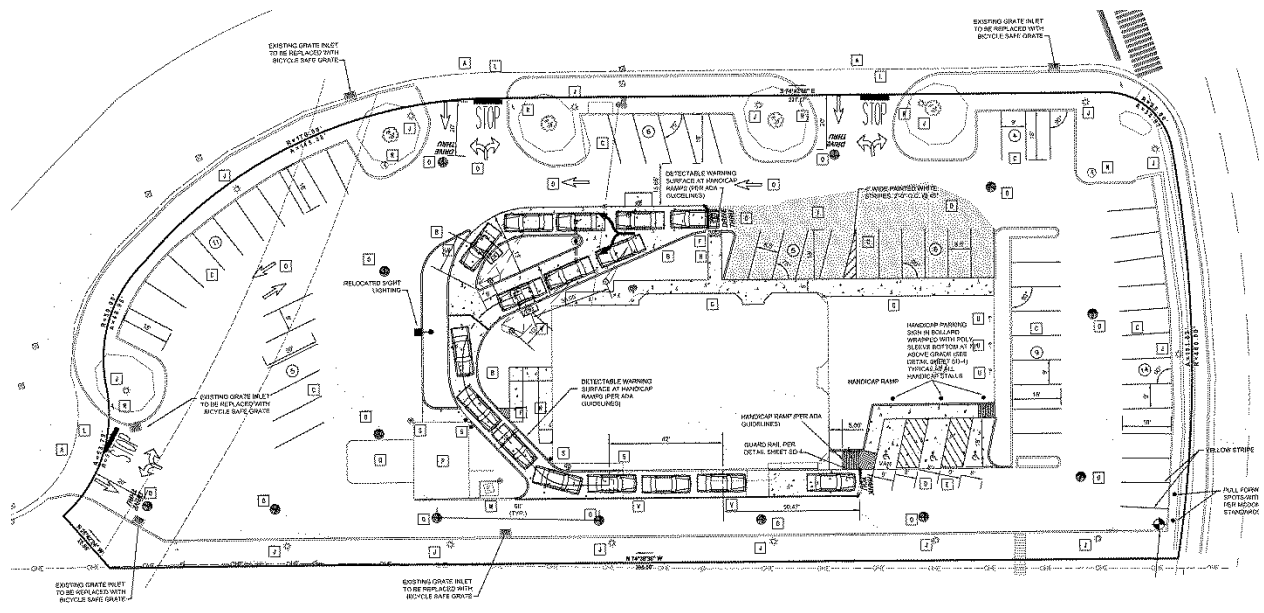
The subject property is located southwest of the intersection of Music Valley Drive and Rudy Circle, east of Briley Parkway. Surrounding zoning includes CA, CS and PUD. The zoning of the subject property is CA and PUD overlay.

**ANALYSIS**

The Rudy’s Farm PUD is located on Rudy Circle, west of Music Valley Drive. The PUD was approved by Council in 1989 for commercial uses. Since then, the Planning Commission has approved several revisions to permit hotels and restaurants.



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 05/28/2015

The Zoning Code permits the Planning Commission to approve increases in floor area from what was approved by Council, as long as any increase does not exceed ten percent of the last Council approval. The requested revision does not propose any change to the overall building area or propose any new uses. Rather, the request is to convert to permit the addition of a dual drive-thru for the existing McDonald's.

No changes are being proposed that conflict with the concept of the Council approved plan. The dual drive-thru and parking lot modifications are consistent with the concept of the PUD. Consequently, staff finds that the proposed revision is a minor modification.

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

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

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



## Metro Planning Commission Meeting of 05/28/2015

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

The proposal is for a revision to the preliminary plan and for final site plan approval to permit a dual drive-thru and associated modifications to the parking lot. The site plan includes an existing single-story building. The addition of the dual drive-thru results in a net loss of 13 parking spaces, but the site still complies with parking as required by the Zoning Code.

As the proposed revision keeps with the overall intent of the PUD and the final site plan is consistent with the Zoning Code, planning staff recommends approval of the request.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

**Approved**

### **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



## **Metro Planning Commission Meeting of 05/28/2015**

### **TRAFFIC & PARKING RECOMMENDATION**

**No exception taken**

### **WATER SERVICES RECOMMENDATION**

**Approved with conditions**

- Approval does not apply to private water and sewer line design. Applicant must submit a separate plan for review through the Metro Water Permits office.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. 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.
2. 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.
3. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
5. 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. 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.
7. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.



# Metro Planning Commission Meeting of 05/28/2015



**2015S-063-001**

INGLEWOOD PLACE, RESUB LOT 210

Map 072-03, Parcel(s) 095

05, East Nashville

07 (Anthony Davis)



<b>Project No.</b>	<b>2015S-063-001</b>
<b>Project Name</b>	<b>Inglewood Place, Resub Lot 210</b>
<b>Council District</b>	7 – Davis
<b>School District</b>	3 – Speering
<b>Requested by</b>	Byrd Surveying, applicant; Deborah K. Cole, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Create 2 lots.**

Final Plat

A request for final plat approval to create two lots on property located at 1305 McChesney Avenue, approximately 185 feet east of Oxford Street, zoned Single-Family Residential (RS7.5) (0.47 acres).

**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 xx units.*

**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.

**PLAN DETAILS**

The applicant requests final plat approval for a two lot subdivision of property located at 1305 McChesney Avenue. While both lots meet the infill compatibility analysis that is outlined in Section 3-5.2 of the Subdivision Regulations for lot area, neither of the proposed lots meet for frontage. The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations; under this section, the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria, if the subdivision can provide for harmonious development within the community.

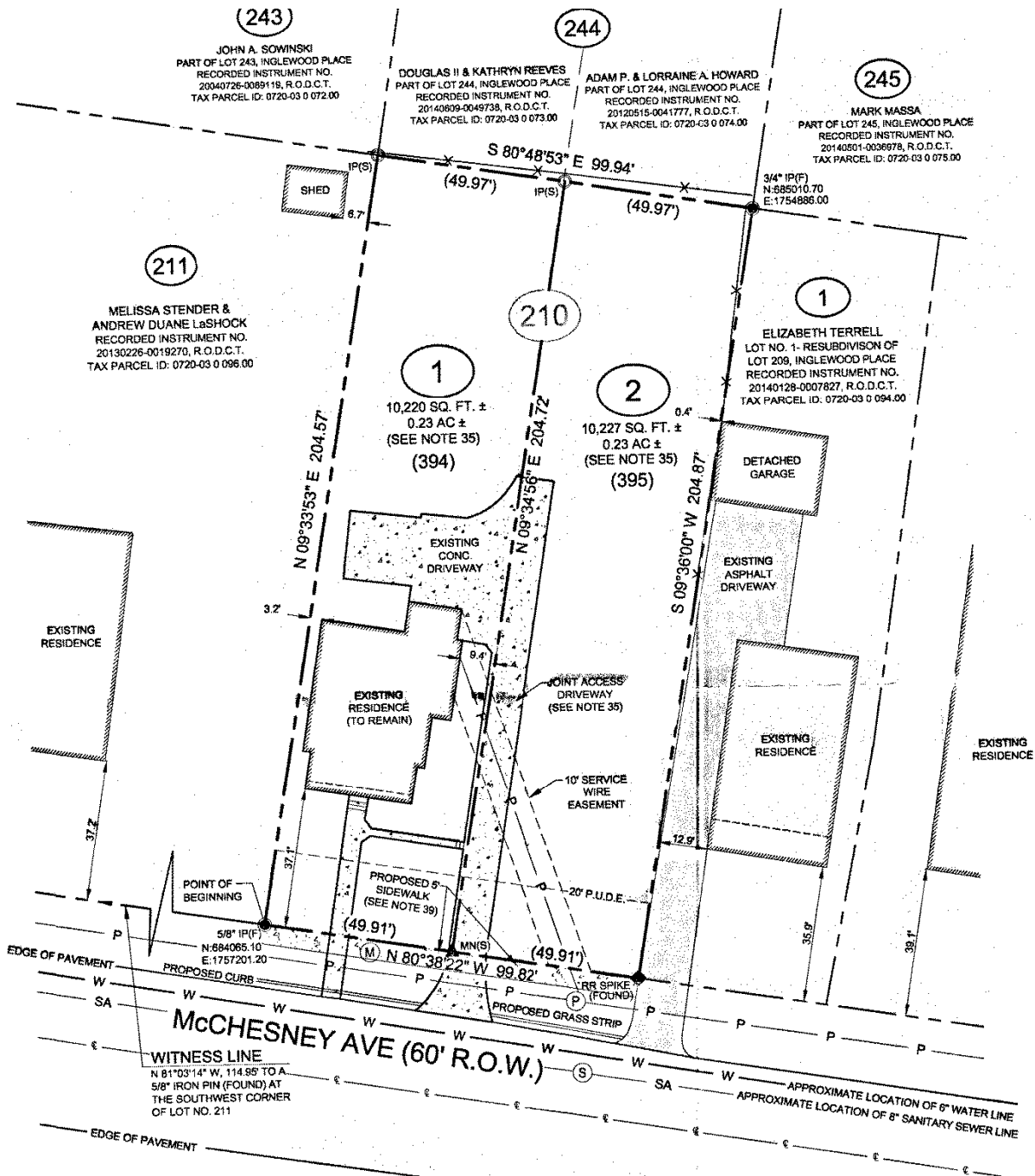
The existing lot is 20,447 SF acres is proposed to be subdivided into two lots with the following areas and street frontages:

- Lot 1: 10,220 Sq. Ft., (0.23 Acres), and 49.91 Ft. of frontage;
- Lot 2: 10,227 Sq. Ft., (0.23 Acres), and 49.91 Ft. of frontage.

The plan proposes two lots, both fronting McChesney Avenue. The existing house on Lot 1 is to remain. Sidewalks are proposed with the subdivision as the site is not served by existing sidewalks. As both lots have frontage of less than 50 feet, shared access is required per the Subdivision Regulations. The plan proposes to use the existing driveway to serve both lots.



# Metro Planning Commission Meeting of 05/28/2015



**Proposed Subdivision**





# Metro Planning Commission Meeting of 05/28/2015

## ANALYSIS

### Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Residential Medium policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

### Zoning Code

Both lots meet the minimum standards of the RS7.5 zoning district.

### Street Frontage

All 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 provides a density of 4.3 dwelling units per acres which falls within the range supported by policy.

### Community Character

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. In this case, the lots must be equal to or greater than 50 ft which is the smallest lot frontage of the surrounding lots. Both lots have 49.91 ft of frontage and, therefore, do not meet the community character for lot frontage.

<b>Lot Frontage Analysis</b>	
Minimum Proposed	49.91'
70% of Average	47.25'
<b>Smallest Surrounding Parcel</b>	<b>50'</b>

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. In this case, the minimum lot area must be at least 10,123 square feet, which is the smallest lot area of the surrounding lots. Both lots meet the lot area requirement.

<b>Lot Size Analysis</b>	
Minimum Proposed	10,220 SF
70% of Average	9.696 SF
<b>Smallest Surrounding Parcel</b>	<b>10,123 SF</b>

3. Street setback: The existing house on Lot 1 is setback about 37.1 feet from McChesney Avenue. Per the Zoning Code, the street setback shall be a contextual setback that considers the minimum street of houses on surrounding lots on the same block face.



## Metro Planning Commission Meeting of 05/28/2015

4. Lot orientation: Both lots are oriented toward McChesney which is consistent with the existing lot pattern on the street.

### Agency Review

All review agencies recommend approval.

### Harmony of Development

The proposed subdivision does not meet the Community Character criteria. However, the Planning Commission may grant approval if it determines that the subdivision provides for the harmonious development of the community. In this case, the applicant has proposed several conditions to attempt to meet this provision: limiting access to a shared driveway, prohibiting parking within the front setback and limiting the building height to 2 stories in 35 ft.

Staff finds that the conditions proposed by the applicant overcome the incompatibility of the proposed lots with regard to lot frontage to provide for the harmonious development of the community.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

No exception taken

### **STORMWATER RECOMMENDATION**

Approved

### **TRAFFIC & PARKING RECOMMENDATION**

Approved

### **WATER SERVICES RECOMMENDATION**

Approved

### **STAFF RECOMMENDATION**

Staff finds that the proposed subdivision can provide for the harmonious development of the community and recommends approval with conditions.

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

1. The final plat shall include the following standard on the plan: "Raised foundations of 18-36" are required for residential buildings."



**EXHIBIT A**

# Nashville

## DOWNTOWN CODE

### **PROPOSED TEXT AMENDMENT TO DTC - EXHIBIT**

2015Z-003TX-001

**PROPOSED CHANGES ARE SHOWN IN RED**

Amended by Ordinance No. BL2013-376  
as adopted on April 02, 2013

Amended by Ordinance No. BL2012-142  
as adopted on May 21, 2012

Amended by Ordinance No. BL2011-896  
as adopted on May 26, 2011


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Attachment to Ordinance No. BL2009-586  
as adopted on February 02, 2010

## Document Contact Information

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Planning Department staff provides consultations for developing within the Downtown Code. Call (615) 862-7190 or email [planningstaff@nashville.gov](mailto:planningstaff@nashville.gov) to schedule a meeting.

 The Planning Department does not discriminate on the basis of age, race, sex, color, national origin, religion or disability in access to, or operation of, its programs, services, and activities, or in its hiring or employment practices. For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at 862-7150 or e-mail her at [josie.bass@nashville.gov](mailto:josie.bass@nashville.gov). For Title VI inquiries contact Shirley Sims-Saldana or Denise Hopgood of Human Relations at 880-3370. For all employment-related inquiries call 862-6640.

# Section I: Introduction

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# Section I: Introduction



# Section I: Introduction

## The Downtown Code and the Downtown Plan

The Downtown Code (DTC) implements the community vision set forth in the Downtown Community Plan: 2007 Update. Through the community planning process, stakeholders reached a common vision for the future of Downtown. The Plan envisions multiple distinct neighborhoods within Downtown, each with its own character and scale, which contribute to the vitality of Downtown as the center of the city and the region.

The DTC regulates the physical form of buildings to ensure each makes a positive contribution to a complete urban environment. By ensuring a specific and predictable urban form, the DTC ensures that all new construction makes a positive contribution to the public realm – streets and open space – and that all investments are held to the same standard.

While the DTC is a regulating document, the Downtown Plan contains placemaking tools and guidelines and should be used as a companion document to the DTC.

The Guiding Principles of the Downtown Plan have directed the standards in the DTC and are as follows:

### **Ensure that Downtown remains the civic, commercial and entertainment center for Nashville, Middle Tennessee and the Southeast.**

- The regulations of the DTC clarify the vision for each neighborhood in Downtown. Under the DTC, certain areas are allowed to have high-rise towers, while others are zoned for neighborhood-scale development, while still others are allowed to be more transitional with support uses necessary to sustain urban business.
- In recent years, nearly all projects in Downtown have sought rezoning or variances to existing zoning. The DTC alleviates this need by allowing significantly greater development rights, in forms based on construction norms and urban design objectives, than existing zoning. The DTC also allows the modification of standards for site-specific issues.

### **Provide opportunities for continued growth while preserving and enhancing the character that inspires residents and businesses to move Downtown.**

- The Downtown Plan called for areas of increased height and density within Downtown. The Plan extended the boundaries of the Core – the tallest and most intense neighborhood – and provided guidance regarding additional height in other neighborhoods. The DTC codifies these opportunities in the subdistrict standards for these neighborhoods.
- Similarly, the Downtown Plan acknowledged the difficulty of developing within the sky exposure plane in some neighborhoods. The DTC modified the allowable form of build-

ings by allowing additional height at the street in exchange for an overall height-cap. The result is that properties, and thus neighborhoods, will have the same intensity as in CF zoning but in a form that is aligned with typical construction methods and creates a more predictable urban environment.

- The form and shape of development under CC and CF zoning is unpredictable. The DTC provides clear direction on minimum development and maximum development. For instance, the Gulch is zoned for a specific character, while Sulphur Dell is zoned for something different. This ensures certainty about the character and scale of development in each neighborhood.
- In an urban environment, the street level design and function of a building is of the utmost importance. The interaction of the building with the street should enliven the street, making it comfortable, safe and interesting for pedestrians. The DTC is based on frontage design – storefront, stoop, porch, industrial, and civic – and includes standards on glazing, vehicular access, landscaping, and active uses on the ground level. Correctly designed, these attributes will contribute to safe and interesting streets to result in vibrant neighborhoods and a healthy Downtown.
- A safe and interesting urban environment attracts people. People who feel comfortable in Downtown – enjoying available activities, prospering from the businesses and services, and lingering in the spaces and places – want to be Downtown. The DTC fosters this desirable urban environment through the attention to pedestrian-oriented design, appropriate scale and massing, and neighborhood creation.

# Section I: Introduction

## The Downtown Code and the Downtown Plan

### Create strategic mixed use to facilitate Downtown's transformation into a 24/7 community.

- The Plan calls for a “thoughtful mixture of uses including residential, retail and office, to ensure that Downtown doesn't close at 5 p.m. or even after the concert ends or the restaurants close, but is instead a welcoming home for a diverse residential population.” Multiple stories encourage multiple uses within each building, increasing the likelihood that one of the uses will be active at any given hour. Compare this to one story buildings which lack activity during the off-hours of the single use.
- To be viable, Downtown must accommodate numerous services and functions. By promoting form over use, the DTC allows for a mixture of uses. Because various functions occur at different times of the day – working, shopping and recreating during the day, entertainment and home-life at night – mixed-use, 24/7 neighborhoods use existing infrastructure more efficiently and function in a more sustainable way.

### Create and nurture urban neighborhoods.

- As stated in the Plan, “While residential *development* has flourished in recent years, the creation and enhancement of urban *neighborhoods* is still a goal. Residential living will thrive in Downtown when residents feel that they are part of a neighborhood, supported by shared public spaces and the services and amenities needed for daily life.” The DTC directly addresses the development characteristics of neighborhood design: building mass and scale, frontage design, and open space design.
- To create these distinctive urban neighborhoods, the DTC aligns the regulations of each subdistrict with the intended character of the neighborhood. For instance, the South Gulch is envisioned to continue as a high-rise and mid-rise, mixed-use neighborhood. The DTC codifies mid-rise height in the general subdistrict and allows high-rise buildings on key intersections and along important streets. In contrast, the North Gulch is envisioned to be a low-rise neighborhood – to preserve Capitol views and transition into the Hope Gardens and John Henry Hale neighborhoods. The DTC codifies this vision by capping the overall

height, allowing for less intense development such as two story houses and townhouses, and encouraging porch and stoop frontages. These are two examples of how the DTC aligns the zoning of neighborhoods with the vision cast during the community planning process.

- “Since 2000, Downtown has experienced an unprecedented residential boom. In 2000, there were approximately 1500 dwelling units in Downtown. As of 2006, over 2600 new residential units were under construction, planned or proposed... Since 2000 there has been over \$500 million in capital investments in residential construction, with another \$400 million planned or proposed.” In addition, “since 2000, Downtown office building development has grown modestly with \$140 million of development completely or under construction.” These strong numbers increase the viability of Downtown. To continue this good momentum, the emphasis must be on place-making as well as development. The DTC encourages the creation of mixed-use, sustainable neighborhoods that have flexibility to address the needs of citizens over time.

### Create active, attractive streets and streetscapes.

- “...the Downtown Plan encourages walking as a primary mode of transportation in Downtown. Walking is encouraged in the Downtown Plan by making the walk safe, interesting, and comfortable...” Streets are the most plentiful open space in Downtown and should prioritize the pedestrian experience while appropriately accommodating vehicular traffic. The DTC emphasizes frontage design, requires active ground level uses, and sets standards for vehicular activity.
- The DTC prioritizes the location of vehicular access points per street type – Primary, Secondary, Tertiary, Other, and Alley. By prioritizing, instead of regulating, the DTC allows flexibility for site-specific solutions to be reached in collaboration between the developer and Metro departments.
- While the DTC sets standards on the development of private property, active and attractive streets must be created by a collaborative process with all Metro Departments. As development proposals are offered, Metro will retain a commitment to creating a strong pedestrian-oriented urban

# Section I: Introduction

## The Downtown Code and the Downtown Plan

environment. “As Downtown becomes home to many of its workers, and mass transit options into Downtown improve, providing welcoming routes for pedestrians will provide benefits in terms of improved mobility and reduced traffic congestion.”

- The DTC references the *Downtown Streetscape Design Guidelines*, and the *Major and Collector Street Plan* created by Metro Public Works and Metro Planning, and **encourages requires** their use.

### Protect and reuse historic structures and districts.

- The DTC has a subdistrict for 2<sup>nd</sup> Avenue and Lower Broadway that reinforces the historic zoning overlay for these streets. To encourage the adaptive reuse of the historic structures, this subdistrict is eligible for transfer of development rights through the Bonus Height Program.
- The creation of the Core Historic subdistrict encourages the preservation of the existing historic buildings between 3<sup>rd</sup> and 5<sup>th</sup> Avenues North, while allowing for appropriately scaled and appropriately detailed infill.
- The creation of the Rutledge Hill subdistrict encourages the preservation of the existing historic buildings in this historic residential area, while allowing for appropriately scaled and appropriately detailed infill.
- During the community planning process, the preservation of views to the Capitol building was identified as important to the development of neighborhoods north of Capitol Hill. The maximum building heights in subdistricts north of Capitol Hill are limited to the elevation of the base of the Capitol building to ensure this that this important civic view is preserved.

### Create environmentally sustainable and energy efficient development.

- In order to meet the sustainability goals of the Downtown Plan and to achieve Metro Government’s vision of Nashville as the greenest city in the US, the DTC encourages urban infill and energy efficient development.
- By location alone, urban infill is more energy efficient than green-field development because it utilizes existing streets and infrastructure. By emphasizing mixed-use, walkable neighborhoods within Downtown, the DTC reinforces Metro Government’s commitment to sustainability and

responsible use of resources. Part of being sustainable is using existing under-utilized infrastructure – water lines, sewer lines, electricity, and streets – in lieu of creating new infrastructure and continuing green-field consumption.

- Location, however, does not ensure sustainability. The creation of the DTC emphasizes the need for a denser Downtown to provide citizens with all daily needs within walking distance, the need for buildings that can be adapted for new uses over time, the preservation and adaptive reuse of existing buildings, and the addition of street trees and open spaces.
- In addition to encouraging sustainable urbanity, the DTC encourages the measurement of energy efficient development through the US Green Building Council’s LEED program. (LEED may be substituted for a different nationally-recognized, third-party system of overseeing green building and/or sustainable development practices.)
- The Bonus Height Program of the DTC provides height bonuses for new construction that meets the standards of LEED silver, gold or platinum. LEED takes credits a project for its urban environment, but also for the sustainability of the building itself. The public benefit associated with LEED certification is significant. The lighter the building treads on the infrastructure of the city, the lighter the burden on the city to maintain the infrastructure. This helps the city function better as a whole. The bonuses are appropriately scaled for each subdistrict and are offered in exchange for the level of contribution of this important public benefit.

### Create “great spaces” throughout Downtown for the enjoyment of citizens and visitors.

- In some areas of Downtown, open space is appropriately scaled and designed for the envisioned intensity of the neighborhood. In most areas, however, open space is dramatically lacking. The DTC identifies ¼ mile radius neighborhoods (about a five minute walk from edge to center) within Downtown to show the open space deficiencies. For every quarter mile neighborhood, there should be at least a quarter acre of well-designed public open space. This open space may be provided by public or private initiatives.
- The Downtown Plan recommended that Downtown have unique types of open space available to meet the needs

# Section I: Introduction

## The Downtown Code and the Downtown Plan

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of citizens. The DTC provides standards for the creation of these open spaces: greens, squares, plazas, courts and pocket parks/playgrounds. The open spaces will serve as important “great spaces” to help create the vital and functioning neighborhoods envisioned by the Downtown Plan.

- The Bonus Height Program of the DTC provides height bonuses for the development of public open spaces. To be eligible for the height bonus, the development must follow the standards for open space design. The bonuses are appropriately scaled for each subdistrict and are offered in exchange for this important public amenity.

### **Provide for improved mobility in and through Downtown to support other principles for healthy growth in Downtown.**

- “The Downtown Plan encourages walking as a primary mode of transportation in Downtown.” The DTC standards focus on the interaction between the building and street – the frontage of the building – to make the pedestrian realm safe, comfortable and interesting. This goal will be reached when public and private entities remain committed to creating a pedestrian-oriented Downtown.
- The Downtown Plan notes that “as Downtown becomes home to many of its workers, and mass transit options into Downtown improve, providing welcoming routes for

pedestrians will provide benefits in terms of improved mobility and reduced traffic congestion.” While the DTC sets standards on the development of private property, improved transportation options must be created by a collaborative process between the public and private sectors.

The Downtown Plan sets forth the common vision for the future of Downtown, and acknowledges that “the creation of the Downtown envisioned by the community can only be achieved through cooperative efforts of the public and private sectors and through the informed involvement of residents, businesses and investors in Downtown. Adherence to these guiding principles in the development actions of both the public and private sector will create the Downtown Nashville that the community has envisioned – an expanding, vibrant Downtown with opportunities for growth and development that embody the urban experience of a great city.” The DTC is one of several tools to strengthen Downtown through public and private investments.

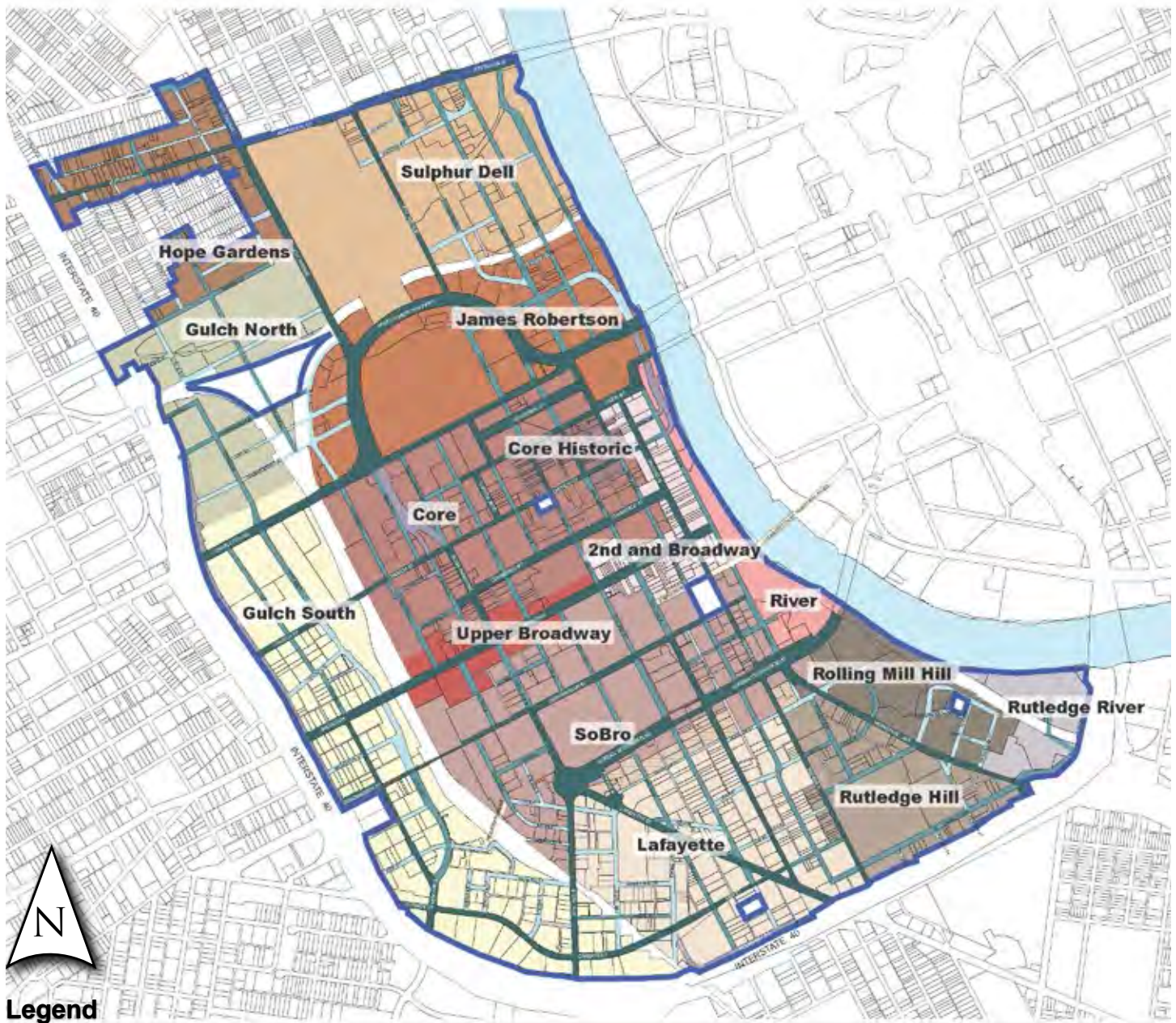
By focusing on the creation of distinctive neighborhoods, pedestrian-oriented development, the DTC reaches toward the goal of an economically healthy, socially vibrant, and sustainable Downtown.

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









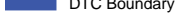


# Section I: Introduction

## DTC Regulating Plan: Subdistrict Boundaries



### Legend

 James Robertson Subdistrict - page 18	 Upper Broadway Subdistrict - page 26	 Lafayette Subdistrict - page 38	 Gulch North Subdistrict - page 46
 Core Subdistrict - page 20	 SoBro Subdistrict - page 34	 Rutledge Hill Subdistrict - page 40	 Hope Gardens Subdistrict - page 50
 Core Historic Subdistrict - page 22	 River Subdistrict - page 32	 Rutledge River Subdistrict - page 44	 Sulphur Dell Subdistrict - page 52
 2nd and Broadway Subdistrict - page 28	 Rolling Mill Hill Subdistrict - page 42	 Gulch South Subdistrict - page 48	 DTC Boundary

# Section I: Introduction

## Application of the DTC

---

### General Provisions

If necessary, to adhere to the laws and regulations of Federal, State, or local departments or agencies, the regulations in this chapter may be modified. Such modifications may be approved by the Planning Commission, the DTC Design Review Committee or Planning Staff, in accordance with the Modifications section of this Chapter.

To the extent that the provisions of the Downtown Code is inconsistent or in conflict with the provisions of the Gateway Urban Design Overlay District that is also zoned DTC, the provisions of the DTC zoning shall be controlling; however, any provisions of the Gateway UDO may be used provided that the standards of the DTC zoning are met.

### Applicable Chapters and Sections of the Zoning Code

In addition to the standards set forth within this document, the following Chapters and Sections of the Metro Zoning Code shall apply to properties with DTC zoning.

- All of Chapter 17.04 GENERAL PROVISIONS AND DEFINITIONS
- Within Chapter 17.08 ZONING DISTRICTS AND LAND USE TABLES
  - Section - 17.08.010 Zoning districts established.
  - Section - 17.08.020 Zoning districts described.
  - Section - 17.12.120 Transfer of development rights.
- All of Chapter 17.16 LAND USE DEVELOPMENT STANDARDS
- Within Chapter 17.20 PARKING, LOADING AND ACCESS
  - Section - 17.20.050 Handicapped parking.
  - Section - 17.20.060 Parking area design standards.
  - Section - 17.20.070 Queuing requirements for drive-through facilities.
  - Section - 17.20.130 Loading space requirements.
- Within Chapter 17.24 LANDSCAPING, BUFFERING AND TREE REPLACEMENT
  - Section - 17.24.010 Purpose and intent.
  - Section - 17.24.020 Landscape plan required.
  - Section - 17.24.030 Standards for form and quality of plants.
  - Section - 17.24.040 Spacing standards.
- Article II. Tree Protection and Replacement
  - Section - 17.24.090 Removal of protected trees.
  - Section - 17.24.100 Replacement of trees.
  - Section - 17.24.110 Protection of trees during development activities.
  - Section - 17.24.120 Less desirable trees.
  - Section - 17.24.160 Interior planting requirements.
  - Section - 17.24.170 Nonconforming parking areas.
- All of Chapter 17.28 ENVIRONMENTAL AND OPERATIONAL PERFORMANCE STANDARDS
- All of Chapter 17.32 SIGN REGULATIONS
- All of Chapter 17.36 OVERLAY DISTRICTS, except Article XII, Urban Zoning Overlay (UZO) District.
- All of Chapter 17.40 ADMINISTRATION AND PROCEDURES, except as otherwise provided for within this document.



# Section I: Introduction

## Application of the DTC: How to Use this Document

### How to Use this Document

The Downtown Code is organized by Subdistricts and Street Types, as identified on the Regulating Plan.

To determine the standards which apply to a particular property:

- On the Regulating Plan, identify the Subdistrict in which the property is located and on what type of street(s) it fronts.
- Consult the Building Regulations for development standards relevant to the Subdistrict.
- Consult the Use Table for uses allowed in each Area.
- Consult the General Standards section for guidance on development standards for all Subdistricts.

### Subdistricts and Areas

- Downtown Nashville consists of numerous neighborhoods with unique character. The development standards for the DTC are organized by Subdistricts, which establish

the zoning of each neighborhood to create or maintain the envisioned character.

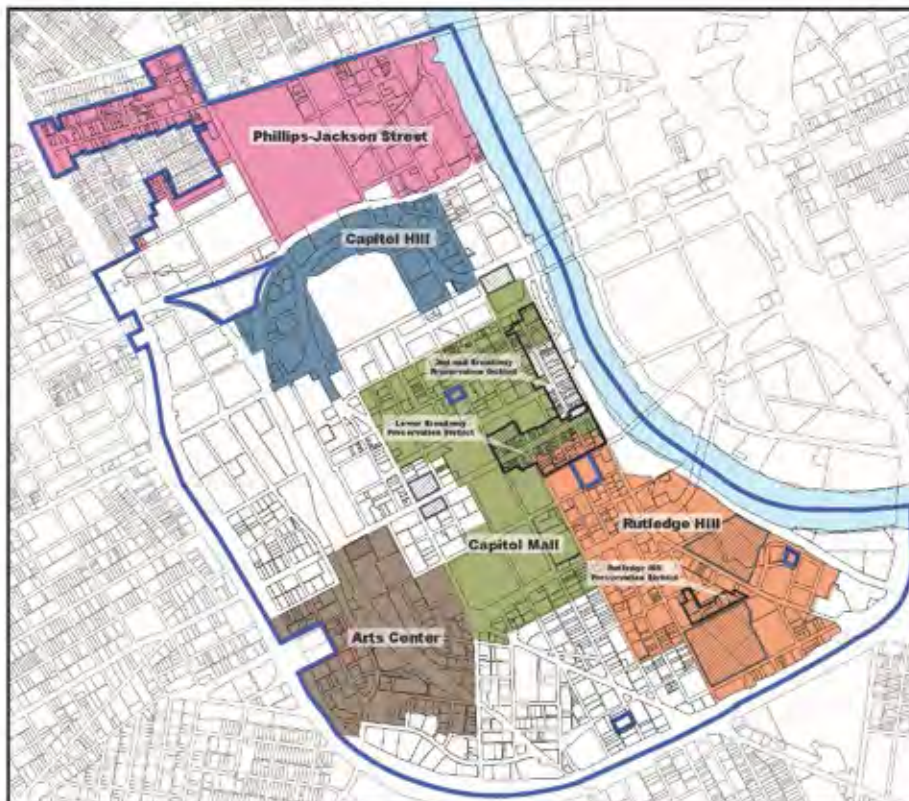
- The DTC is divided into 4 Areas (North, South, West and Central), which establish the allowed uses.
- The DTC includes General Standards that apply to all Subdistricts.

### Regulating Plan

- The Regulating Plan is the official zoning map of the DTC. The Subdistrict boundaries are shown on the series of maps which comprise the Regulating Plan.

### Overlapping Plans

Within the area governed by the DTC, there exist other regulations and design guidelines intended to work in conjunction with the DTC. The DTC does not exempt development from complying with the regulations of other Federal, State, and Local departments and agencies. These departments and agencies should be contacted during the development process to address their rules, regulations and policies.



*MDHA redevelopment districts and Historic overlays at the time of adoption of the DTC.*



# Section I: Introduction

## Application of the DTC: Modifications and Design Review

### Modifications to the Standards

Based on site-specific issues, an applicant may seek modifications to the standards of this document. Any standard within the DTC 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 DTC, the Downtown Plan and any other policies and regulations from governing agencies shall be consulted when considering modifications. Any standards that shall not be modified are explicitly noted in this document.

Modifications may be approved by Planning staff, the Downtown Code Design Review Committee (DTC DRC) or the Planning Commission.

- Minor modifications – deviations of 20 percent or less – may be approved by Planning Staff.
- Any determination made by the Planning Staff may be appealed to the DTC DRC.
- Major modifications – deviations of more than 20 percent – and modifications of standards without numbers may be approved by the DTC DRC. Within MDHA redevelopment districts, the MDHA DRC shall act as the DTC DRC.
- Any determination made by the DTC DRC or the MDHA DRC regarding standards of the DTC may be appealed to the Planning Commission.
- **No modification shall be granted for overall building height.**

### Variances and special exceptions

Variances and special exceptions that are not specifically for standards of the DTC zoning district shall follow the procedures of Chapter 17.40, Articles VII and VIII of the zoning code.

Additionally, variiances ~~and special exceptions~~ to the DTC standards on ~~height at the street and~~ overall height shall follow the procedures of Chapter 17.40, Articles VII and VIII. The DTC DRC shall provide a recommendation to the Board of Zoning Appeals (BZA) on such cases.

Standards specific to the DTC zoning district may be modified based on the modifications section of this document.

### Design Review Committee

Applications that meet all applicable standards of the DTC shall be reviewed by staff before building permits are granted. Such “by-right” applications will not be reviewed by the DTC DRC. The DTC DRC will review applications seeking modifications.

The DTC DRC is subject to the rules and procedures adopted by the Planning Commission. The DTC DRC will consist of eight (8) voting members.

One member shall be nominated by each of the following with confirmation by the Planning Commission:

- Chamber of Commerce
- Civic Design Center
- Downtown Partnership
- Urban Residents Association

One member shall be appointed by the following:

- Mayor
- Vice-Mayor, on behalf of the Metro Council
- Historic Commission
- Planning Commission

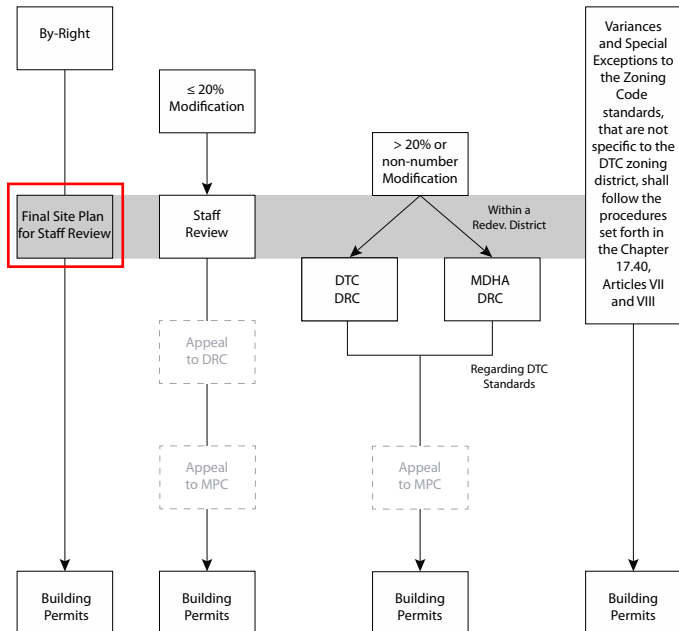
Each member shall be a design professional, with a degree or several years of experience in architecture, landscape architecture, planning or urban design. The members nominated by the Nashville Area Chamber of Commerce and the Nashville Downtown Partnership shall be exempt from this requirement.

Each term shall be four years, with the appointees of the Mayor, Vice-Mayor and Planning Commission serving an initial two-year term upon adoption of the DTC.

**Any vacancy occurring during the unexpired term of any members shall be filled in the manner prescribed herein for the original selection of the members of the DTC DRC.**

# Section I: Introduction

## Application of the DTC: Compliance



### Compliance with the DTC shall be required according to the following:

- Level 1: An addition of twenty-five percent or less of the square footage of the existing building
  - To the extent practicable, any addition shall be in compliance with applicable standards of the DTC.
- Level 2: An addition of more than twenty-five percent of the square footage of the existing building or 1000 square feet, whichever is greater
  - Improvements to the sidewalk corridor according to the *Downtown Streetscape Design Guidelines Major and Collector Street Plan*.
  - Where possible, the addition of street trees
  - Parking lot landscaping standards
  - To the extent practicable, any addition shall be in compliance with applicable standards of the DTC.
- Level 3: Redevelopment after the demolition or destruction of more than five percent and less than fifty percent of the existing building
  - Improvements to the sidewalk corridor according to the *Downtown Streetscape Design Guidelines Major and Collector Street Plan*.
  - Where possible, the addition of street trees
  - Parking lot landscaping standards
  - To the extent practicable, new construction shall be in compliance with applicable standards of the DTC.
- Level 4: Redevelopment after the demolition or destruction of more than fifty percent of the existing building
  - All standards of the DTC
  - Improvements to the sidewalk corridor according to the *Major and Collector Street Plan*.
- Level 5: New construction of buildings, parking, open space, etc
  - All standards of the DTC
  - Improvements to the sidewalk corridor according to the *Major and Collector Street Plan*.

### Signage Compliance

- For those properties within Historic Zoning Overlays, the sign standards of the CF zoning district shall apply, along with historic zoning district design guidelines.
- For those properties not within Historic Zoning Overlays, the sign standards of the DTC zoning district shall apply.
- No new billboards are allowed within the DTC boundaries.

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# Section II: Subdistrict Standards

Amended by Ordinance No. BL2012-142  
as adopted on May 21, 2012

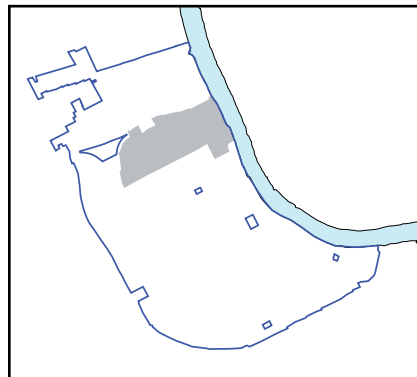
Amended by Ordinance No. BL2011-896  
as adopted on May 26, 2011

# Section II: Subdistrict Standards

## James Robertson Subdistrict: Regulating Plan



The James Robertson Subdistrict is the primarily civic area surrounding Capitol Hill. The Downtown Plan emphasizes “preserving the James Robertson neighborhood’s treasured civic and open space resources, while encouraging redevelopment to offer a mixture of uses...while recognizing that the area’s uses will continue to be dominated by government activities.” The importance of the State Capitol as a Nashville and Tennessee landmark also warrants maintaining views of the Capitol from all vantage points to the west, north and east. The DTC allows a maximum height of 560’ above sea level (the elevation of the base of the capitol building) to preserve these views.



Legend	
	James Robertson Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley

# Section II: Subdistrict Standards

## James Robertson Subdistrict: Building Regulations

### Frontage

#### A Allowed Frontage Types with Required Build-to Zone

##### Primary Street

- Storefront Frontage
  - James Robertson Boulevard
    - West of 3rd Ave 20'-30'
    - East of 3rd Ave 0'-10'
  - Charlotte Avenue 0'-10'
- Stoop Frontage
  - James Robertson Boulevard
    - West of 3rd Ave 20'-30'
    - East of 3rd Ave 5'-10'
  - Charlotte Avenue 5'-10'

##### Secondary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

##### Tertiary Street

- Storefront Frontage 0'-10'
- Stoop Frontage 5'-10'

#### B Facade width

- Primary Street 80% of lot frontage min.
  - Secondary Street 80% 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 all floors facing James Robertson Blvd.

### Height

#### D Max. elevation of 560'

#### Step-back \*

Step-back required for all buildings 8 stories or greater on all public streets and Open Space

#### E Step-back after between 4th and 8th 7 stories

#### F Min. step-back depth 15'

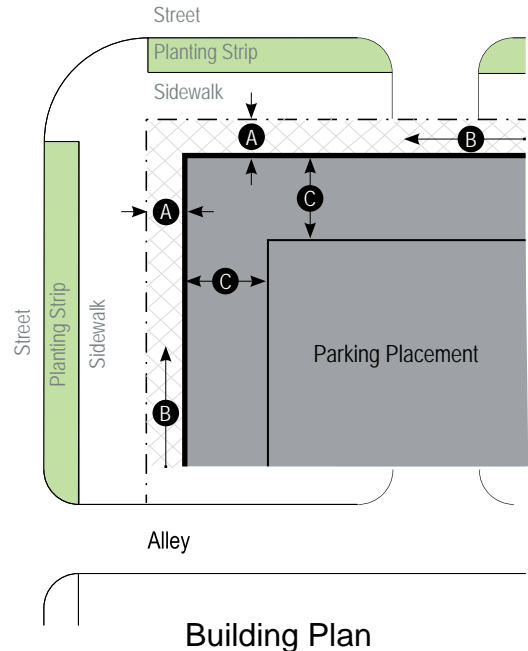
\* see page 61 for full description

### Sidewalk & Planting

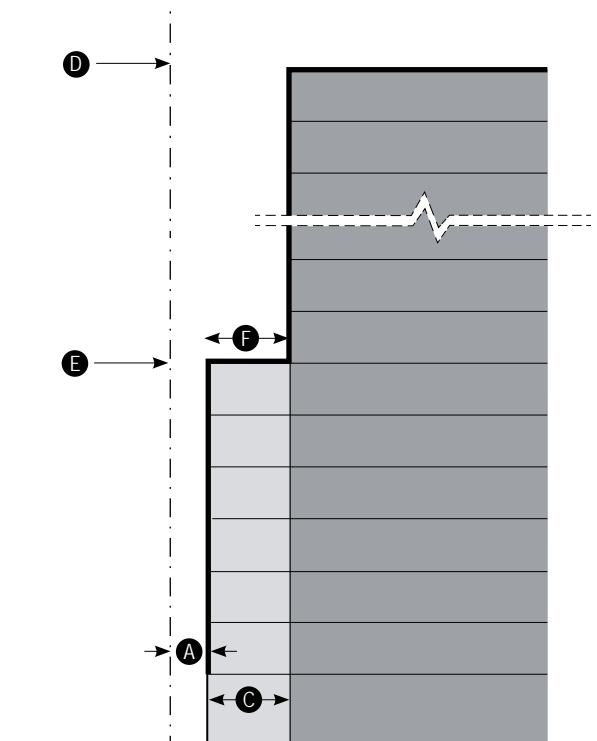
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan

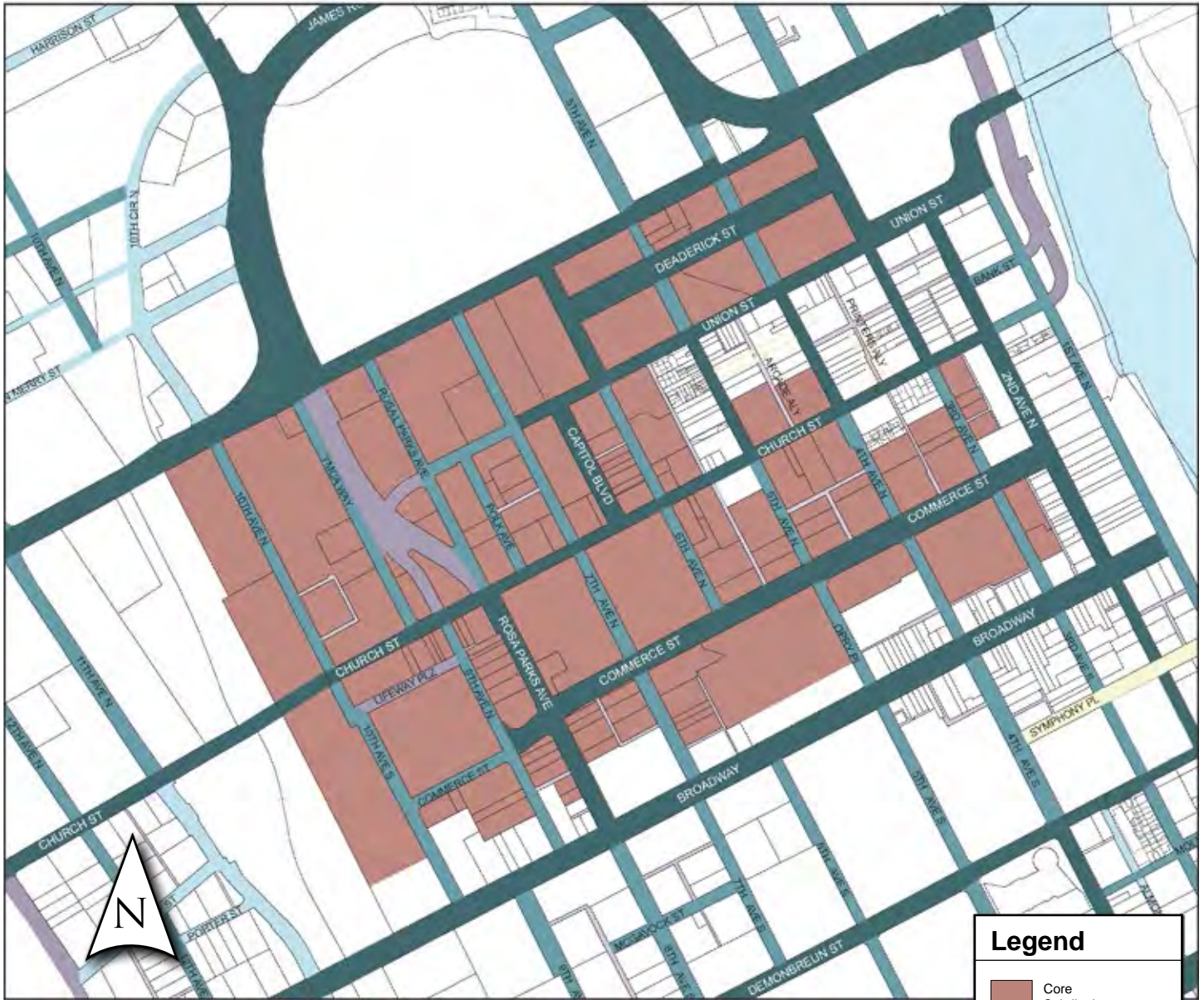


Building Section

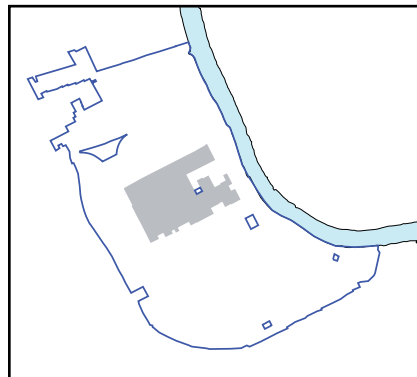


# Section II: Subdistrict Standards

## Core Subdistrict: Regulating Plan



The Core is the heart of the Downtown business district, the economic engine of the Middle Tennessee region, and a significant economic force in the Southeast. It is the densest neighborhood in Downtown and has the greatest height allowances. Pedestrian comfort and safety should be prioritized with an interesting sidewalk realm, activity on the ground level of buildings, and controlled vehicular access.



# Section II: Subdistrict Standards

## Core 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'
Tertiary Street	
• Storefront Frontage	0'-10'
• Stoop Frontage	5'-10'

#### B Facade width

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

### Height

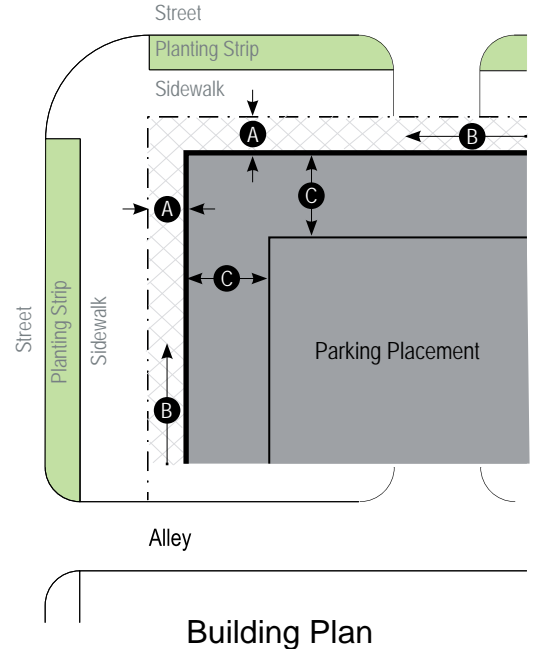
#### D Max. 30 stories Additional height available through the Bonus Height Program

### Sidewalk & Planting

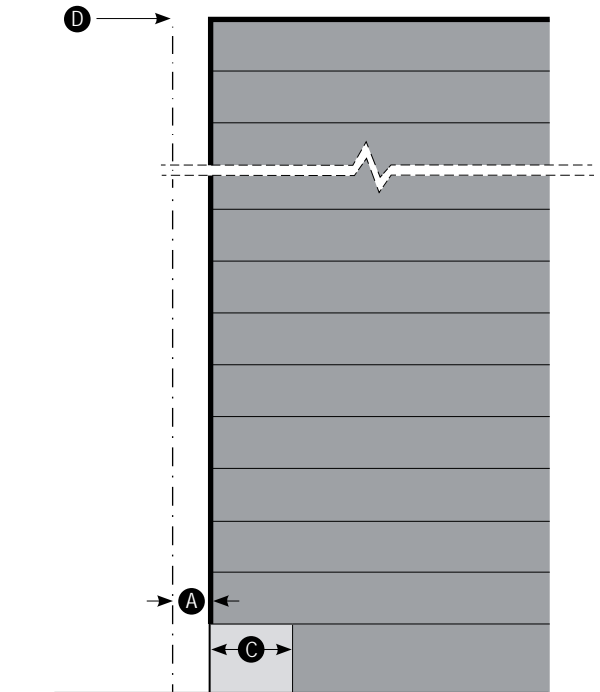
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan



Building Section

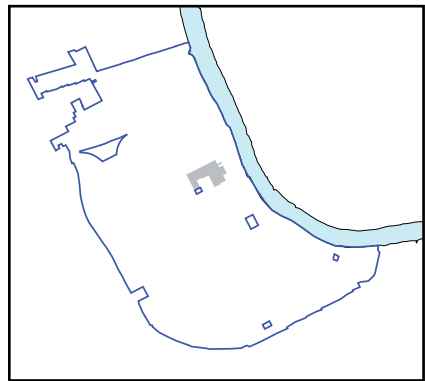


# Section II: Subdistrict Standards

## Core Historic Subdistrict: Regulating Plan



The Core Historic neighborhood has two historic urban spaces – the Arcade and Printers’ Alley. This neighborhood is comprised several historic buildings, many of which have been recently renovated. The height maximums for this subdistrict reflect historic urban design features – lower buildings mid-block and taller buildings to “book-end” the blocks at the corners. The adaptive reuse of historic buildings is encouraged and new construction should be of appropriate scale and detailing, maintaining the existing storefront rhythm. Pedestrian comfort and safety should be prioritized with an interesting sidewalk realm, activity on the ground level of buildings, and controlled vehicular access.



Legend	
	Core Historic Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley
	Pedestrian Frontage

# Section II: Subdistrict Standards

## Core Historic Subdistrict: Building Regulations

### Frontage

#### A Allowed Frontage Types with Required Build-to Zone

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

#### B Facade width

Primary Street	95% of lot frontage min.
Secondary Street	95% of lot frontage min.

#### C Min. building depth 15' from building facade

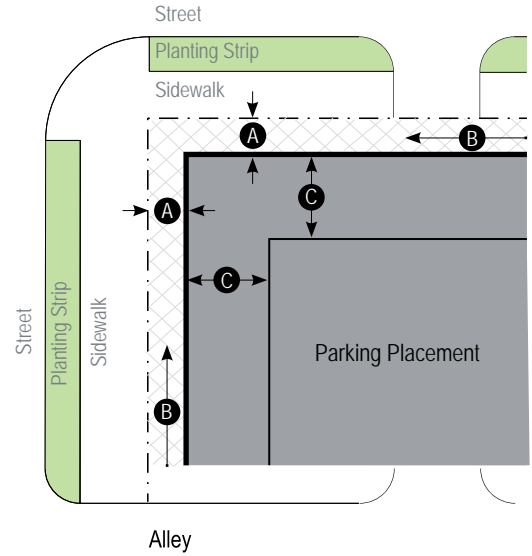
A building liner is required surrounding parking structures on all floors facing public streets and Open Space.

### Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



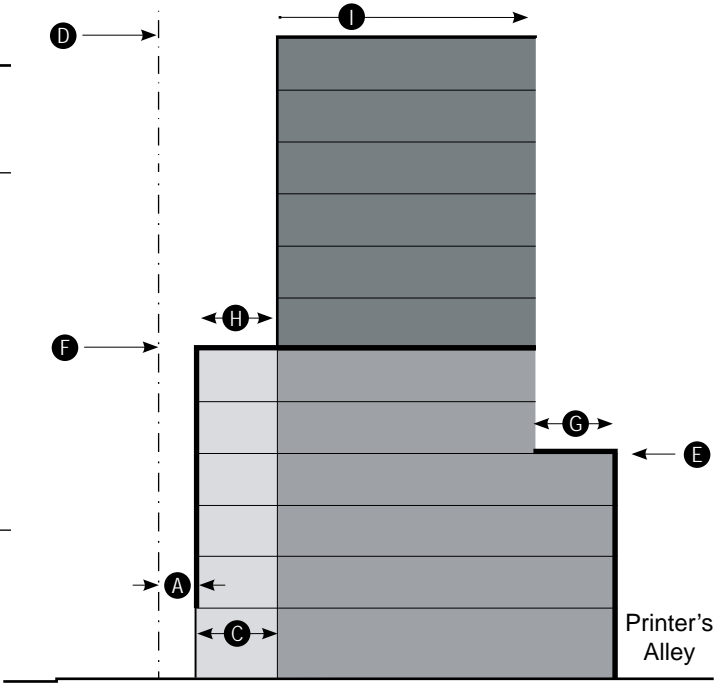
Building Plan

# Section II: Subdistrict Standards

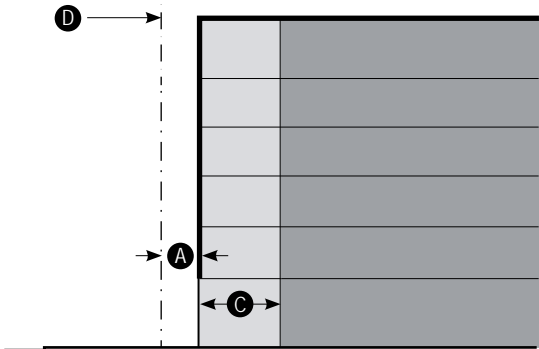
## Core Historic Subdistrict: Building Regulations

Height	
<b>D Max.</b>	
On Corners	10 stories
Mid-Block	6 stories
Step-back	
Step-back after	
<b>E</b> • On Printer's Alley	4 stories
<b>F</b> • All Others	6 stories
Depth	
<b>G</b> • On Printer's Alley	10' min.
<b>H</b> • All Others	10' min. and max.
Step-back not required for buildings fronting Church Street.	
Buildings 6 stories or less shall not step-back and all stories shall occupy the Build-to Zone.	

**I Max. tower dimensions** 90' x 90'



Block Corner Section



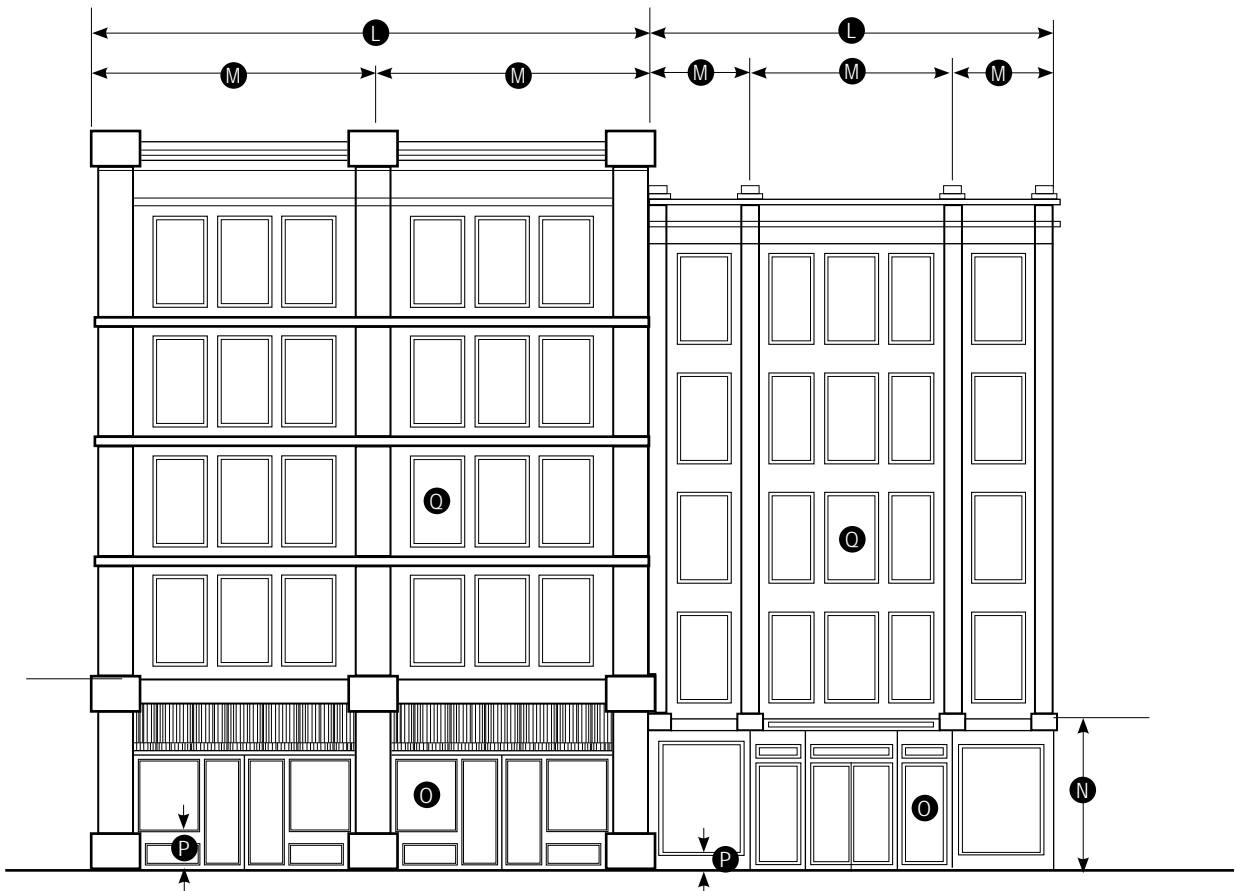
Mid-Block Section

# Section II: Subdistrict Standards

## Core Historic Subdistrict: Building design and Facade articulation

### Building design and Facade articulation

- |                                       |                                                                                                                                                      |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>L</b> Primary building divisions   | 20'-50' wide                                                                                                                                         |
| <b>M</b> Secondary building divisions | 5'-25' wide<br>Secondary building divisions are defined by solid vertical elements that consist of changes in materials or planes within the facade. |
| <b>N</b> First Floor height           | 16' min.                                                                                                                                             |
- Windows**
- O** Ground floor - 60% glazing required from 2 feet above grade to the finished floor of the 2nd story
  - P** Window sill height 18"-24"
- Q** Upper Floors - Windows shall be vertically oriented at a ratio of 2:1 or greater.



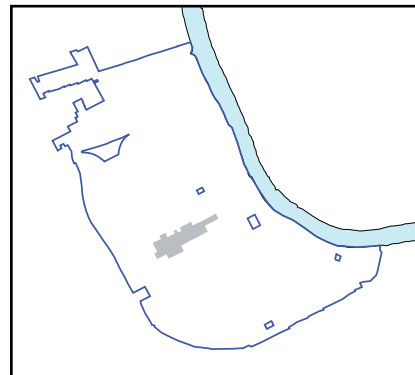


# Section II: Subdistrict Standards

## Upper Broadway Subdistrict: Regulating Plan



The Upper Broadway area is one of the most important gateways into Downtown. Several civic and cultural buildings front this urban corridor. Maintenance and adaptive reuse of historic buildings is encouraged, and the height and scale of new buildings should be in-keeping with the existing urban pattern. When properties front more than one street, Broadway should be the Principal frontage.



### Legend

- Upper Broadway Subdistrict
- Primary Street
- Secondary Street
- Other Street
- Alley

# Section II: Subdistrict Standards

## Upper Broadway Subdistrict: Building Regulations

### Frontage

#### A Allowed Frontage Types with Required Build-to Zone

Primary Street	
• Storefront Frontage	0'-5'
Secondary Street	
• Storefront Frontage	0'-5'

\*\* Civic Frontages are encouraged in this subdistrict.

#### B Facade width

Primary Street	80% of lot frontage min.
Secondary Street	80% 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 all floors facing Broadway and Open Space.

### Height

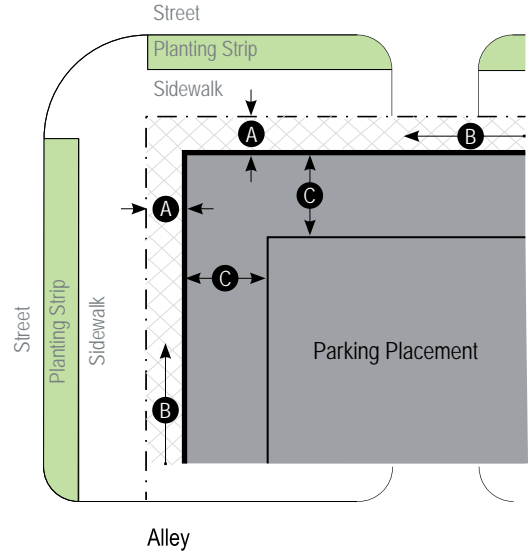
D Max.	100'
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### Sidewalk & Planting

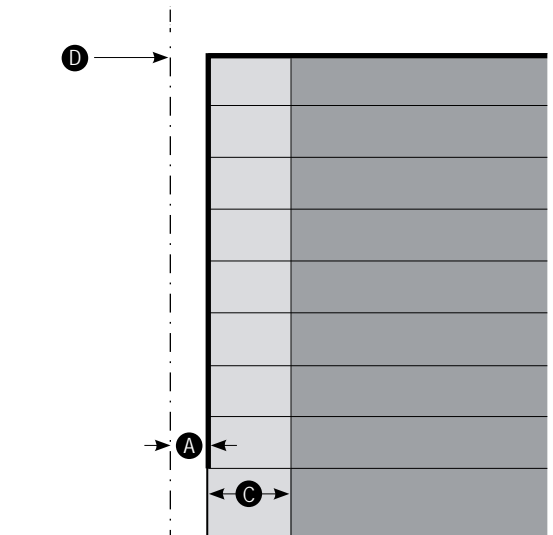
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan

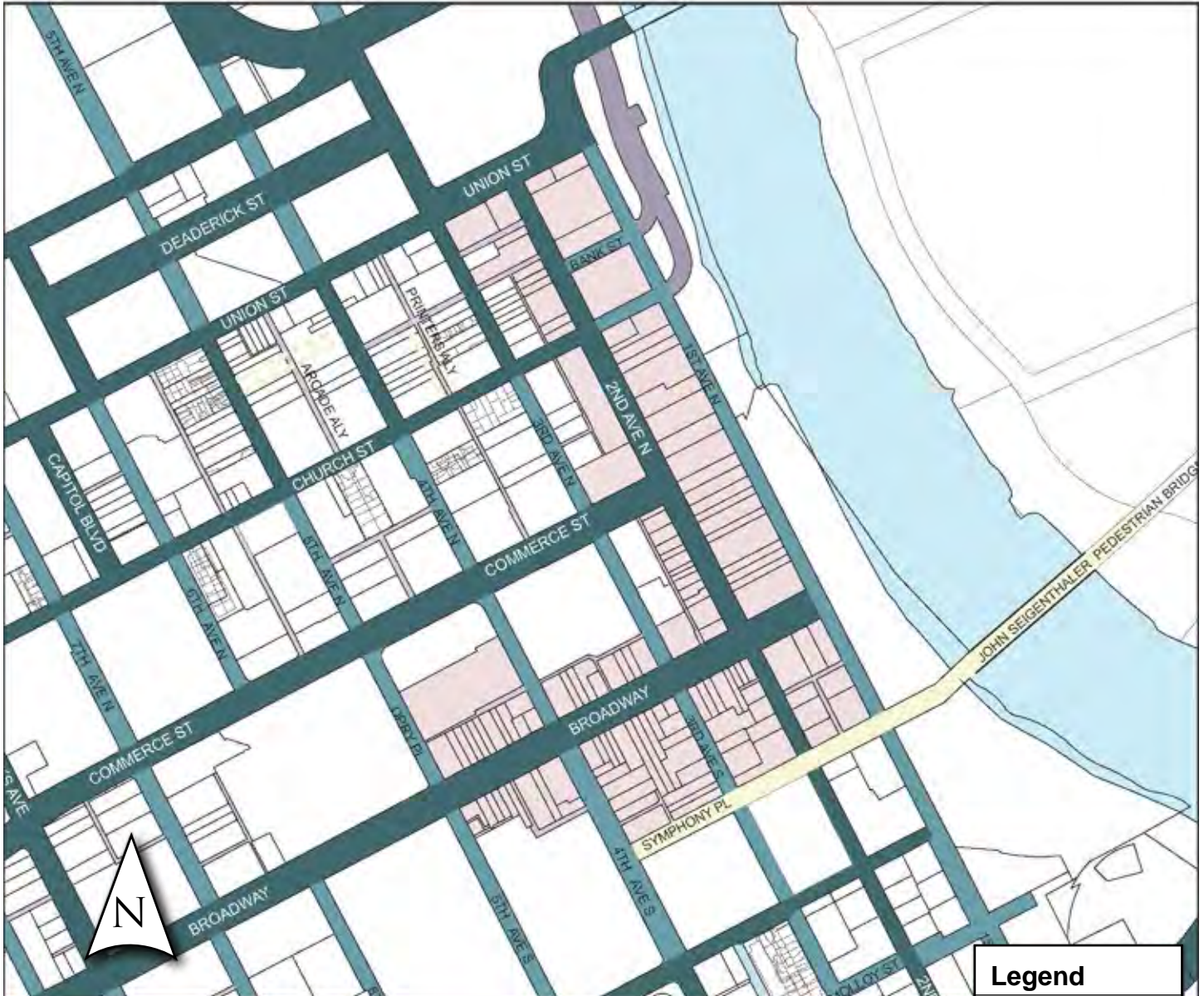


Building Section

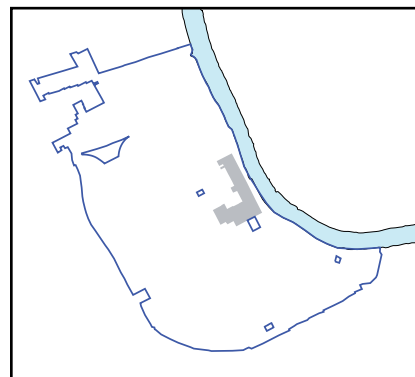


# Section II: Subdistrict Standards

## 2nd and Broadway Subdistrict: Regulating Plan



Second and Broadway is the heart of Downtown; where the main street of the city meets the Cumberland River. The Downtown Plan encourages maintaining “the low-scale, pedestrian-friendly historic character” and adaptively reusing existing historic structures “in order to respect, maintain, and enhance not only individual structures, but the existing character of the Second and Broadway neighborhood as a whole.” With the exception of the Stahlman building on the northeast corner of 3rd and Union, this neighborhood is overseen by two historic zoning overlays: *The Second Avenue Historic Zoning Overlay* and *The Broadway Historic Zoning Overlay*. Property owners must contact the Metro Historic Commission for additional details.



### Legend

- 2nd and Broadway Subdistrict
- Primary Street
- Secondary Street
- Other Street
- Alley
- Pedestrian Frontage

# Section II: Subdistrict Standards

## 2nd and Broadway Subdistrict: Building Regulations

### Frontage

#### A Allowed Frontage Types with Required Build-to Zone

Primary Street	
• Storefront Frontage	0'
Secondary Street	
• Storefront Frontage	0'

#### B Facade width

Primary Street	100% of lot frontage min.
Secondary Street	100% of lot frontage min.

#### C Min. building depth

15' from building facade

### Height

#### D Min.

40'

#### E Max. at the street

• On Broadway	5 stories to a max. height of 65'
• On 2nd Ave	8 stories to a max. height of 105'
• On Union St	12 stories to a max. height of 180'
• All other streets	8 Stories to a max. height of 105'

#### F Min. step-back depth

• On Broadway	30'
• On all other streets	20'

#### G Max. height

1 additional story

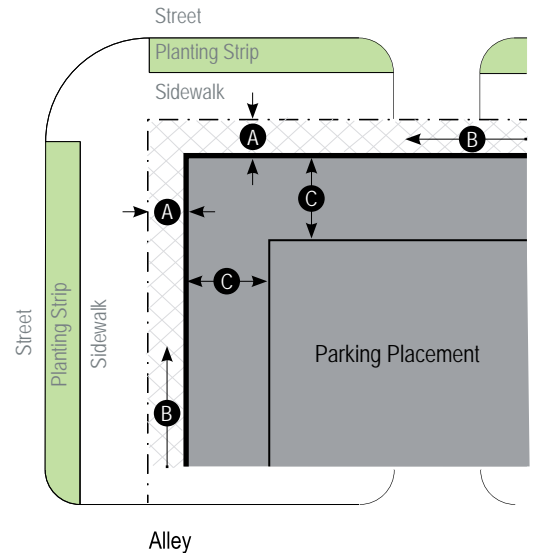
- Within 150' of the right-of-way of Broadway, height shall not exceed 6 stories or 80'
- Between 150' and 200' of the right-of-way of Broadway, height shall not exceed 7 stories or 90'.

### Sidewalk & Planting

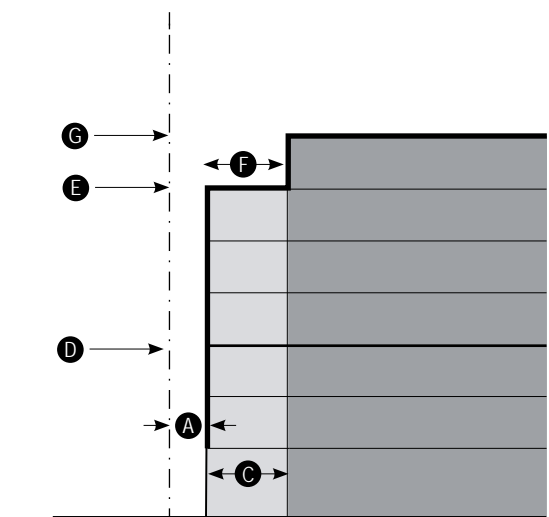
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan



Building Section

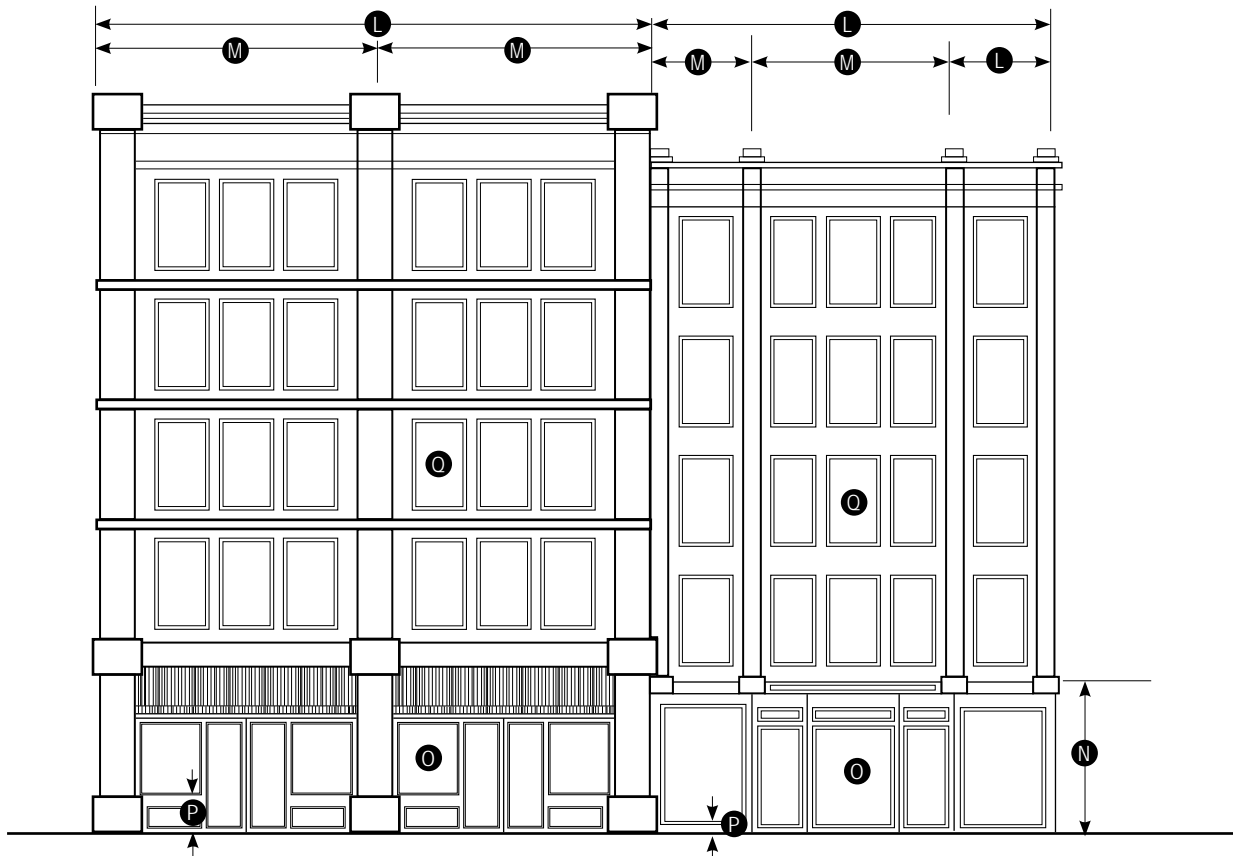


# Section II: Subdistrict Standards

## 2nd and Broadway Subdistrict: Building design and Facade articulation

### Building design and Facade articulation

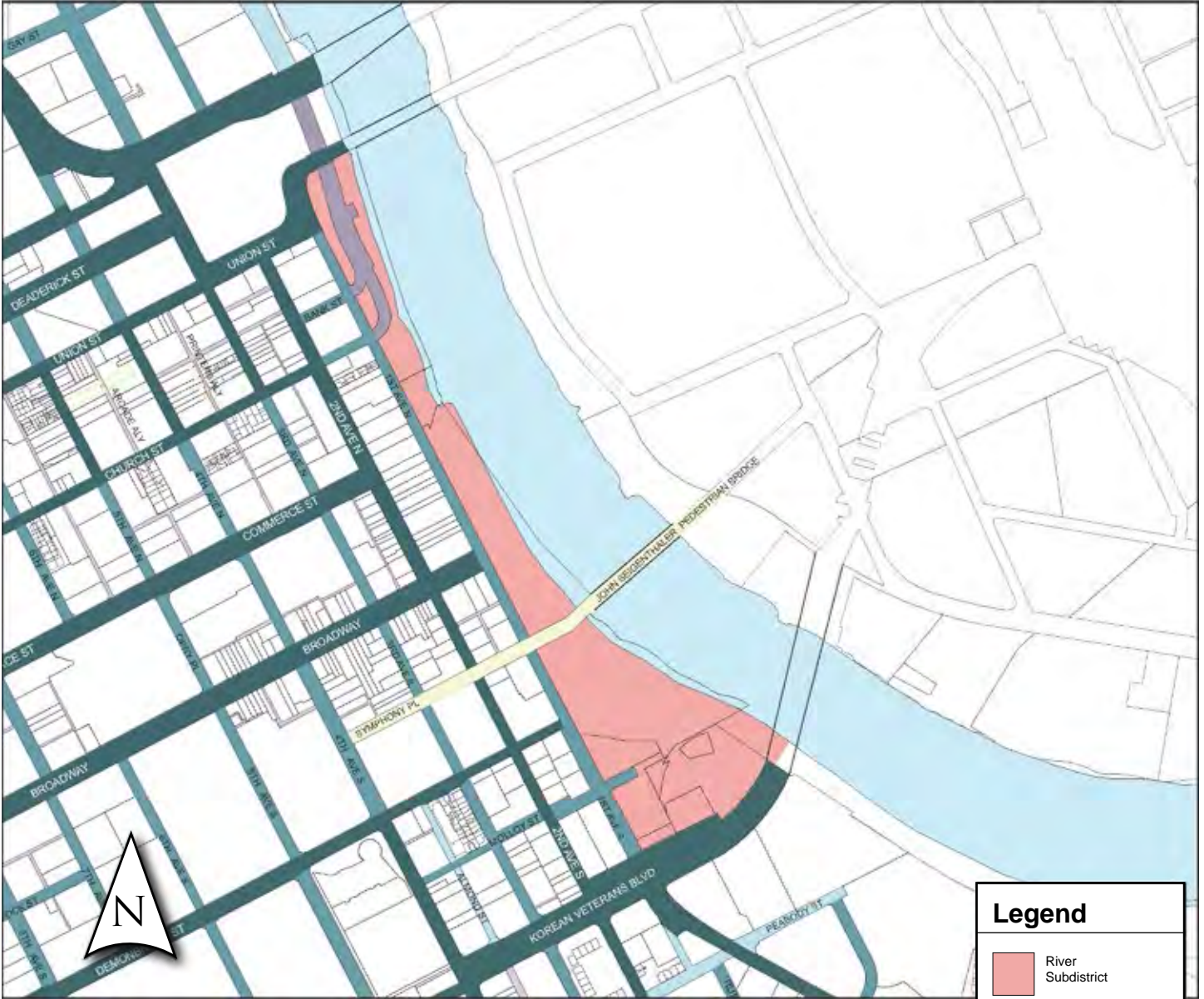
- 
- L Primary building divisions** 20'-50' wide
- 
- M Secondary building divisions** 5'-25' wide  
Secondary building divisions are defined by solid vertical elements that consist of changes in materials or planes within the facade.
- 
- N First Floor height** 16' min.
- 
- Windows**
- O Ground floor - 60% glazing** required from 2 feet above grade to the finished floor of the 2nd story
  - P Window sill height** 18"-24"
- 
- O Upper Floors - Windows** shall be vertically oriented at a ratio of 2:1 or greater.



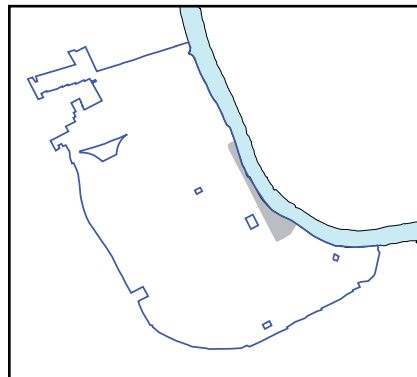
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# Section II: Subdistrict Standards

## River Subdistrict: Regulating Plan



The River subdistrict is a unique area between 1<sup>st</sup> Avenue South and the Cumberland River. This area is owned by the city and is envisioned to be an amenity for all residents and visitors. New development should be done in conjunction with the Parks Department's *Riverfront Redevelopment Plan* and should treat the river as an amenity while keeping a strong urban edge along 1<sup>st</sup> Avenue South and the boulevard. The maximum height is low in order to maintain views of the river from many vantage points in Downtown.



Legend	
	River Subdistrict
	Primary Street
	Secondary Street
	tertiary Street
	Other Street
	Alley
	Pedestrian Frontage

# Section II: Subdistrict Standards

## River 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'
Tertiary Street	
• Storefront Frontage	0'-10'
• Stoop Frontage	5'-15'

#### B Facade width

Primary Street	80% of lot frontage min.
Secondary Street	80% of lot frontage min.
1st Avenue	70% 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

### Height

#### D Max. 10 stories to a max. height of 145'

#### Step-back \*

Step-back required for buildings 8 stories or greater on 1st Avenue frontage

#### E Step-back after between 4th and 8th stories within a max. height of 105'

#### F Min. step-back depth 15'

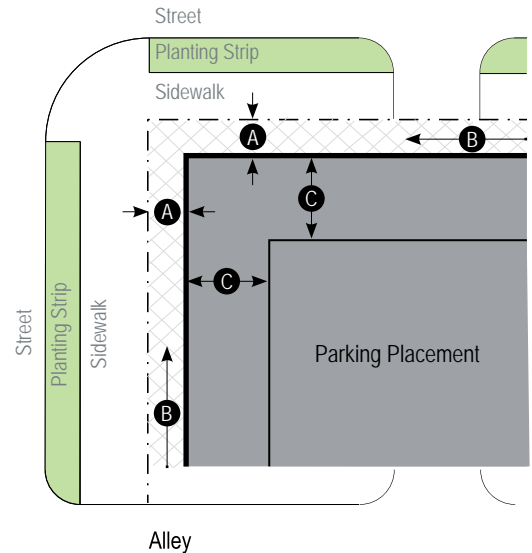
\* see page 61 for full description

### Sidewalk & Planting

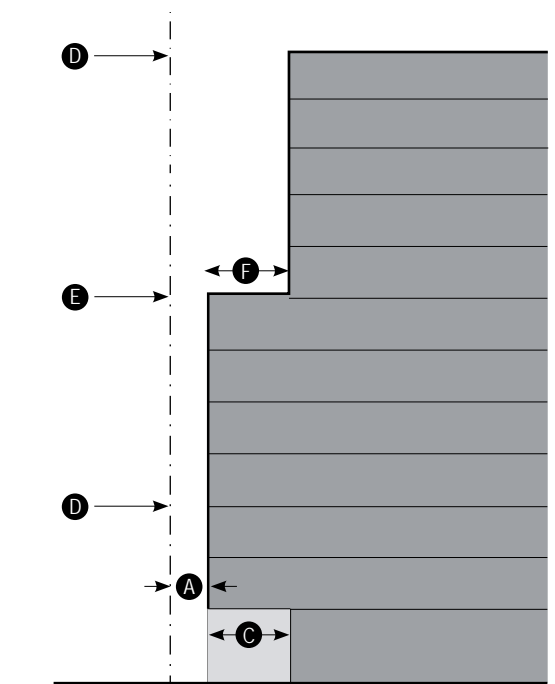
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan

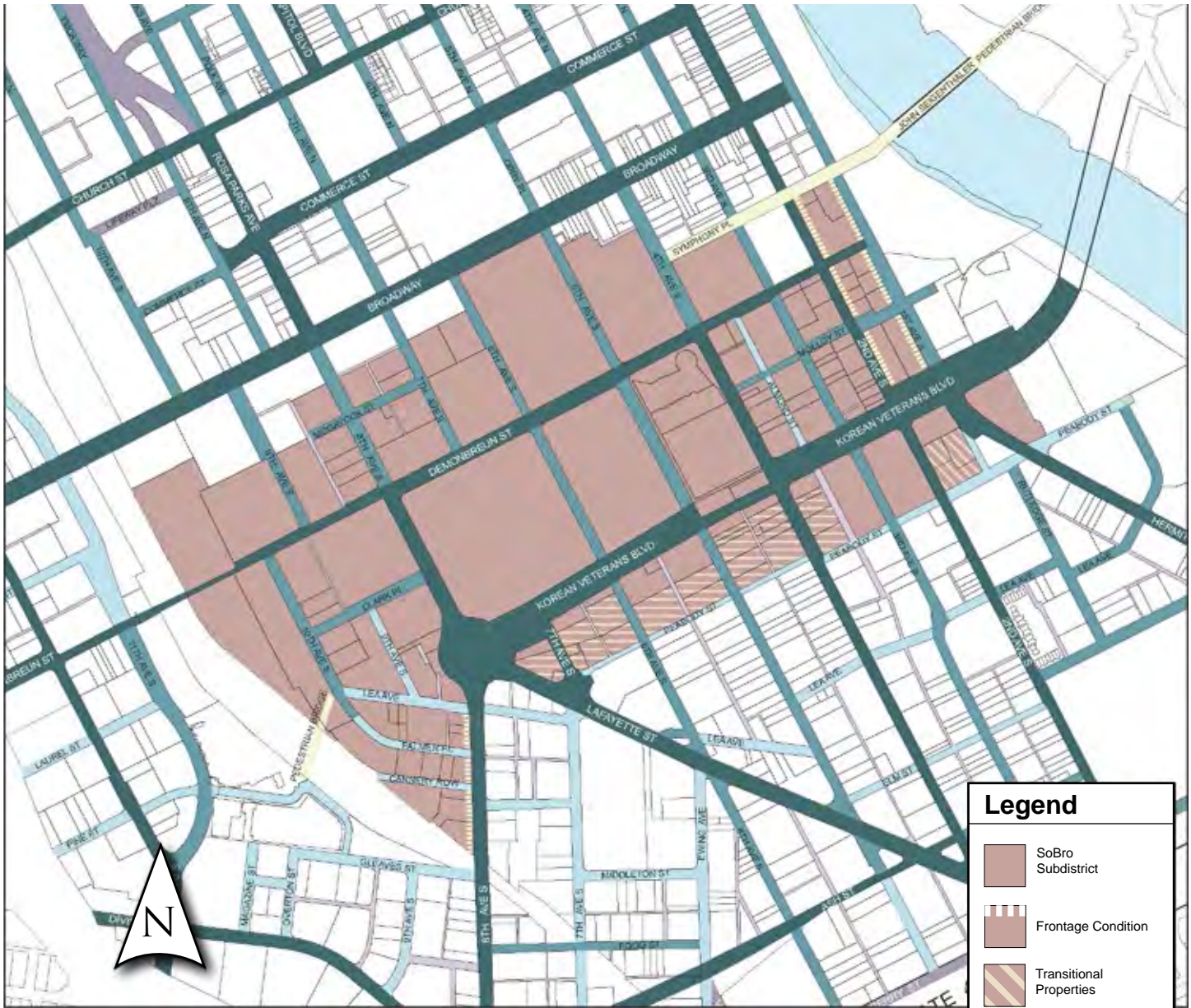


Building Section



# Section II: Subdistrict Standards

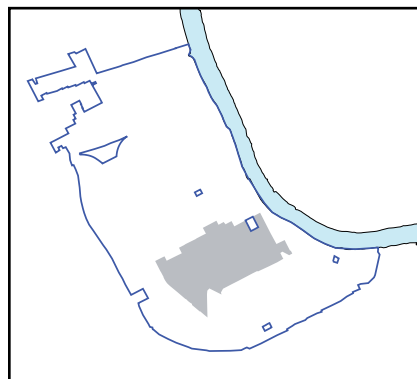
## SoBro Subdistrict: Regulating Plan



Legend	
	SoBro Subdistrict
	Frontage Condition
	Transitional Properties
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley
	Pedestrian Frontage

The SoBro neighborhood is intended to be a high-intensity, mixed-use neighborhood emphasizing cultural and entertainment uses with a mix of residential and office uses. SoBro is an extension of the Core in height and intensity, but it is also a transition to the lower, mid-rise Lafayette neighborhood.

Properties with frontage on the boulevard, and Transitional Properties that consolidate to have frontage on the boulevard, shall be part of the SoBro Subdistrict. Properties south of the boulevard – Transitional Properties – without frontage on the boulevard, shall be part of the Lafayette Subdistrict.



# Section II: Subdistrict Standards

## SoBro 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'
Tertiary Street	
• Storefront Frontage	0'-10'
• Stoop Frontage	5'-15'

#### B Facade width

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

### Height

#### D Min.

- On ~~the Korean Veterans Boulevard & the roundabout~~ 3 stories or 35'

#### E Max.

- West side of 1st Ave ~~frontage~~ and east side of 2nd Ave ~~frontage~~ unless fronting KVB 15 stories ~~to a max. height of 220'~~
  - 8th Avenue frontage, south of the roundabout 8 stories within 100' of 8th Ave; 30 stories beyond 100' of 8th Ave stories
  - Subdistrict general 30 stories
- Additional height available through the Bonus Height Program

#### F Step-back \*

- Step-back ~~after~~ between
- Buildings taller than ~~150'~~ 7 stories ~~4th and 8th stories-105' feet~~
  - ~~Properties on 1st Ave, 2nd Ave, and the Boulevard~~ 8 stories within 105'

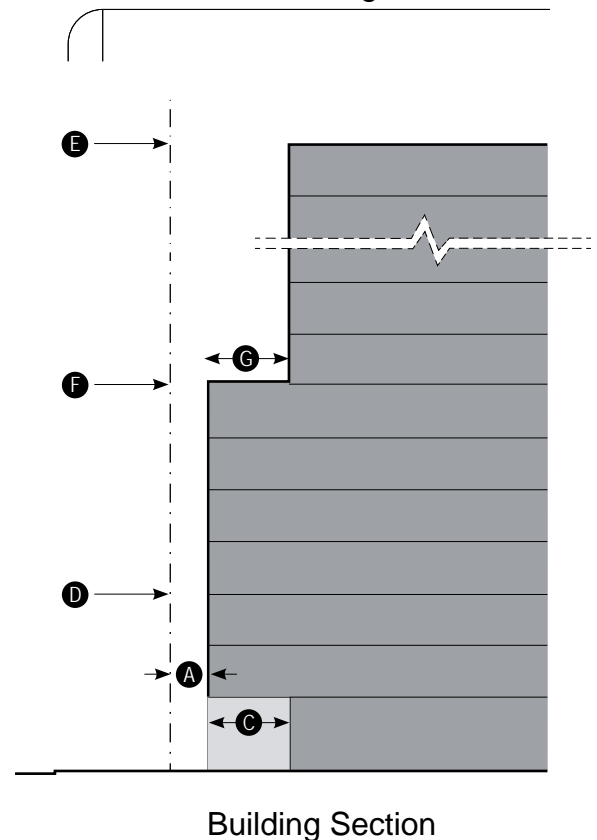
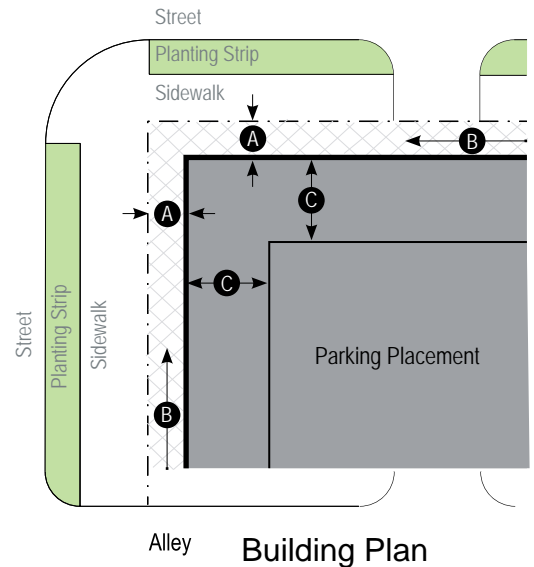
#### G Min. step-back depth 15'

- \* see page 61 for full description

### Notes

All standards of the Gateway UDO shall apply to development along the boulevard except maximum height at the street, step-back depth, overall height, and floor area ratio. The review process for the DTC and the UDO will be consolidated.

Uses: page 55; General Standards: page 59



### Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.



### Building Regulations - Fronting Roundabout



- Buildings fronting the future roundabout shall respond to the circle with a facade perpendicular to the radius of the roundabout or a curved facade concentric with the roundabout.
- Curvilinear architectural elements such as arcades are encouraged.
- Only Storefront Frontage shall be permitted fronting the roundabout.

#### Legend

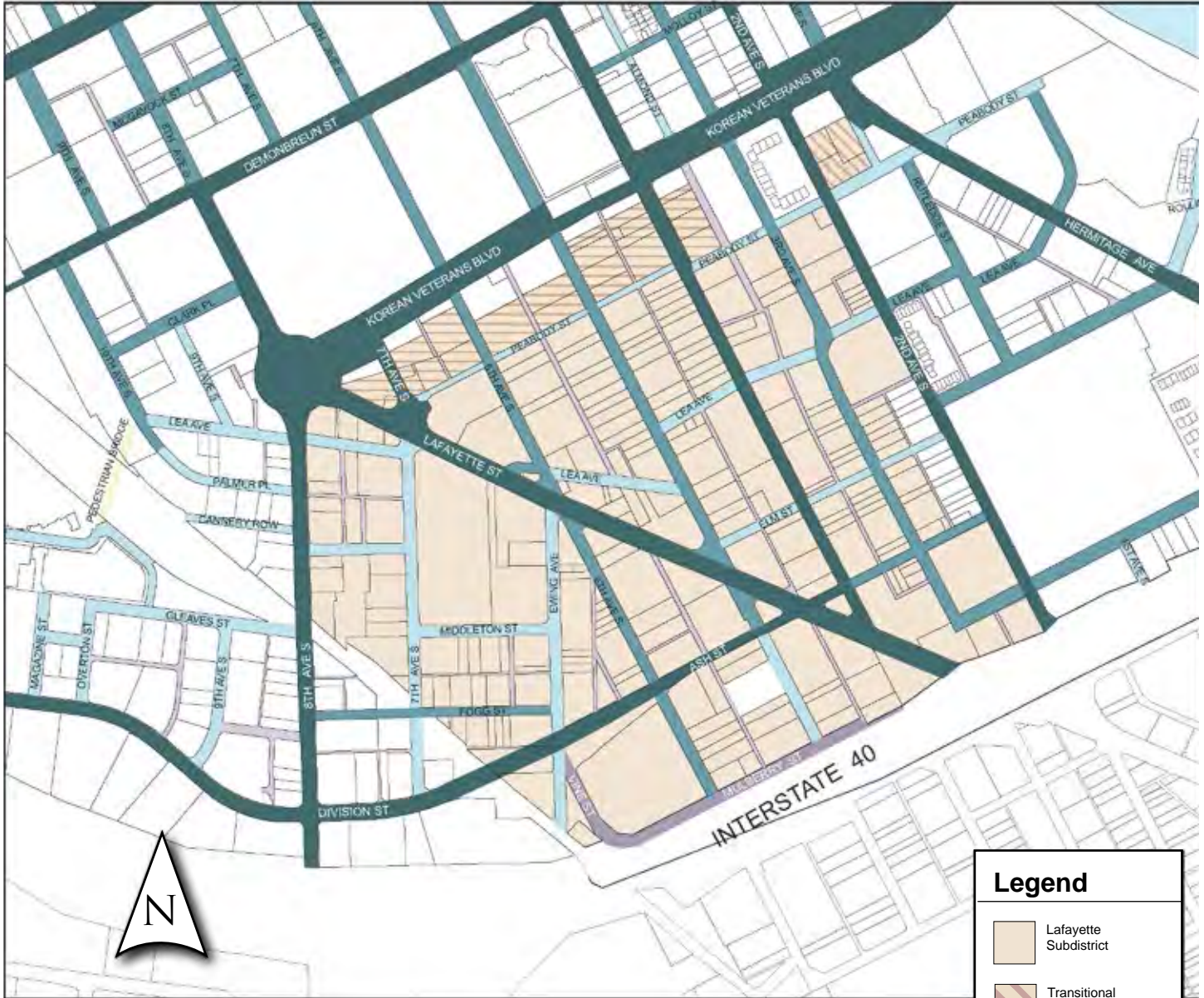
	Primary Street
	Secondary Street
	tertiary Street
	Other Street
	Alley

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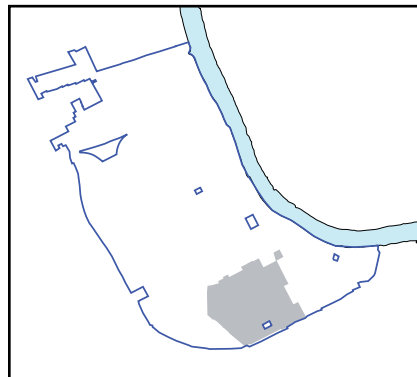
# Section II: Subdistrict Standards

## Lafayette Subdistrict: Regulating Plan



The Lafayette neighborhood is currently a primarily industrial and business services environment with strong transportation connections to the Gulch, SoBro, Midtown, and South Nashville neighborhoods. This neighborhood will likely retain many of the industrial and business service uses while accommodating a greater variety of uses. The neighborhood is primarily low-rise and should act as a transition from the height of the Core and SoBro to the single-family neighborhoods to the South.

Transitional properties that consolidate to have frontage on the boulevard shall be part of the SoBro Subdistrict. Transitional properties that do not consolidate to have frontage on the boulevard shall be part of the Lafayette Subdistrict.



# Section II: Subdistrict Standards

## Lafayette 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.

#### B Facade width

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

### Height

#### D Min.

- On the roundabout 3 stories or 35'

#### E Max.

- On Lafayette St 12 stories
- Subdistrict general 8 stories

Additional height available through the Bonus Height Program

#### Step-back \*

Step-back required for all buildings 7 stories or greater fronting public streets

Step-back after between 6 4th and 7th stories

#### F Min. step-back depth 15'

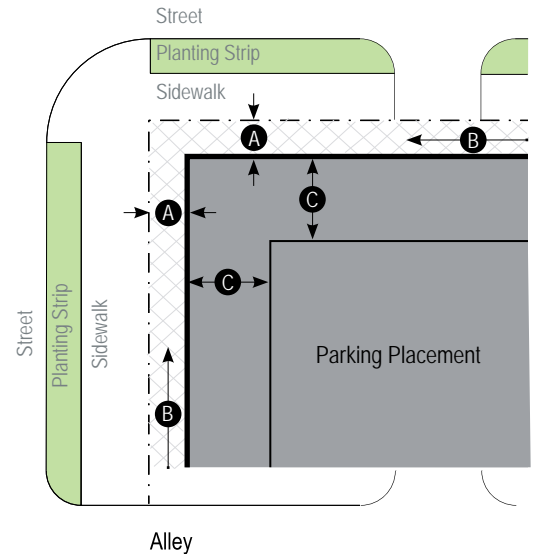
#### G \* see page 61 for full description

### Sidewalk & Planting

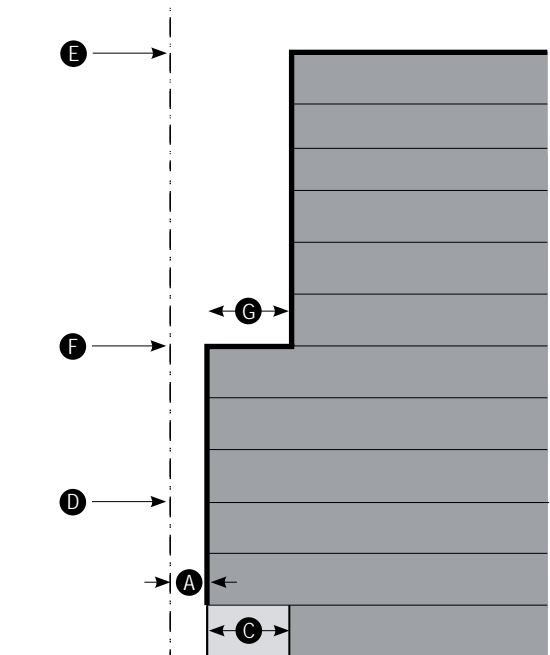
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan



Building Section



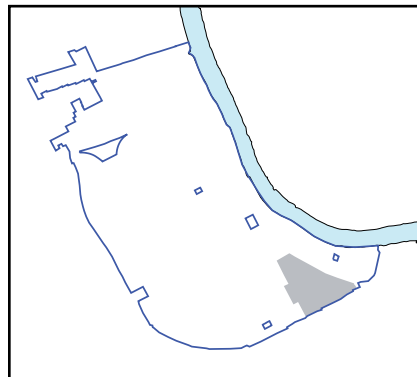
# Section II: Subdistrict Standards

## Rutledge Hill Subdistrict: Regulating Plan



The Rutledge Hill neighborhood includes a variety residential and civic historic buildings. This area is largely intact and new buildings of complimentary height, scale and massing.

Some of these properties are governed by a National Register District that regulates development, restoration and demolition. Property owners must contact the Metro Historic Commission for additional details.



# Section II: Subdistrict Standards

## Rutledge Hill 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'

#### 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

### Height

#### D Max.

• Primary and Secondary streets	6 stories
• Tertiary streets	4 stories
Additional height available through the Bonus Height Program	

#### Step-back

Step-back required for all buildings fronting public streets

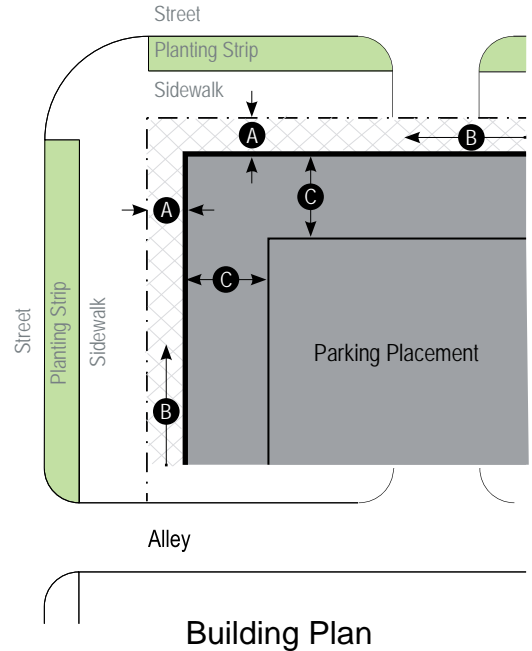
E Step-back after	4 stories
F Min. step-back depth	15'

### Sidewalk & Planting

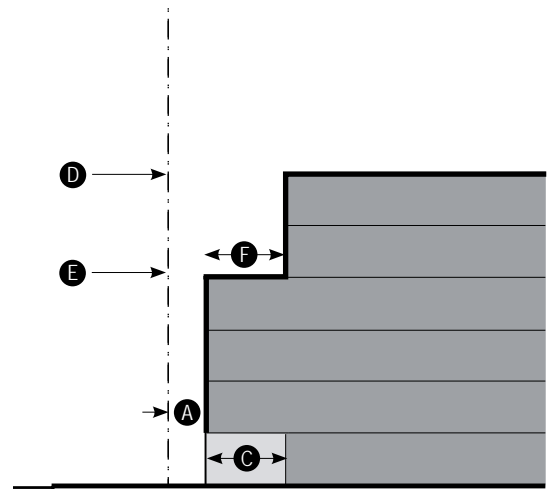
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



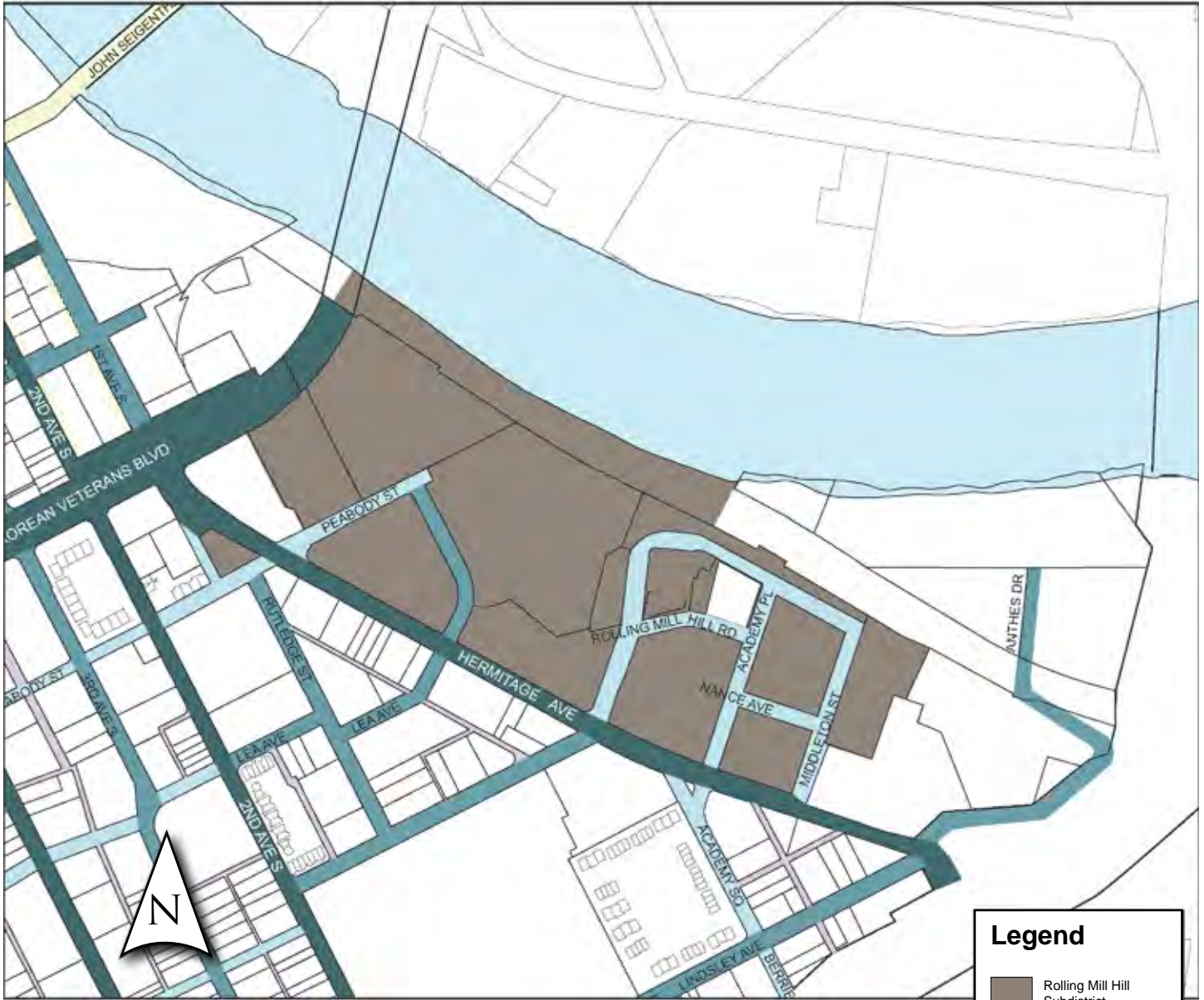
Building Plan



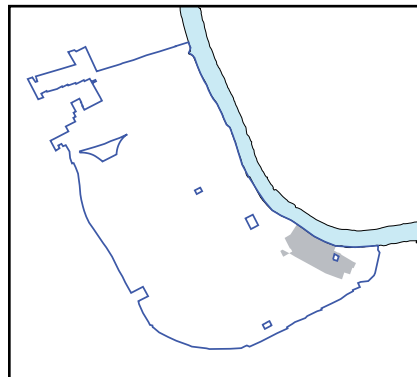
Building Section

# Section II: Subdistrict Standards

## Rolling Mill Hill Subdistrict: Regulating Plan



The redevelopment of the Rolling Mill Hill neighborhood is overseen by the Metropolitan Development and Housing Agency (MDHA) through the *Master Plan and Development Guidelines for Rolling Mill Hill*.



# Section II: Subdistrict Standards

## Rolling Mill Hill Subdistrict: Building Regulations

### Frontage

- A Allowed Frontage Types with Required Build-to Zone**  
All streets 0-20'

---

- B Facade width**  
Minimum 25% of the lot frontage or 25', which ever is greater.  
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. height at the street** 65'

---

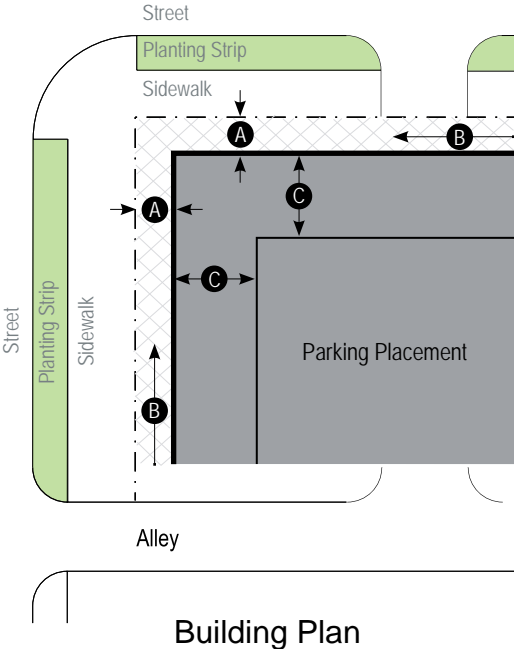
- E Height Control Plane**  
Applies from all streets and Open Space.  
1 foot horizontal to 1.5 feet vertical

### Sidewalk & Planting

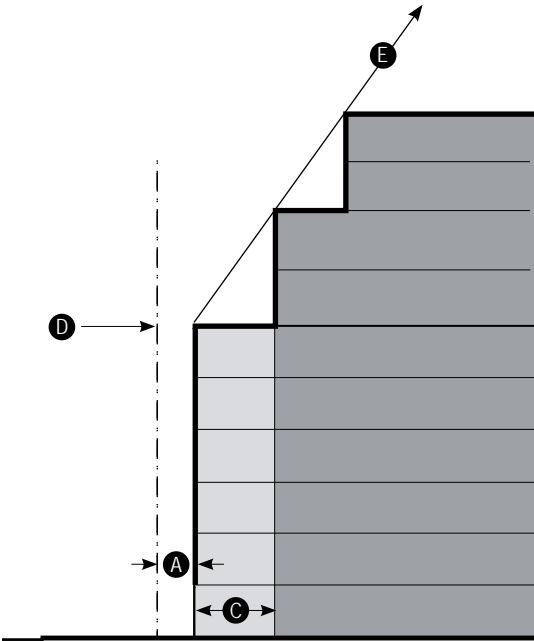
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan

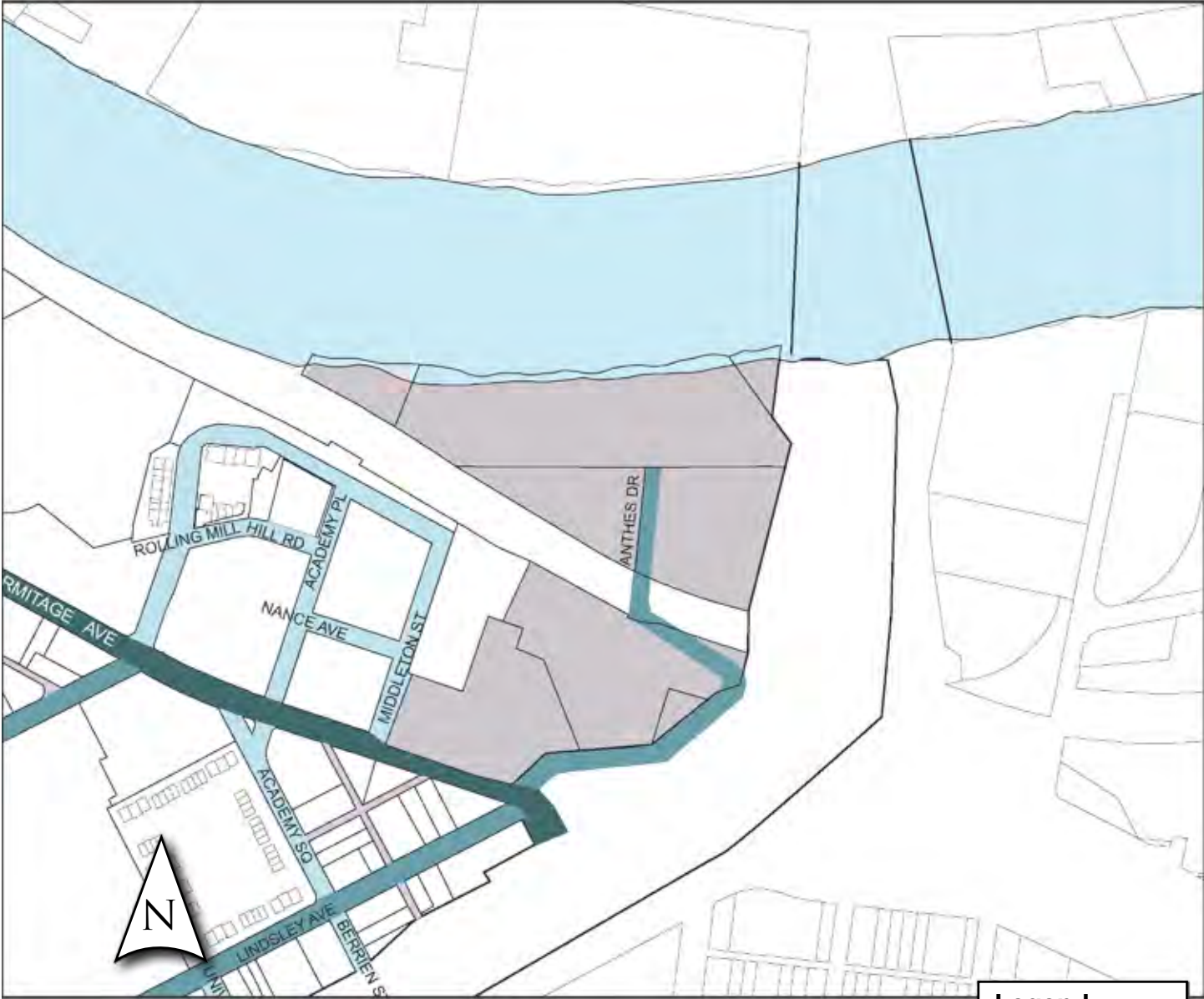


Building Section



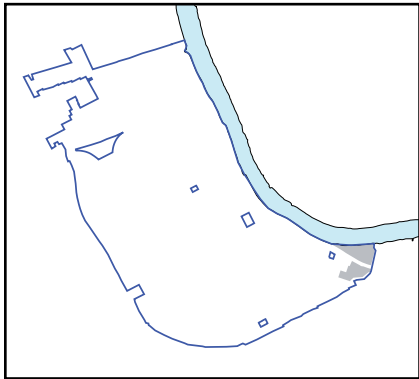
# Section II: Subdistrict Standards

## Rutledge River Subdistrict: Regulating Plan



The Rutledge River neighborhood is situated in a somewhat isolated area along the Cumberland River. Redevelopment of this area should make the most of the riverside location and the adjacent commuter rail line, while preserving the historic building on Hermitage Avenue.

New streets within the Rutledge River Subdistrict shall be Secondary or Tertiary Streets.



Legend	
	Rutledge River Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Alley

# Section II: Subdistrict Standards

## Rutledge River 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.

#### B Facade width

Primary Street 80% of lot frontage min.

Secondary Street 80% 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

### Height

#### D Max. 9 stories

Additional height available through the Bonus Height Program

#### Step-back \*

Step-back required for all buildings 7 stories or greater fronting public streets

#### E Step-back after between 6 4th and 7th stories

#### F Min. step-back depth 15'

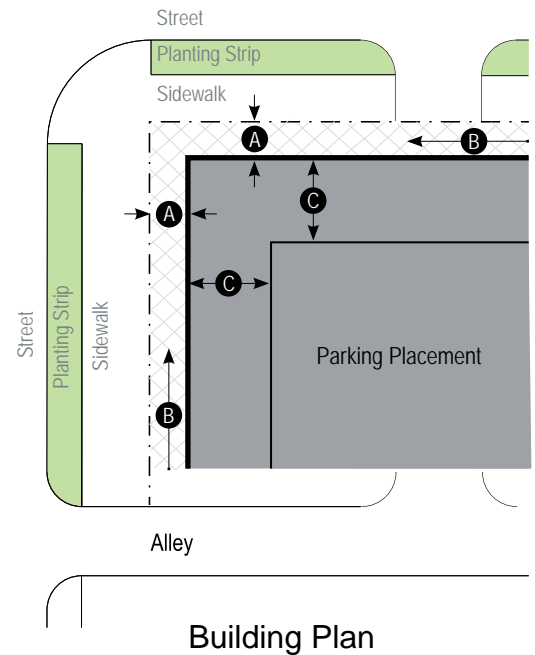
\* see page 61 for full description

### Sidewalk & Planting

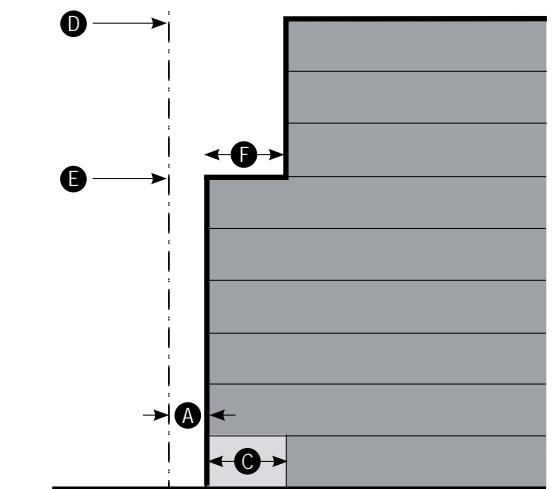
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan

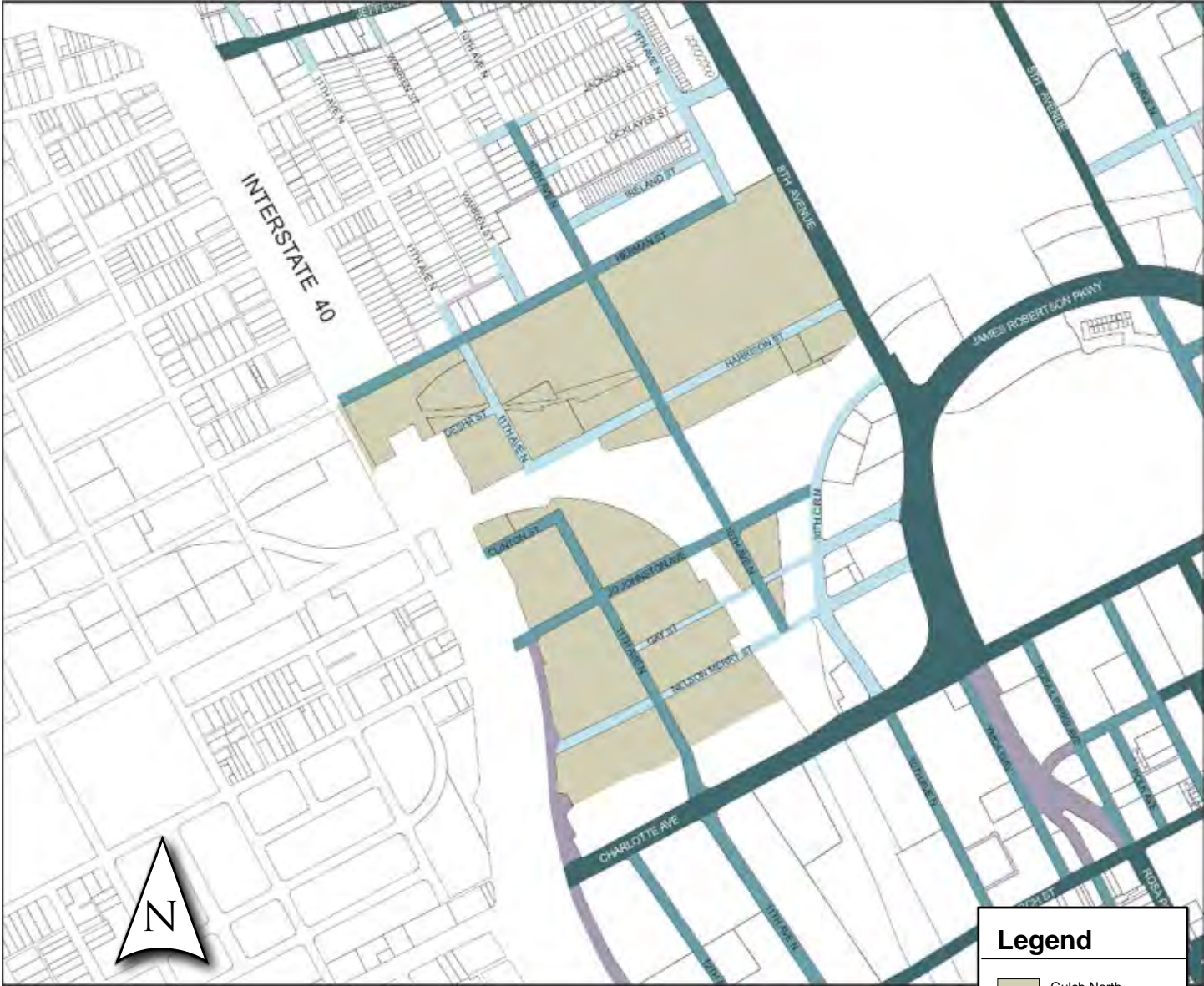


Building Section

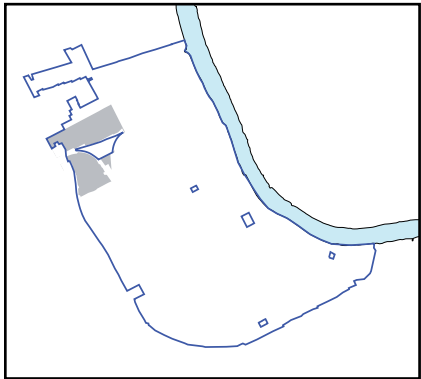


# Section II: Subdistrict Standards

## Gulch North: Regulating Plan



The North Gulch neighborhood is an area of transition within Downtown. Bordered on the north and west by single-family residential neighborhoods, on the east by prominent state government landmarks, and on the south by industrial, The North Gulch is envisioned to be a unique area that integrates and harmonizes these diverse uses and building types. Redevelopment of this area should make the most of the existing industrial buildings, interstate access and the internal railroad lines.



Legend	
	Gulch North Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley

# Section II: Subdistrict Standards

## Gulch North: 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 on streets north of Harrison Street, including Harrison Street.

**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

### Height

**D Max.** 7 stories

- Buildings fronting Herman St 4 stories

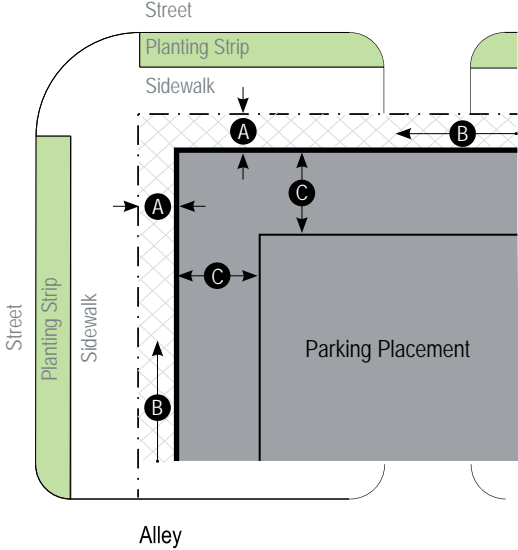
Additional height available through the Bonus Height Program

### Sidewalk & Planting

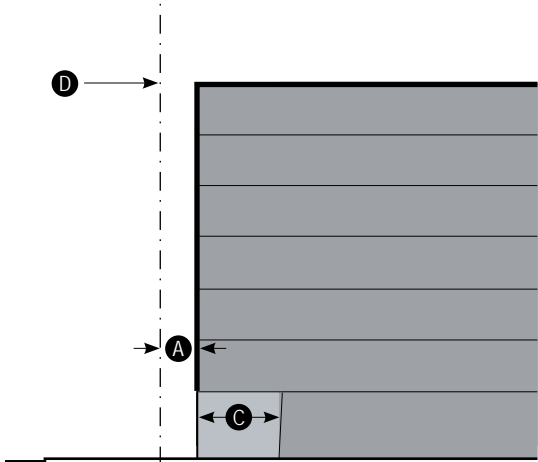
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan

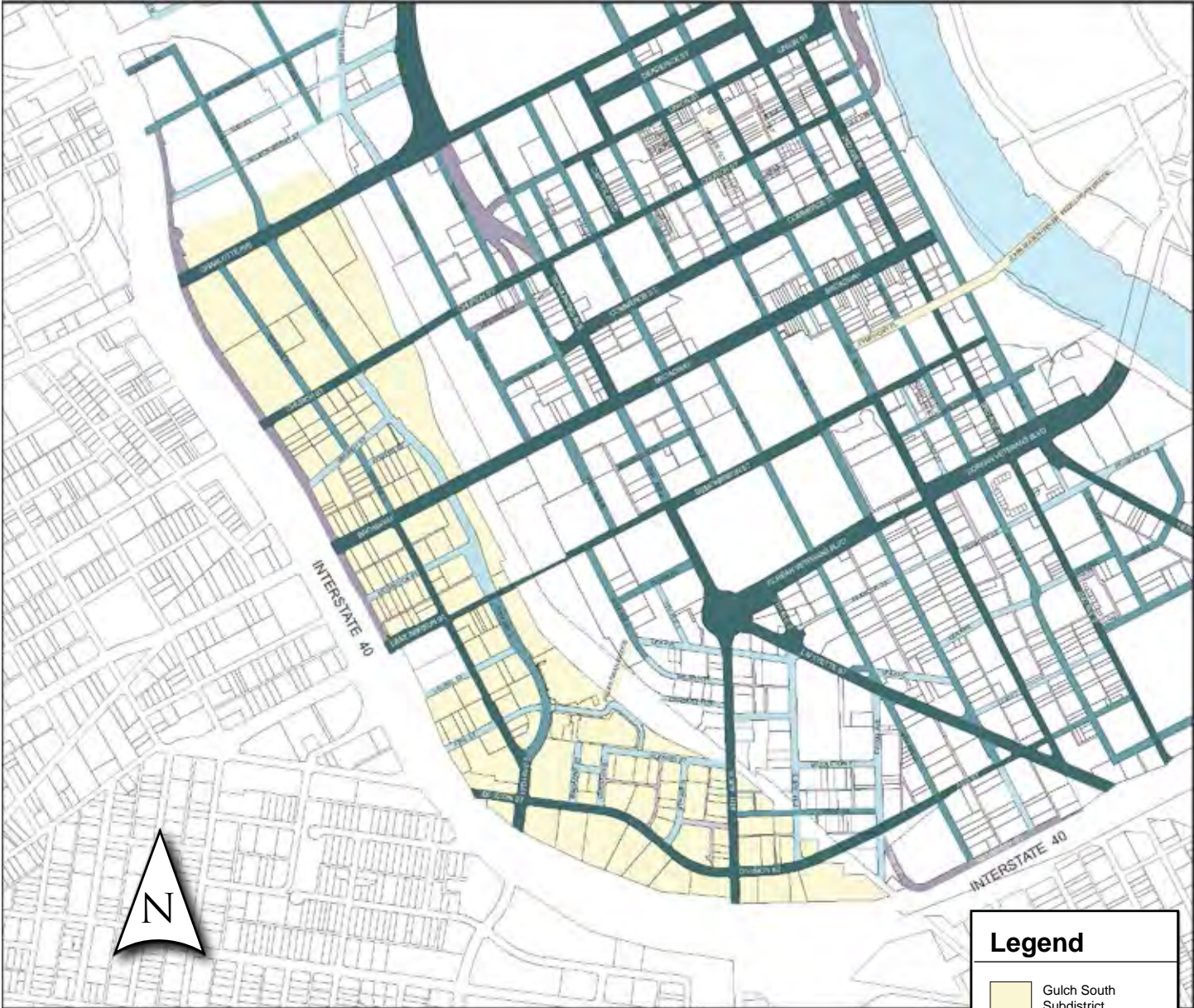


Building Section

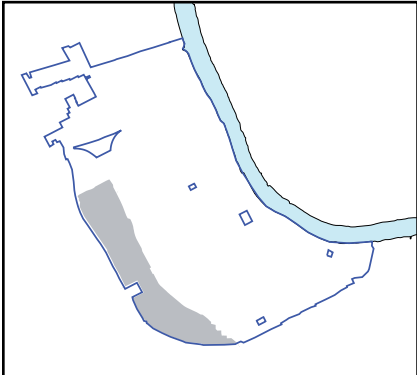


# Section II: Subdistrict Standards

## Gulch South: Regulating Plan



The Gulch South neighborhood is an eclectic neighborhood of business services, restaurant, and retail with many new residential buildings. The area is a link between Downtown and Midtown and is envisioned to be mixed-use mid-rise buildings with opportunities for additional height at key intersections and along important streets. Connectivity – vehicular, rail, bicycle and pedestrian – should be preserved and additional connectivity is strongly encouraged.



Legend	
	Gulch South Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Other Street
	Alley

# Section II: Subdistrict Standards

## Gulch South: 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'

#### B Facade width

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

### Height

#### D Max.

• On Church St, Broadway, Demonbreun	15 stories
• At the intersection of 12th Ave and Demonbreun, 12th Ave and Division, 8th Ave and Division	20 stories
• Subdistrict general	10 stories

Additional height at intersections applies to frontage within 150 feet of the intersection

Additional height available through the Bonus Height Program

#### Step-back \*

Step-back required for buildings 8 stories or greater along public streets all frontages in Subdistrict general and along Broadway.

E Step-back after between	7 4th and 8th stories
F Min. step-back depth	15'

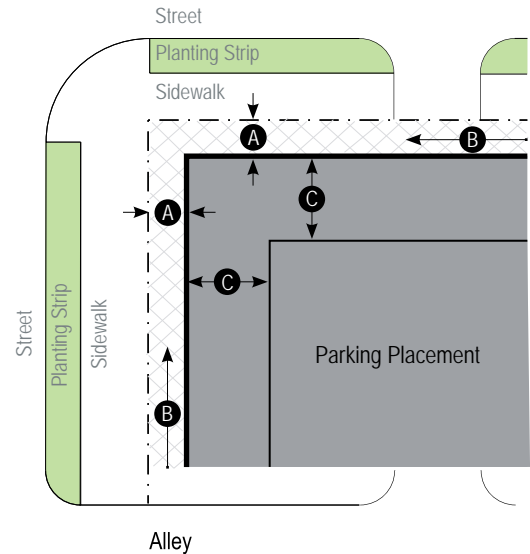
\* see page 61 for full description

### Sidewalk & Planting

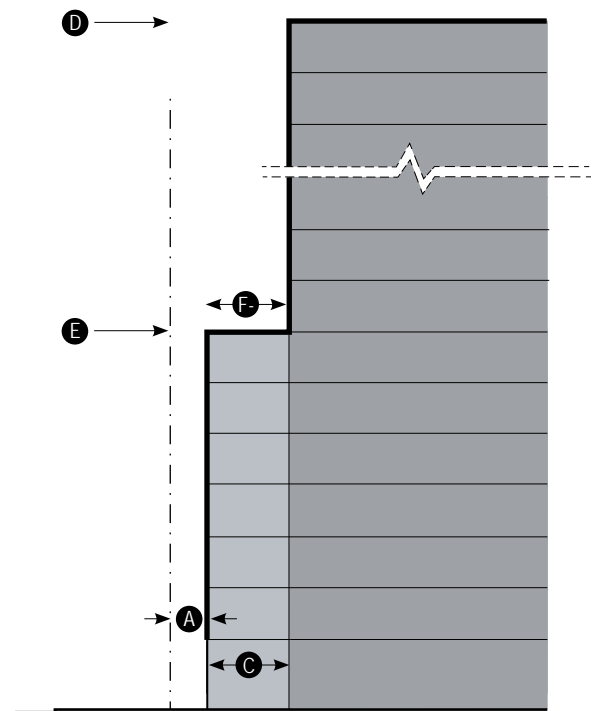
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan



Building Section

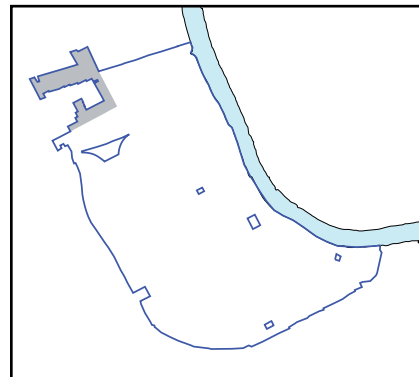


# Section II: Subdistrict Standards

## Hope Gardens Subdistrict: Regulating Plan



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

# 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'

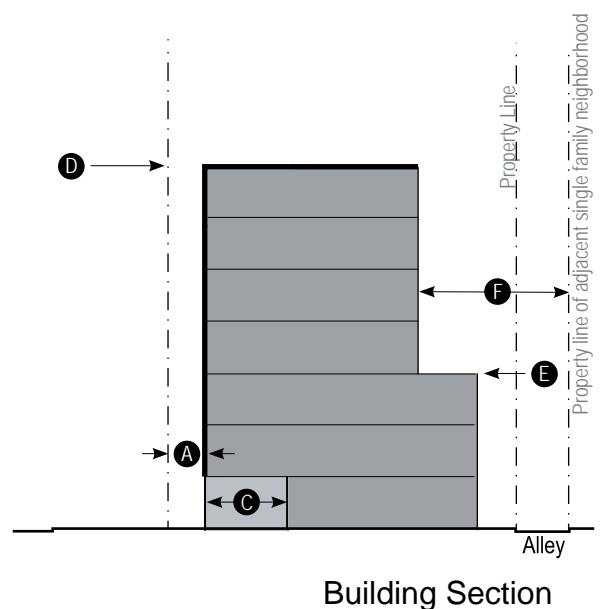
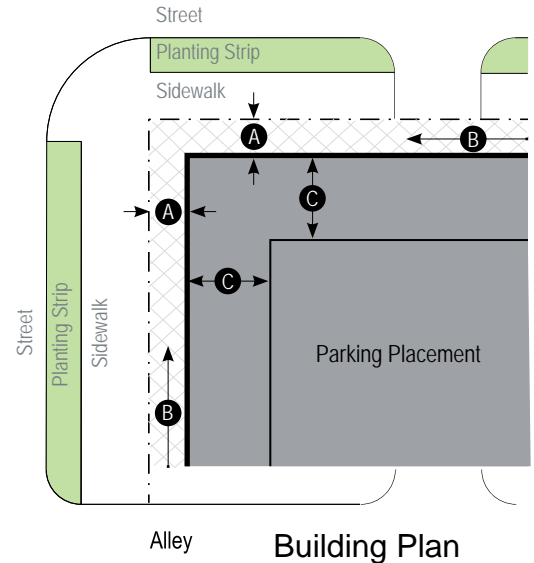
### Buffer

#### 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.

### Notes

Uses: page 55; General Standards: page 59



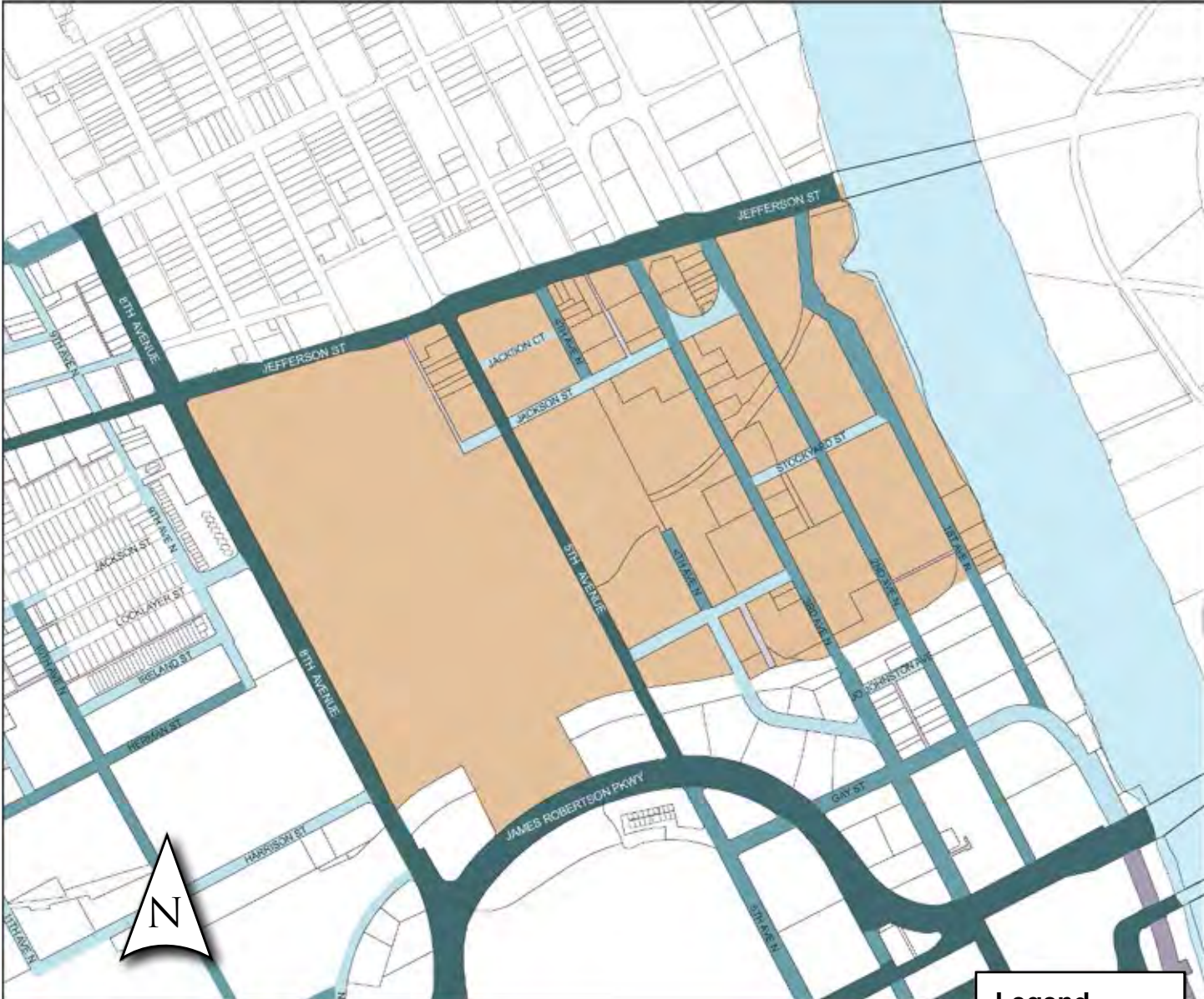
### Sidewalk & Planting

Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

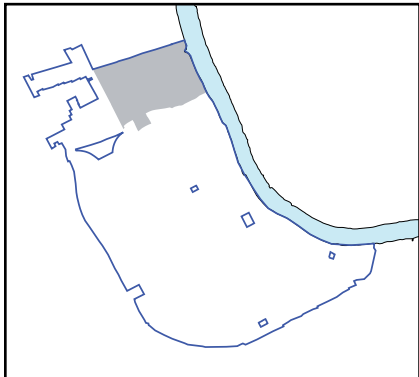







# Section II: Subdistrict Standards

## Sulphur Dell: Regulating Plan



The Sulphur Dell neighborhood is a mixed-use neighborhood surrounding the Bicentennial Mall on the north side of Downtown. This area includes many state-owned properties and is envisioned to be a cultural and civic destination within the State. Mixed-use and residential buildings will diversify the neighborhood and provide a transition in height and use into neighborhoods to the north.



Legend	
	Sulphur Dell Subdistrict
	Primary Street
	Secondary Street
	Tertiary Street
	Alley

# Section II: Subdistrict Standards

## Sulphur Dell 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'

#### B Facade width

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

### Height

#### D Max.

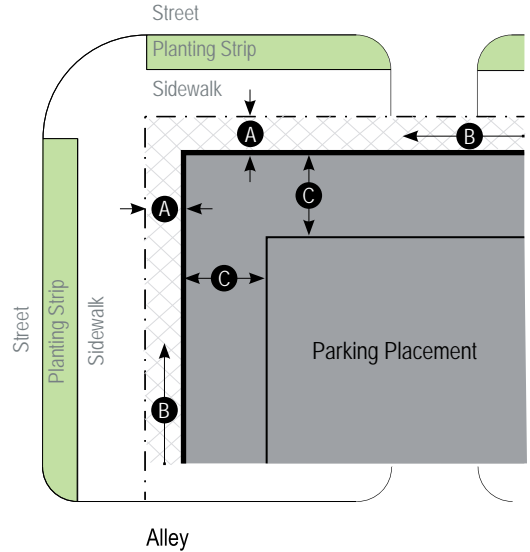
• Primary Street	7 stories
• Secondary Street	5 stories
• Tertiary Street	4 stories
Additional height available through the Bonus Height Program	

### Sidewalk & Planting

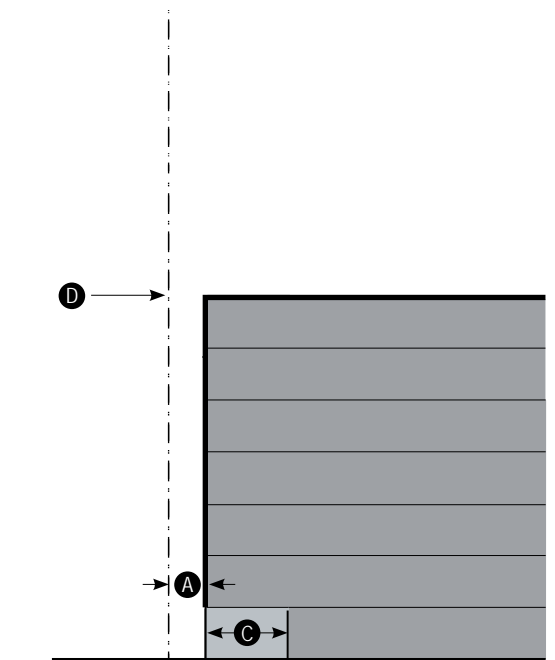
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.

### Notes

Uses: page 55; General Standards: page 59



Building Plan



Building Section



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# Section III: Uses

Amended by Ordinance No. BL2012-142  
as adopted on May 21, 2012

Amended by Ordinance No. BL2011-896  
as adopted on May 26, 2011

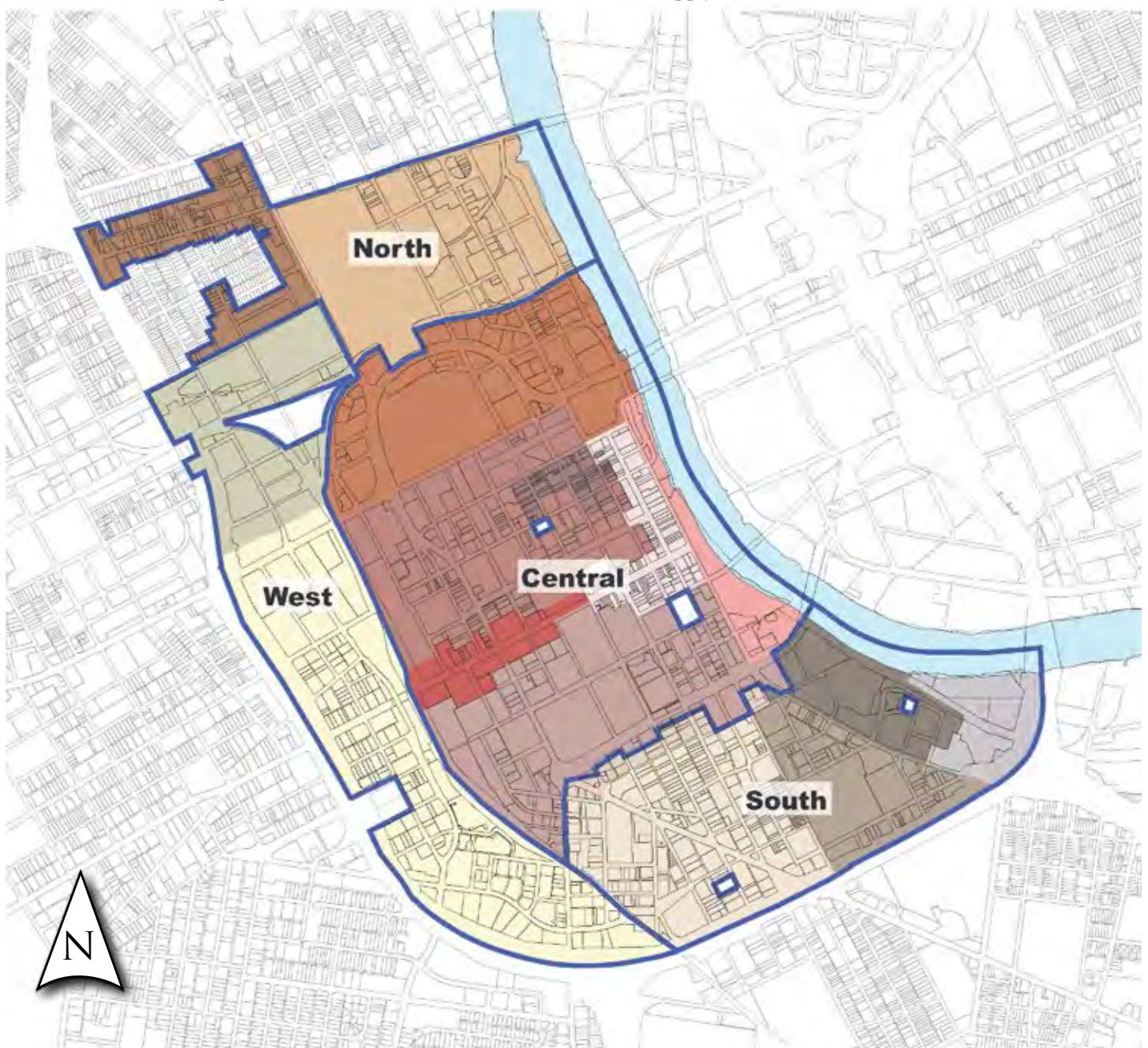
## Section III: Uses

### Use Areas

Land uses within the DTC are determined by Area – Central, South, West, and North. To create a sustainable and mixed-used Downtown, the form-based zoning of each subdistrict regulates the shape, scale, and placement of the buildings, and allows a variety of uses.

Uses Area boundaries are the same as Subdistrict boundaries. To determine the allowed land uses, locate the property on the Area Plan, and refer to the Area column on the Land Use Chart for the allowed uses.

Uses Permitted with Conditions or Permitted by Special Exceptions or Accessory shall follow the standards of Chapter 17.16. If standards within Chapter 17.16 and the DTC conflict, the stricter shall apply.



# Section III: Uses

## Use Tables

	North	South	West	Central
P Permitted by right				
PC Permitted with conditions				
SE Special Exception				
A Accessory				
O Overlay District				
<b>Residential Uses:</b>				
Single-family	P	P	P	P
Two-family	P	P	P	P
Multi-Family	P	P	P	P
Mobile home dwelling				
Accessory apartment	P	P	P	P
Boarding house	P	P	P	P
Consignment sale	P	P	P	P
Garage sale	A	A	A	A
Historic bed and breakfast homestay	P	P	P	P
Historic home events	P	P	P	P
Home occupation	P	P	P	P
Rural bed and breakfast homestay				
Security residence				
<b>Institutional Uses:</b>				
Correctional facility	P	P	P	P
Cultural center	P	P	P	P
Day care center (up to 75)	P	P	P	P
Day care center (over 75)	P	P	P	P
Day care home	P	P	P	P
Day care--parent's day out	A	A	A	A
School day care	P	P	P	P
Monastery or convent	P	P	P	P
Orphanage	P	P	P	P
Religious institution	P	P	P	P
<b>Educational Uses:</b>				
Business school	P	P	P	P
College or university	P	P	P	P
Community education	P	P	P	P
Dormitory	P	P	P	P
Fraternity/sorority house	P	P	P	P
Personal instruction	P	P	P	P
Vocational school	P	P	P	P
<b>Office Uses:</b>				
Financial institution	P	P	P	P
General office	P	P	P	P
Leasing/sales office	P	P	P	P
<b>Medical Uses:</b>				
Animal hospital				
Assisted-care living	P	P	P	P
Hospice	P	P	P	P
Hospital	P	P	P	P
Medical appliance sales	P	P	P	P
Medical office	P	P	P	P

	North	South	West	Central
P Permitted by right				
PC Permitted with conditions				
SE Special Exception				
A Accessory				
O Overlay District				
Medical or scientific lab	P	P	P	P
Nonresidential drug treatment facility	P	P	P	P
Nursing home	P	P	P	P
Outpatient clinic	P	P	P	P
Rehabilitation services	P	P	P	P
Residence for handicapped (8 or more)	P	P	P	P
Veterinarian	P	P	P	P
<b>Commercial Uses:</b>				
After-hours establishment	PC	PC	PC	PC
Animal boarding facility	P	P	P	P
ATM	P	P	P	P
Automobile convenience	PC	PC	PC	PC
Automobile parking	P	P	P	P
Automobile repair		P		
Automobile sales, new		P	P	P
Automobile sales, used				
Automobile service	P	P	P	P
Bar or nightclub	P	P	P	P
Bed and breakfast inn	P	P	P	P
Business service	P	P	P	P
Carpet cleaning	P	P	P	
Car wash		PC		
Community garden (commercial)	P	P	P	P
Community garden (non-commercial)	P	P	P	P
Custom assembly	P	P	P	P
Donation center, drop-off	PC	PC	PC	PC
Funeral home	P	P	P	P
Furniture store	P	P	P	P
Home improvement sales	P	P	P	P
Hotel/motel	P	P	P	P
Inventory stock	A	A	A	A
Kennel/stable				
Laundry plants		P	P	
Liquor sales	P	P	P	P
Major appliance repair	P	P	P	
Microbrewery	P	P	P	P
Mobile storage unit	PC	PC	PC	PC
Mobile vendor				
Personal care services	P	P	P	P
Restaurant, fast-food	P	P	P	P
Restaurant, full-service	P	P	P	P
Restaurant, take-out	P	P	P	P
Retail	P	P	P	P
Self-service storage	P	P	P	P
Vehicular rental/leasing	PC	PC	PC	PC

# Section III: Uses

## Use Tables

P Permitted by right PC Permitted with conditions SE Special Exception A Accessory O Overlay District	North	South	West	Central
Vehicular sales & services, limited		P		
Wrecker service		P		
<b>Communication Uses:</b>				
Amateur radio antenna	P	P	P	P
Audio/video tape transfer	P	P	P	P
Multi-media production	P	P	P	P
Printing and publishing	P	P	P	P
Radio/TV/satellite tower	PC	PC	PC	PC
Radio/TV studio	P	P	P	P
Satellite dish	P	P	P	P
Telephone services	PC	PC	PC	PC
<b>Industrial Uses:</b>				
Artisan distillery	P	P	P	P
Building contractor supply	PC	PC	PC	
Distributive business/wholesale	PC	PC	PC	
Fuel storage	A	A	A	
Heavy equipment sales & service				
Hazardous operation				
Manufacturing, heavy				
Manufacturing, medium				
Manufacturing, light	PC	PC	PC	
Research service	P	P	P	
Scrap operation				
Tank farm				
Warehouse	PC	PC	PC	
<b>Transportation Uses:</b>				
Airport/heliport				
Boatdock (commercial)	P	P		P
Bus station/landport	P	P	P	P
Bus transfer station	P	P	P	P
Commuter rail	P	P	P	P
Helistop	SE	SE	SE	SE
Motor freight				
Park and ride lot				
Railroad station	SE	SE	SE	
Railroad yard				
Water taxi station	P	P		P
<b>Utility Uses:</b>				
Power/gas substation	P	P	P	P
Power plant	A	A	A	A
Reservoir/water tank	P	P	P	P
Safety services	P	P	P	P
Waste water treatment	SE	SE	SE	SE
Water/sewer pump station	P	P	P	P
Water treatment plant	SE	SE	SE	SE

P Permitted by right PC Permitted with conditions SE Special Exception A Accessory O Overlay District	North	South	West	Central
<b>Waste Management Uses:</b>				
Collection center				
Construction/demolition landfill				
Medical waste	A	A	A	A
Recycling collection center	P	P	P	P
Recycling facility				
Sanitary landfill				
Waste transfer				
<b>Recreation and Entertainment Uses:</b>				
Adult entertainment	O	O	O	O
Camp				
Club	P	P	P	P
Commercial amusement (inside)	P	P	P	P
Commercial amusement (outside)	P	P	P	P
Country club	P	P	P	P
Drive-in movie				
Driving range				
Fairground				
Golf course				
Greenway	P	P	P	P
Park	P	P	P	P
Racetrack				
Recreation center	P	P	P	P
Rehearsal hall	P	P	P	P
Stadium arena/convention center	P	P	P	P
Temporary festival	P	P	P	P
Theater	P	P	P	P
Zoo				
<b>Other Uses:</b>				
Agricultural activity				
Cemetery	P	P	P	P
Domestic animals / wildlife				
Mineral extraction				
Pond/lake	P	P	P	P

# Section IV: General Standards

Amended by Ordinance No. BL2012-142  
as adopted on May 21, 2012

Amended by Ordinance No. BL2011-896  
as adopted on May 26, 2011

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## Section IV: General Standards

### Calculations

#### Measurement from “Grade”

- Unless otherwise indicated, reference to measurements from “grade” shall be calculated using the average elevation along the public right-of-way fronting the property. Thus, grade will generally be measured from the public sidewalk, not from grade on site.
- When buildings are set back from the property line more than 15 feet, grade shall be measured as the average existing elevation at the building facade.
- In the event that the base flood elevation, as established by FEMA, is higher than the sidewalk or grade elevations, the height of the first story, shall be measured from 1 foot above the base flood elevation.

#### Measurement of Height

- Unless otherwise specified herein, the height of buildings shall be measured in stories.
- The maximum height for an individual story shall not exceed 25 feet from finished floor to finished floor for each of the first 2 stories, 18 feet floor to floor above the second story, and 25 feet for the top story of buildings greater than 5 stories.
- The minimum building height shall be 25 feet. This applies to all buildings except those designed for single-family use, two-family use, or multi-family use with residential on the ground floor.
- The maximum height for a raised foundation is 6 feet above grade.
- Basements are not considered stories for the purposes of determining building height.
- Building height shall be measured from each Street Frontage (excluding Other streets alleys) or Open Space.
- The height of a parking structure concealed by a building liner may be equal to the height of the liner, regardless of the number of stories. If there is no liner to conceal the parking structure, its height is limited by the maximum number of stories allowed.
- The height of fences, walls and hedges shall be measured in feet from the average sidewalk elevation.

#### Step-backs

- If a building step-back is specified to occur between a range of stories, that range shall include the lower and upper story bounds. For example, the James Robertson Subdistrict specifies a 15’ step-back between the 4th and 8th stories. Therefore the required stepback can occur on the 4th, 5th, 6th, 7th, or 8th story.
- To allow for facade variation, stories within the range may be permitted to step-back to a lesser extent or not at all, so long as the minimum step-back depth is met by the upper story bound of the required step-back range.

#### Fenestration and Glazing

- Except as specifically referenced herein, facade glazing and opening standards shall include windows, doors and openings in parking structures and shall apply to all areas of the building facade facing a public street or open space (excluding Other streets and alleys) as follows:
  - First Floor: facade area measured from the finished floor to a height 14 feet above the finished floor.
  - Upper Floors: facade area from finished floor to finished floor.
  - Openings for vehicular access to parking structures on the first floor shall not be included in calculation of total facade area or glazed area.
  - The DTC recognizes the need for building systems and functionality including interior mechanical systems, fire safety egress, other building code issues and their impact of the feasibility of building fenestration. Areas of the facade affected by these elements shall not be counted toward minimum glazing requirements.



## Section IV: General Standards

### Street Character

The public right-of-way, including streets, sidewalks and public utility infrastructure, plays both a functional and social role in the life of the city and its citizens. Streets organize the city, help to define space, and link destinations. The street is also a public place where people congregate, shop, socialize and live. Active, attractive streets are critical to the continued growth and success of Downtown. The DTC includes urban design tools to make working, living and playing in Downtown lively, safe and comfortable.

The DTC uses Street Types as an urban design and organizing tool. All streets are classified on the Regulating Plan as Primary, Secondary, Tertiary, Other, or Alley.

Where alleys exist and are in working condition, or where new alleys can be created, the DTC prioritizes alleys for access and loading. The location of vehicular access from all other streets shall be determined on a case-by-case basis.

The Downtown Plan: 2007 Update calls for “a strong emphasis on expanding other modes of transportation including walking, cycling and transit.” The DTC emphasizes walking, cycling and transit as primary modes of transportation within Downtown through the urban design of individual buildings, blocks, and neighborhoods.

#### All Streets

- Streets refer to publicly or privately owned right-of-way. They are intended for use by pedestrian, bicycle, transit and vehicular traffic and provide access to property.
- Streets consist of vehicular lanes and the Sidewalk Corridor. The vehicular lanes, in a variety of widths, provide traffic and parking capacity and may include bicycle paths. The Sidewalk Corridor contributes to the urban character of each neighborhood. It may include pedestrian paths, landscaped planters, street furnishings and street trees.
- Pedestrian safety, comfort, and accessibility should be a primary consideration of street design and dimensioning.
- When alleys are present, vehicular access from alleys is preferred. Vehicular access from public streets shall be considered in the following order: Other Streets, Secondary Streets, Tertiary Streets and then Primary Streets as approved by Metro departments.



## Section IV: General Standards

### Street Character

#### Street Types

- **Primary Street:** Primary Streets accommodate high levels of pedestrian activity and high levels of vehicular traffic. On Primary Streets, active uses – residential, retail, restaurant or office – lining parking structures and on the first floor of buildings, and restricted vehicular access enhance the pedestrian experience. Primary streets provide the opportunity for more intense, urban development including shallow Build-to Zones and, in some cases, increased building height. Pedestrian comfort on these streets is of highest importance. Primary streets should have a continuous street wall, wide sidewalks between 15 and 20 feet to provide room for street furniture such as benches, trash receptacles, and bicycle parking. Primary Streets have the highest level of urban activity such as, outdoor dining, retail displays, and community activities like markets, parades, and music. Street trees provide protection from the sun and rain, reduce stormwater runoff and air pollution, and provide aesthetic value to the city. Trees should be planted in wells with tree grates to allow for the uninterrupted flow of pedestrian traffic.
- **Secondary Street:** Secondary Streets have moderate levels of pedestrian activity and moderate levels of vehicular traffic. Secondary Streets may be mixed-use or more residential in character. The Build-to Zone is generally shallow, and building heights are limited. In mixed-use areas, a continuous street wall should be maintained and sidewalks should be between 12 and 15 feet wide to accommodate pedestrian traffic. In residential areas, the required minimum façade width is limited – allowing for more space between buildings – and sidewalks may be narrower. Both tree wells and open landscaped planters are appropriate depending on sidewalk width.
- **Tertiary Street:** Tertiary Streets are the less important than Primary and Secondary streets. They may function as “back of house” for buildings with multiple street frontages. Care should be taken to make these streets as pedestrian-friendly as possible while accommodating loading and access needs.



*Broadway is a Primary Street due to the high intensity of urban activity.*



*Third Avenue south of Broadway is a Secondary Street within a mixed-use area.*



*Ninth Avenue North is a Secondary Street within a residential area.*



## Section IV: General Standards

### Street Character

- **Other Street:** Other Streets are streets that do not fall into any of the other street categories. They may have high or moderate levels of vehicular traffic, but often have no access to property and limited pedestrian activity. Building height along these streets is regulated by the other property frontages. Buildings do not front on these streets and may be built up to the property line.
- **Alley:** Alleys are service roads that provide shared access to property. Public utilities as well as access to mechanical equipment and trash should be located off an alley whenever possible. Where alleys exist and are in working condition, or where new alleys can be created through the dedication of new right-of-way, alleys are prioritized for access and loading.

### Sidewalk Corridor

- The Sidewalk Corridor is the portion of the right-of-way between the vehicular lanes and the property line or building façade.
  - The primary function of the Sidewalk Corridor is to provide a safe, comfortable, and convenient route for pedestrian travel that is separated from vehicular movements.
  - The Sidewalk Corridor is a public space that should include pedestrian amenities such as seating, shade trees, places to congregate, trash receptacles and outdoor dining.
  - The Sidewalk Corridor may accommodate public utilities such as electric poles and vaults, water and sewer lines, bus stops and traffic signals.
- As property develops within the DTC boundaries, property owners shall consult with **Metro Planning and Public Works** to make the necessary improvements to the streetscape in accordance with *the Major and Collector Street Plan*, *the Downtown Streetscape Elements Design Guidelines*, *the Strategic Plan for Sidewalks and Bikeways* and Title 17.20.120 Provision of sidewalks.



*Other Streets are less traveled by pedestrians and have limited access for vehicles from adjoining lots.*



*Alleys provide access for parking and service areas.*

## Section IV: General Standards

### Street Character

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#### Street Trees

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of fifty feet or in accordance with the regulations of Metro departments and agencies.

#### Tree Quality

Tree species shall be chosen from the *Urban Forestry Recommended and Prohibited Tree and Shrub List* based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester.

- At planting trees, shall meet the requirements for street trees set out in the *American Standard for Nursery Stock*.
- All nursery stock used as street trees shall be vigorous, healthy and free of diseases or infestation.
- Planting Area Dimension
  - The following standards are minimum standards. All development is encouraged to provide street trees with the largest area of pervious surface and volume of soil that can be accommodated.
    - Trees shall be accommodated in planting areas with a minimum depth of 3 feet and a minimum soil volume of 400 cubic feet.
    - The minimum pervious opening at grade shall be 25 square feet.
    - Tree vaults shall have the capability to drain water.
  - Planting areas shall not inhibit ingress/egress from buildings or pedestrian traffic along the Sidewalk Corridor.

#### Future Streets

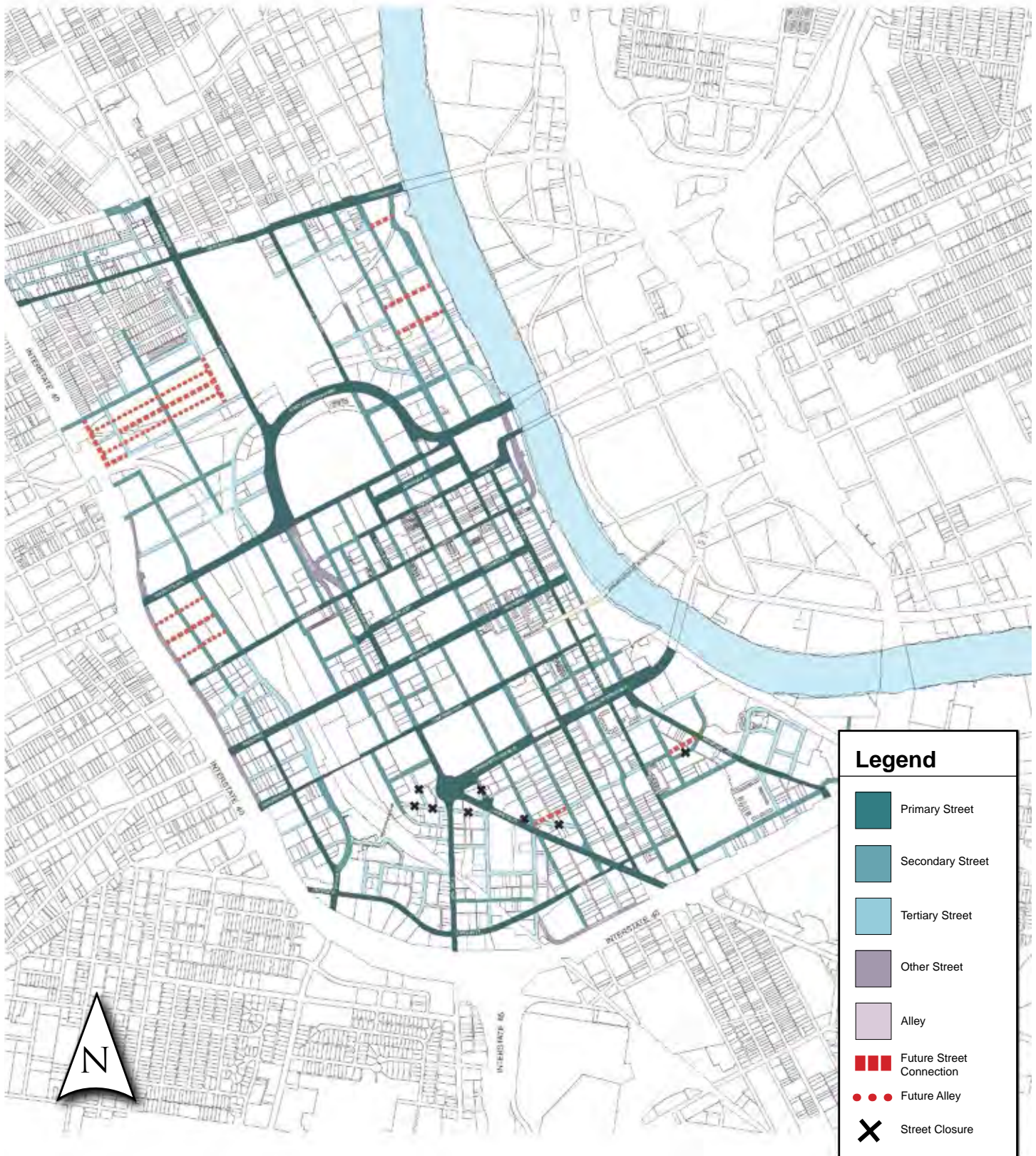
Downtown thrives on a connected system of streets which allow easy access within neighborhoods and to other parts of the city. There are, however, places for improvement. The Future Streets Plan show how streets could be realigned, connected and created in the future to improve mobility within Downtown.

Properties near an area highlighted for change on the Future Streets Plan shall consult with the Planning Department and the Department of Public Works to discuss the potential change.



# Section IV: General Standards

## Future Streets Plan



# Section IV: General Standards

## Lots and Frontages

### Frontages

A Frontage is the specific way in which the building face addresses the street. It is the transition and interaction between the private and public realms. Building Frontages define the character and form of the public spaces within each neighborhood. The following standards shall apply to all development within the DTC.

- Buildings shall front a street (excluding alleys), open space, or a pedestrian passage.
  - Principal and Minor Frontages
    - Every property shall establish one Principal Frontage along a street.
    - When a lot fronts more than one street the following priority shall be given when establishing the Principal Frontage: Primary Street, Secondary Street, Tertiary Street, Other Street.
    - Any other frontage(s) shall be treated as a Minor Frontage.
    - In the instance a property fronts multiple Primary streets, any may be chosen as the Principal Frontage or all may be treated as the Principal Frontages.
    - Along a Minor Frontage, the façade width may be reduced to the maximum depth of the building along the Principal Frontage. The remaining lot width shall be defined with a knee-wall according to the Walls and Fences section of the DTC.
    - Along a Minor Frontage, modifications may be granted for the reduction of ground level garage liners and/or glazing requirements.
  - Façade Width
    - The minimum façade width is the minimum amount of the frontage that must be defined by a building and is designated as a percentage of the frontage.
    - If a single lot frontage is greater than two hundred feet, the façade width may be reduced to a minimum of one hundred and fifty feet in length.
  - Open Space Frontages
    - When building facades front on open space the standards of the adjacent street type (excluding Tertiary) shall apply.
    - All buildings fronting open space shall have a minimum of one primary pedestrian entrance on the open space.
  - Pedestrian Passage Frontages
    - When building facades front on a pedestrian passage the standards of the adjacent street type (excluding Tertiary) shall apply.
    - All buildings fronting a pedestrian passage shall have a minimum of one primary pedestrian entrance on the pedestrian passage.
- ### Build-to Zone
- The Build-to Zone is the specified depth along a property's street frontage(s) in which the required minimum façade width must be located. The depth is Subdistrict and Street Type specific.
  - Depending on site conditions the front of the Build-to Zone may begin at different locations.
    - When the existing sidewalk meets ~~with the Downtown Streetscape Design Guideline~~ Major and Collector Street Plan standards for sidewalk width, the Build-to Zone begins at the back of the sidewalk/property line.
    - When the existing sidewalk does not meet ~~with the Downtown Streetscape Design Guideline~~ the Major and Collector Street Plan standards for sidewalk width, the sidewalk ~~should~~ shall be widened on site and the Build-to Zone begins at the back of the new sidewalk.
    - When utility ~~or pedestrian~~ easements exist along the street frontage of a property the Build-to Zone shall begin at the back of the easement.
    - When buildings front an ~~Open Space~~ the Build-to Zone shall begin at the back of the ~~Open Space~~.
  - Attachments
    - Structures, including porches, stoops, and balconies shall not encroach beyond the front of the Build-to Zone.
    - Elements such as stairs, awnings, and landscaping may encroach beyond the front of the Build-to Zone. Any encroachments into the right-of-way must follow the Mandatory Referral process.
  - Entrances
    - All buildings shall have at least one pedestrian entrance on the Principal Building Frontage. This may be access to a lobby shared by individual tenants.
    - Corner entrances are appropriate on corner lots.

## Section IV: General Standards

### Lots and Frontages

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- Glazing
  - All street level exterior windows must have a minimum light transmission of 60 percent.
  - Modifications may be permitted insofar as it is determined that tinting does not substantially diminish the effect of the building wall or the pedestrian character of the street.
- Vehicular Access
  - When calculating the minimum façade width, access to structured parking shall be counted as part of the required façade width, and access to surface parking shall not be counted part of the required façade width. That is, access to surface parking is allowed in the “remaining” area, after the façade width requirement has been met. Surface parking is not allowed in the “remaining” area.

#### Active Use

- An active ground floor use requirement shall mean a habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical uses.
- An active use is required on the ground floor of all Primary streets, Secondary streets, Open Space and pedestrian passages. An active use is encouraged on Tertiary streets, particularly if the Tertiary street is the only street frontage, but is not required.
- Any references to the requirement of an active use on the ground floor on “streets” or “public streets” shall exclude Tertiary streets, Other streets, and alleys and shall include Open Space and pedestrian passages. **However, if a Tertiary street is a project’s only street frontage, all active use requirements shall apply on that frontage.**
- The term “active use” and “building liner” are synonymous.

#### Auto-oriented canopies and awnings

- Auto-oriented canopies and awnings, for uses such as drive-thrus and gas station pumps, may be attached to a building according to the following:
  - The building shall comply with all Frontage standards.
  - The canopy and/or awning shall be lower in height than the primary building.
  - The setback of the canopy and/or awning shall be a minimum of 15 feet from the back of the Build-to Zone.
- Exteriors
  - Any new roof or complete resurfacing of an existing roof must use a roofing material having an SRI of 29 or greater for roof slopes greater than 2:12 or SRI of 78 for slopes less than or equal to 2:12.

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## Section IV: General Standards

### **Lots and Frontages: Specific to Storefront Frontage**

The Storefront Frontage has a limited Build-to Zone that is close to the street, with building entrances accessible at sidewalk grade. The Storefront Frontage has substantial glazing on the facade at ground level, space for pedestrian-oriented signage, awnings, retail display, and other design features conducive with creating an active commercial streetscape.

The Storefront Frontage is commonly used for general commercial, office, retail, restaurant, lobby, etc.



# Section IV: General Standards

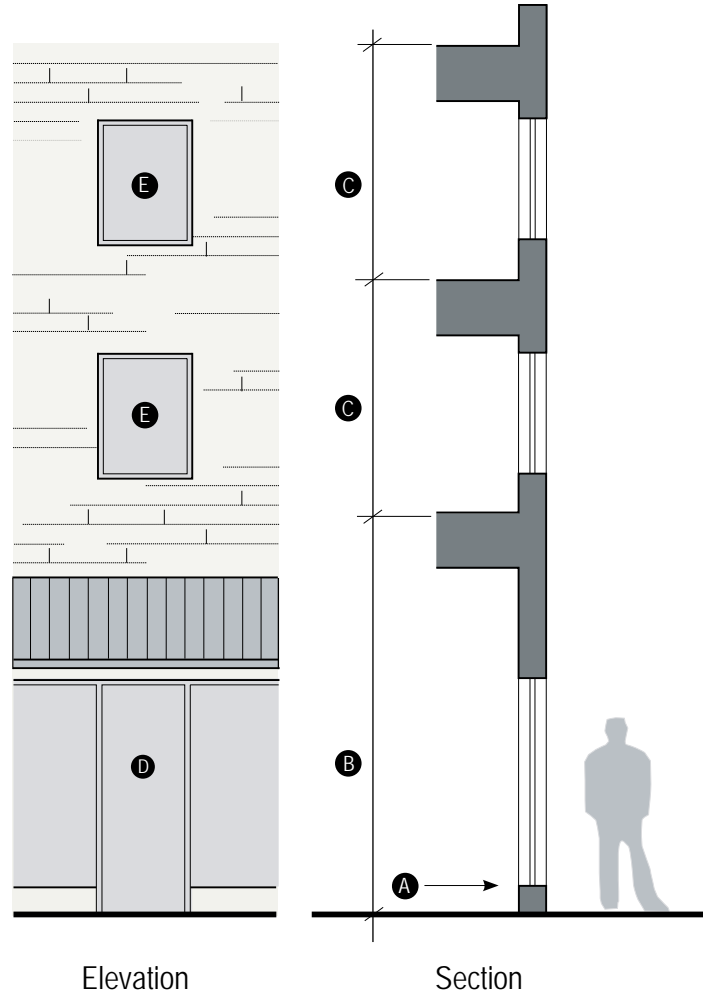
## Lots and Frontages: Specific to Storefront Frontage

### Storefront Frontage

<b>A</b> Max. sill height	3 ft
<b>B</b> Min. ground floor height	14 ft from grade
<b>C</b> Min. upper floor(s) height	10 ft floor to floor
<b>D</b> Min. ground floor glazing	
Principal Frontage	40% from grade to 14 ft
Minor Frontage	30 % from grade to 14 ft
<b>E</b> Min. upper floor(s) openings	25% from floor to floor

#### Notes

Where Storefront frontage is allowed, modifications may be given to allow for a Storefront arcade. All Storefront Frontage standards shall be met on the facade behind the arcade.



## Section IV: General Standards

### **Lots and Frontages: Specific to Stoop Frontage**

The Stoop Frontage has a limited to moderate Build-to Zone with the first floor elevated from the sidewalk grade. This frontage type utilizes a stoop - a small landing connecting a building entrance to the sidewalk by a stair or ramp - to transition from the public sidewalk or open space into the building.

Stoops are generally provided externally, but may be provided internally as necessitated for ADA compliance.

The Stoop Frontage is generally used for residential and live-work buildings, but may be appropriate for other uses.



# Section IV: General Standards

## Lots and Frontages: Specific to Stoop Frontage

### Stoop Frontage

<b>A</b> First floor elevation	
Min.	18" from grade
Max.	5 ft from grade
<b>B</b> Min. ground floor openings	30% floor to floor
<b>C</b> Min. upper floor(s) openings	25% from floor to floor

### Stoop

- D** Min. stoop width 5 ft
- E** Stoops may not extend beyond the front of the Build-to Zone.
- F** Steps may extend beyond Build-to Zone, but may not encroach into the public Right-of-Way.

### Notes

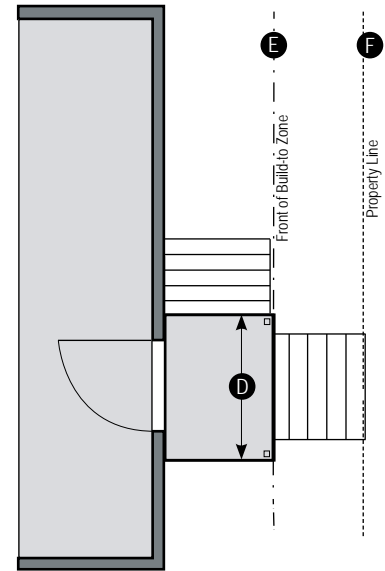
Greater first floor elevation allowed by modification for:

- Property with significant elevation change across the site at the street frontage.
- Development that incorporates below grade basement floors that are accessible from the exterior of the building.

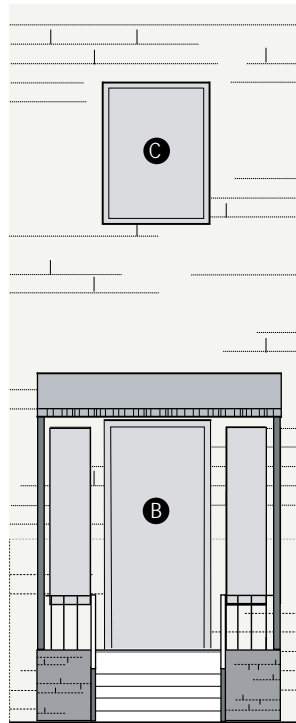
Transition to first floor elevation may be accommodated on the interior of the building to allow for compliance with ADA accessibility requirements.

Entries shall not be recessed more than 4 feet from the facade of the building.

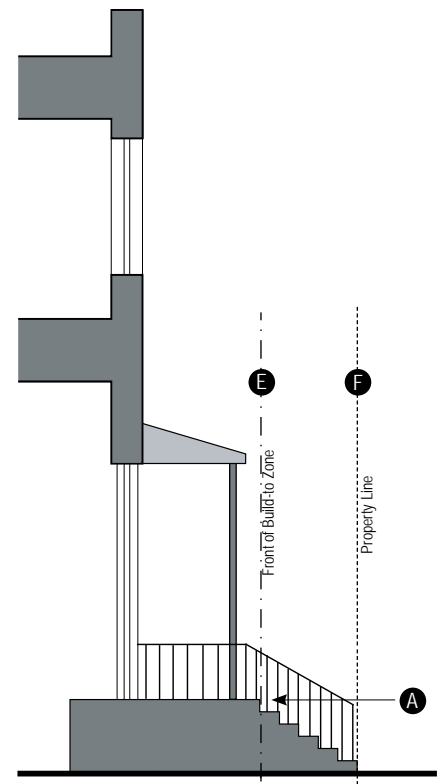
Doors shall face the street.



Plan



Elevation



Section



## Section IV: General Standards

### **Lots and Frontages: Specific to Porch Frontage**

The Porch Frontage has a moderate Build-to Zone with the first floor elevated from the sidewalk grade. The Porch Frontage utilizes a porch - an open air room appended to the mass of a building with floor and roof but no walls on at least two sides - to transition from the public sidewalk or open space into the building.

The Porch Frontage is primarily used for residential buildings.



# Section IV: General Standards

## Lots and Frontages: Specific to Porch Frontage

### Porch Frontage

#### A First floor elevation

Min.	18" from grade
Max.	5 ft from grade

#### B Min. ground floor openings

30% floor to floor

#### C Min. upper floor(s) openings

25% from floor to floor

#### Porch

- D Min. porch depth 5 ft
- E Stoops may not extend beyond the front of the Build-to Zone.
- F Steps may extend beyond Build-to Zone, but may not encroach into the public Right-of-Way.

#### Notes

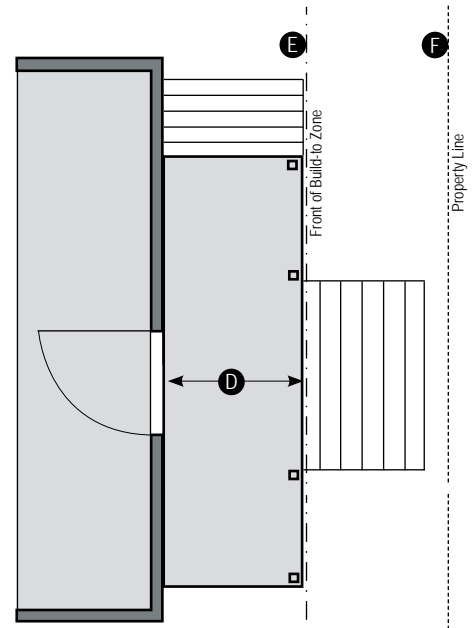
Greater first floor elevation allowed by modification for:

- Property with significant elevation change across the site at the street frontage.
- Development that incorporates below grade basement floors that are accessible from the exterior of the building.

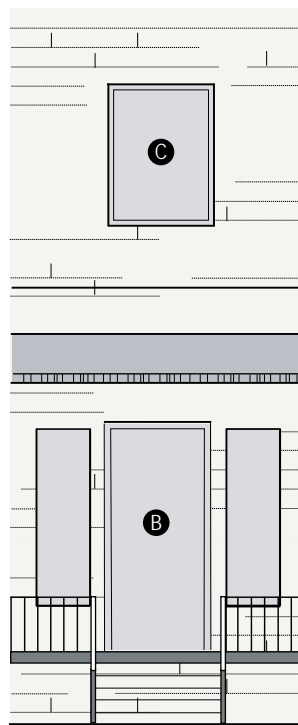
Transition to first floor elevation may be accommodated on the interior of the building to allow for compliance with ADA accessibility requirements.

Entries shall not be recessed more than 4 feet from the facade of the building.

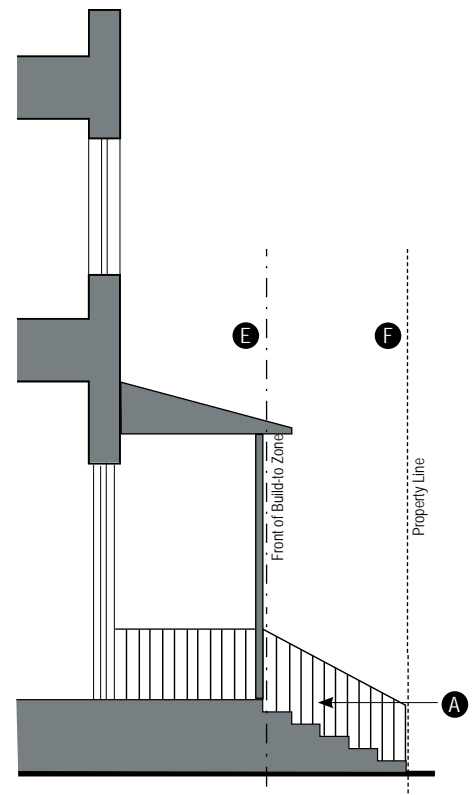
Doors shall face the street.



Plan



Elevation



Section

## Section IV: General Standards

### **Lots and Frontages: Specific to Industrial Frontage**

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The Industrial Frontage shall be used to adapt existing buildings to the standards of the DTC and for new construction of buildings intended for industrial uses. The Industrial Frontage shall be allowed only in specified subdistricts on specified streets and shall be prohibited on Primary Streets.

The Industrial Frontage mitigates the negative impact of the “blank wall” on the street by requiring the Build-to Zone to be entirely landscaped with drought-resistant plantings. All landscaping shall be in a functioning bioswale, or irrigated using drip irrigation or sub-surface irrigation. If drought-tolerant species are used, no irrigation is required.

A primary pedestrian entrance is required on the Principle Facade.

Associated vehicular entrances shall comply with the Parking and Access and Mechanical, Screening and Loading standards.



# Section IV: General Standards

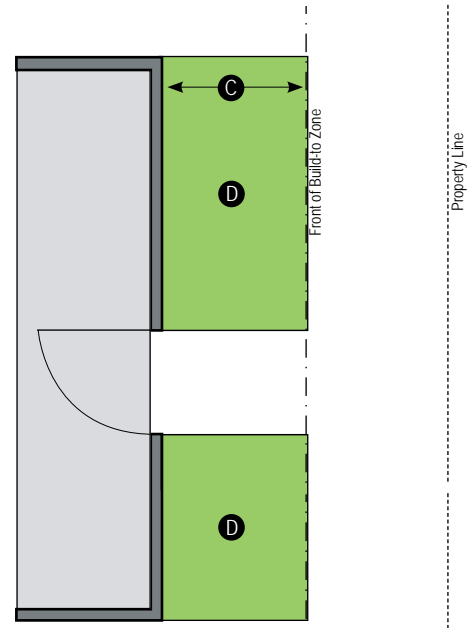
## Lots and Frontages: Specific to Industrial Frontage

### Industrial Frontage

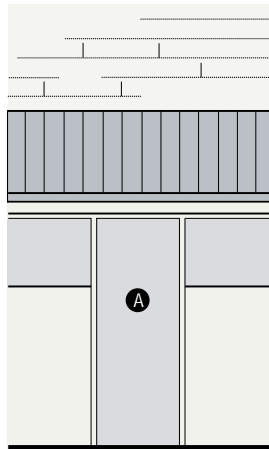
<b>A Front door</b>	Required on Principle Facade
<b>B Min. Building Height</b>	25 ft from grade
<b>C Build-to Zone</b>	5-10 ft
<b>D Landscaping</b>	Entire Build-to Zone shall be landscaped with drought resistant species; in a bioswale or irrigated 2'-6"
<b>E Min. landscaping height</b>	

#### Notes

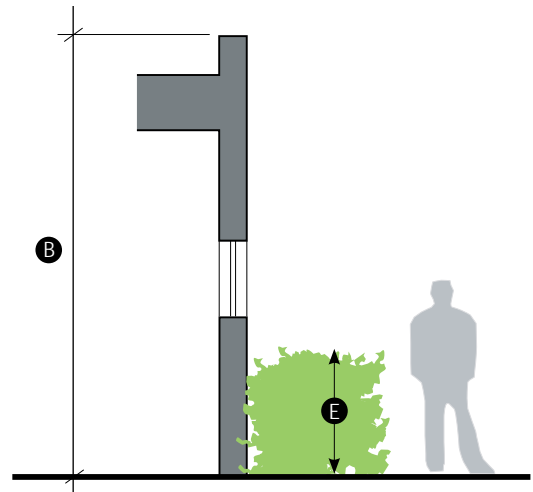
Industrial Frontage is prohibited on Primary streets. A building intended for an industrial use, with frontage on a Primary street shall comply with the standards of another frontage type on the Primary street.



Plan



Elevation



Section

## Section IV: General Standards

### **Lots and Frontages: Specific to Civic Frontage**

Civic buildings are designed and constructed for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations. Civic buildings are inherently unique structures that present opportunities for unusual and iconic design within the urban fabric. Civic buildings should be designed with prominence and monumentality.

A Civic building shall be oriented to streets and public spaces and follow the intent of the particular subdistrict in which it is located with regard to pedestrian orientation, massing, and articulation.

Key architectural features should act as community focal points. Where possible, street axes should be terminated by the primary building form or architectural feature. Towers, spires, and other vertical forms are encouraged.

Civic buildings may include the following: community buildings, libraries, post offices, schools, religious institutions, publicly owned recreational facilities, museums, performing arts buildings, and municipal buildings.

Civic buildings shall be reviewed by modification.



# Section IV: General Standards

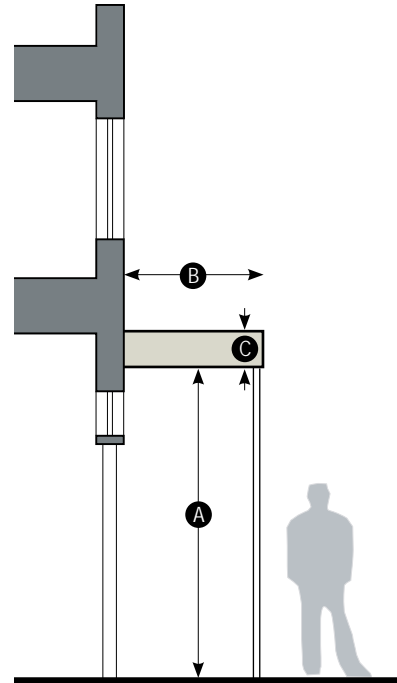
## Canopies and Awnings

### Canopies

<b>A Clearance</b>	
Minimum from sidewalk	8'
Minimum with ROW encroachment	14'
Maximum	25'
<b>B Maximum projection</b>	within 2' of curb
<b>C Maximum canopy height</b>	4'

#### Notes

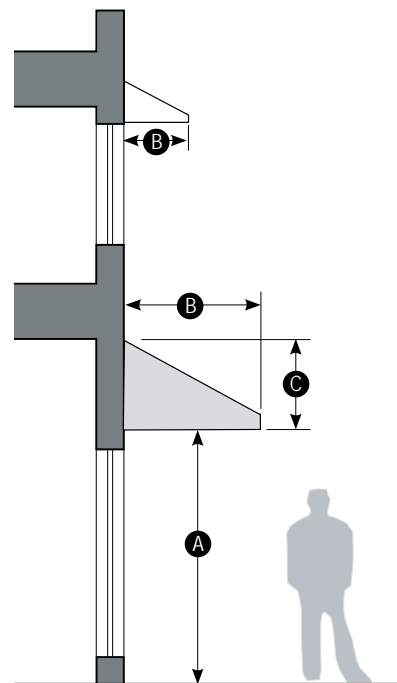
Canopies shall be permitted only over pedestrian and vehicular building entrances, and shall not be permitted above windows. Canopies shall be constructed as a roof-like structure. Fabrics and non-rigid plastic are prohibited.



Section

### Canopies Awnings

<b>A Clearance</b>	
Minimum from sidewalk	8'
Minimum with ROW encroachment	14'
<b>B Maximum projection</b>	
First floor	4' from facade
Upper floors	2' from facade
<b>C Maximum awning height</b>	5'



Section

See the Lots and Frontages section for details on auto-oriented canopies and awnings.

Encroachments in the public right-of-way must meet Metropolitan Government's current clearance standards and be approved under the mandatory referral process prior to installation.

## Section IV: General Standards

### Parking and Access: General

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#### Parking Requirements

- No parking is required within the boundary of the DTC.

#### Parking and Access General Standards

- In addition to the Parking and Access standards of the DTC the following shall apply:
  - 17.20.050 Handicapped parking, 17.20.060 Parking area design standards, and 17.20.130 Loading space requirements.
- When alleys are present, vehicular access from alleys is preferred. Access from public streets shall be considered in the following order: Other Streets, Secondary Streets, Neighborhood Streets and then Primary Streets as approved by Metro departments. Reviewers shall consider the public safety, street character, and pedestrian experience.
- Vehicular / Pedestrian Conflict
  - Valet and “drop-off” areas shall be located within the right-of-way when space allows.
  - **If not provided within the right-of-way, valet and drop-off areas should be located internal to the development.**
  - Where driveways to parking facilities or drop-off areas cross the Sidewalk Corridor, **priority shall be given to the pedestrian realm and** the following design elements shall be required:
    - **The DTC and MCSP sidewalks and tree planting standards shall be maintained for any pedestrian islands created.**
    - Bollards or other protective device shall be used to separate pedestrian and vehicular areas.
    - Distinction between vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.
- To reduce stormwater fees and impact, utilize Low Impact Development strategies published in Metro Water Services Stormwater BMPs for hardscaping, including parking and drive lanes.

## Section IV: General Standards

### Parking and Access: Specific to Structured Parking

#### Vehicular Access

- Vehicular openings to parking structures shall not exceed thirty-five feet in width.
- Vehicular openings shall have a minimum spacing of thirty-five feet.

#### Pedestrian Access

- All parking structures with parking available to the public shall have a clearly marked pedestrian entrance, separate from vehicular access, on street frontages. A publicly accessible building lobby may meet this requirement.

#### Location and Lining

- On the ground level, parking structures shall be located behind a liner building with an active use that is a minimum of fifteen feet deep.
- Upper level habitable liners are encouraged on all streets and are required ~~on the south side of Division Street~~ and on James Robertson Parkway. See the Bonus Height Program for more information on incentives for upper level garage liners.
- **Upper level facade treatments /cladding is required on all public street frontages, including any facades visible from the Interstates. Facade treatments shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the facade design. Landscape buffering may be considered as an alternative at appropriate locations, such as Interstate frontages.**
- Underground parking that is visible from the street, shall not extend beyond the façade of the building. Underground parking that is completely below grade may extend beyond the façade of the building. Underground parking may not encroach into the right-of-way.



*Appropriate upper level facade treatment with full cladding*



*Appropriate upper level facade treatment with natural ventilation*



*Inappropriate upper level facade treatment*



## Section IV: General Standards

### Parking and Access: Specific to Surface Parking

#### General Standards for Surface Parking

- Parking area screening and landscaping standards shall apply to all surface parking lots including, but not limited to, public and private parking facilities, driveways and access aisles, the outdoor display of automobiles and other vehicles that are for sale or lease.

#### Perimeter Screening Standards for Surface Parking

- Parking areas adjacent to public streets and open space shall be separated from the edge of the right-of-way and/or property line by a perimeter landscape strip a minimum of five feet in width which shall be landscaped per the standards of this section.
  - All perimeter landscape strips adjacent to public streets and open space shall include a fence or wall in accordance with the Fence and Wall Standards.
- Parking areas shall be separated from adjacent side lot lines by a perimeter landscape strip a minimum of 5 feet in width, which shall be landscaped per the standards of this section.
  - A two and one-half foot landscape strip may be provided if the required trees are to be planted in tree islands located adjacent to the property line.
  - Two adjacent properties may share equally in the establishment of a seven-foot (minimum) planting strip along the common property line. In instances where the common perimeter planting strip is part of a plan for shared access, each owner may count the respective area contributed toward that common planting strip toward the interior planting area requirements for the lot.
- Berms are not permitted in any landscape strips.

#### Interior Planting Requirements

- Parking areas shall be landscaped in accordance with the interior planting requirements of Title 17.24.160.
- Parking areas with less than twelve thousand square feet in total area shall be exempt from the interior and side lot line planting requirements.

#### Landscape Materials

- Perimeter landscape strips along public streets, open space and side lot lines.
  - Trees shall be installed at a rate of one tree for every thirty feet of frontage. Spacing may be adjusted with the approval of the Urban Forester based upon tree species, the presence of utilities, and the dimensions of the planting strip.
  - Evergreen shrubs and trees shall be installed at appropriate spacing to fully screen vehicles to a minimum height of two and one-half feet.
    - Plantings within fifteen feet of driveways or street intersections shall be maintained to a maximum height of two and one-half feet.
    - Plantings shall not obstruct views onto site as to impede the security of users.
- Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List or an alternative species deemed appropriate by the Urban Forester.
- At planting, trees shall be a minimum of six feet in height and two caliper inches.
- All landscaping shall be in a functioning bioswale, or irrigated using drip irrigation or sub-surface irrigation. If drought-tolerant species are used, no irrigation is required.
- At planting, all landscaping shall meet the standards for size, form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
- All nursery stock shall be vigorous, healthy and free of diseases or infestation.

# Section IV: General Standards

## Mechanical, Service, and Loading

### Applicability

The following elements shall be shielded from view from adjacent public streets, pedestrian corridors, and open spaces.

- Refuse collection, dumpsters, recycling bins, and refuse handling areas that accommodate a dumpster or five or more trash or recycling cans.
- Building or ground-mounted mechanical equipment, including, but not limited, to transformers, backflow preventors, telephone risers, equipment cabinets, generators, or similar devices.
- Mechanical equipment on roofs.
- Air conditioning or similar HVAC equipment.
- Loading docks, berths, or similar spaces including, but not limited, to service entrances and maintenance areas.
- Outdoor storage of materials, equipment, and vehicles.

### Location and Access

- Applicable site elements shall be located along the alley, along an interior property line, or internal to the property.
- Service elements, such as loading docks and trash collection locations, should not be accessible from Primary streets, unless a Primary street is the only frontage.
- **Where access to loading areas and service elements cross the Sidewalk Corridor, priority shall be given to the pedestrian realm and the following design elements shall be required:**
  - **The DTC and MCSP sidewalks and tree planting standards shall be maintained for any pedestrian islands created.**
  - **Bollards or other protective device shall be used to separate pedestrian and vehicular areas.**
  - **Distinction between vehicular lane and pedestrian areas shall be indicated through changes in grade, color, texture and/or material.**

### Screening Standards

- Applicable site elements shall be fully screened at all times, including immediately following planting if vegetative materials are to be used.
- Refuse collection and refuse handling areas shall be screened by a walled enclosure with gates in accordance with the Fence and Wall Standards of the DTC.

### Screening Methods

- **Vegetative Materials:**
  - Vegetative materials shall be planted in two rows in staggered fashion.
  - All trees shall be evergreen with a minimum height at time of planting of at least six feet above the root ball.
  - All shrubs shall be evergreen with the minimum height and spacing necessary to fully screen the item intended for screening (but no less than thirty inches in height) at the time of planting.
  - Vegetative material shall be located immediately adjacent to the element being screened in a planting area a minimum of four feet wide.
- **Fencing and Walls**
  - Screening is permitted through the use of a fence or wall constructed in accordance with the Fences and Walls Standards of the DTC.
- **Parapet Walls**
  - Parapet walls or other techniques included as an integral part of the building design shall be used to totally screen any rooftop mechanical equipment from view from adjacent public rights-of-way or open space.
- **Integrated Building Elements or Features**
  - Building design or other structural features (e.g., knee walls, alcoves, wing walls, roof extensions, etc.) may also be used to fully or partially enclose site features required to be screened.
- **Alternative Screening Methods**
  - Alternative screening methods or materials that are not listed may be used following approval by the Planning Commission or its designee, provided that they are determined to be comparable to screening methods described in this subsection.

\*\* In order to properly locate and screen mechanical equipment, approval may be required from applicable Metro departments and agencies.



## Section IV: General Standards

### Fences and Walls

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#### Location

- Permitted Locations: Fences and walls constructed in accordance with the standards in this section may be constructed within:
  - The Build-to Zone.
  - A utility easement only through the express written consent from the utility or entity holding the easement.
  - A required landscape area, Tree Protection Zone, or open space.
- Prohibited Locations: No fence or wall shall be installed that:
  - Encroaches into a right-of-way (without approval through the Mandatory Referral process).
  - Blocks or diverts a natural drainage flow on to or off of any other land.
  - Compromises safety by blocking vision at street intersections or obstructs the visibility of vehicles entering or leaving driveways or alleys.
  - Blocks access to any above ground or pad-mounted electrical transformer, equipment vault, fire hydrant or similar device.

#### Appearance

- All fences shall be installed so that the finished side shall face outward; all bracing shall be on the inside of the fence.
- Fences and walls shall be constructed of any combination of brick, stone, masonry materials, treated wood posts and planks, rot-resistant wood, or metal. Chain link fencing shall be coated with dark green or black vinyl when visible from a public street or open space (excluding alleys).
- Chain-link fences are prohibited within the Build-to Zone.
- Razor wire is prohibited within the Build-to Zone.
- Fences and walls used to screen refuse areas shall be opaque and include gates that prohibit unauthorized users to access the area.

#### Standards by function and location

- Fences and walls within the Build-to Zone shall not exceed four feet in height.
  - Modifications may be made in order to properly secure playgrounds and parks.
  - The height of fences and walls along a sidewalk shall be measure from sidewalk grade.
- Fences and walls within the Build-to Zone that are greater than three feet high shall be a minimum of thirty percent transparent to allow visibility into the property.
- Fences and walls used to screen parking shall be a minimum of two and one-half feet above the grade of the parking lot.
  - When a fence or wall is combined with plantings the majority of the plantings shall be between the right-of-way and the fence or wall.
- Fences and walls used to screen mechanical, loading and refuse elements shall be a minimum of two feet taller than the element being screened.
- All other fences and walls shall have a maximum height of ten feet measured from grade.
- Fences surrounding athletic fields and courts may exceed the previous height limitations.

## Section IV: General Standards

### Open Space

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The *Downtown Community Plan: 2007 Update* envisions accessible, enjoyable open spaces to help create vital and functioning neighborhoods within Downtown. To meet this goal, the DTC encourages many types of open spaces to serve the needs of both citizens and visitors for passive and active recreation. Public art, other amenities, and interactive features are encouraged in open spaces. Buildings conducive with the use of the Open Space and for public use may be approved by the Planning Commission and Parks Department.

It is a goal of the DTC to have open space within each ¼ mile radius neighborhood in Downtown. All public and private open spaces, greater than one-half acre have been mapped in order to determine the areas within the DTC that are in need of neighborhood open space. The one-quarter mile radius buffer area around existing open spaces is indicated in green on the Open Space Map. The areas that lack open space within one-quarter mile radius (deficiency areas) are shown in yellow. Public open space developed in any portion of a deficiency area will count toward fulfilling the open space need of that area. The development of the needed open space may be done by public or private entities.

The open space types and standards listed in the DTC shall be utilized by property owners in the development of public open space. The following standards shall apply to open space that is accessible to the public, including open space developed for credit under the Bonus Height Program. Private open space or amenity areas shall not be counted toward fulfilling the open space need and shall not be eligible for the Bonus Height Program.

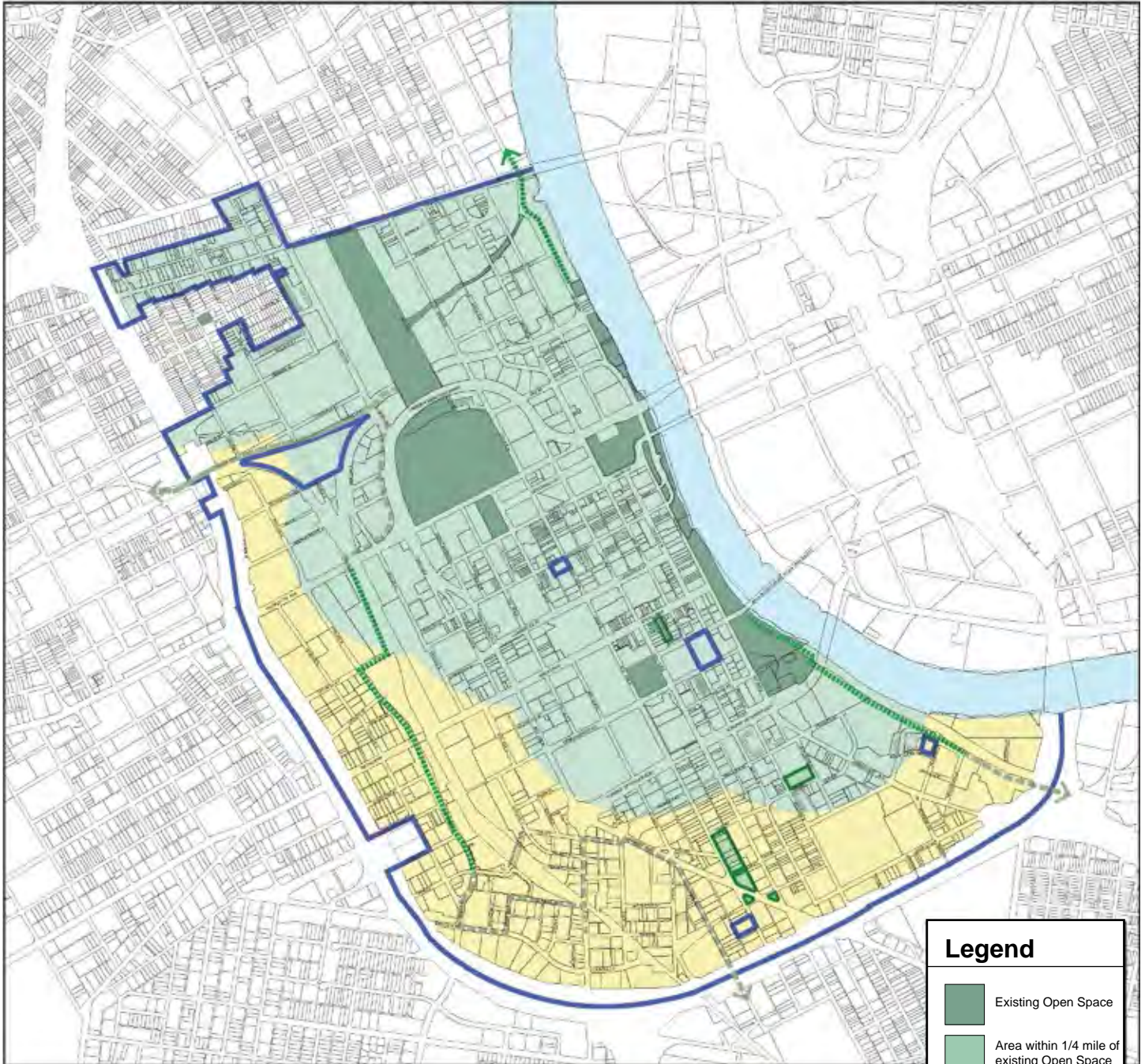
Open Space developed within the deficiency areas are eligible for greater bonuses through the Bonus Height Program than those developed in non-deficiency areas. See the Bonus Height Program section for more details.

The Open Space Plan also includes the existing and planned urban greenways.

Parks and greenways are publicly owned open space and shall follow the standards set out by the Parks Department.

# Section IV: General Standards

## Open Space Plan



**Legend**

- Existing Open Space
- Area within 1/4 mile of existing Open Space
- Area with an Open Space Deficiency
- Existing Urban Greenway
- Future Urban Greenway
- Potential parcels for Open Space
- DTC Boundary



# Section IV: General Standards

## Open Space: General Standards

Standards of Title 17 not varied by the following Open Space Standards shall apply within the DTC.

### Calculation

- When calculating the open space square footage or acreage, the footprint of any building, whether public or private, shall be subtracted first. The remaining square footage shall be used for all calculations and percentages.

### Access

- Every open space shall have a minimum of one primary pedestrian entrance along each street frontage and pedestrian frontage.
- All publicly accessible open space shall meet the appropriate standards of the American's with Disabilities Act.

### Building frontage

- Buildings that are part of the same development as the open space and abut the open space shall have a minimum of one pedestrian entrance on the open space.

### Seating

- Permitted types of seating include but are not limited to, moveable, fixed individual seats, fixed benches, seat walls, planter ledges and seating steps.

### Paving Materials

- Asphalt may be approved by the Planning Commission or its designee for recreational jogging or bicycle paths only.

### Landscaping

- Ground level green space shall consist of turf grass, shrubbery, perennial and annual beds, mulched areas and generally areas with "natural" material planted within six inches of grade.
  - Ground level green space does not include container plantings.
- Pervious surfaces include green space, porous concrete and modular pavers, areas with tree grates or areas that otherwise allow water to infiltrate into the soil.
- Trees shall be accommodated in planting areas with a minimum of 600 cubic feet of soil. When using structural soil, the planting area may be reduced to 300 cubic feet. The minimum opening at grade shall be 25 square feet.
- Planting areas shall not impede ingress/egress from buildings or pedestrian traffic.
- Tree Grates
  - When used, tree grates shall be modular and allow for removal as tree grows.
  - Tree grates shall be flush with grade to allow for unobstructed movement of pedestrian traffic.
- Tree and shrub species shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List based on tree size and planting area provided or an alternative species deemed appropriate by the Urban Forester.



## Section IV: General Standards

### Open Space: Specific to Greens

Greens are larger, less formal Open Space consisting of a majority green space with laws, paths, and vegetation.

- A minimum of two sides shall be street frontages.
- Size ½ acres - 6 acres
- Greens shall maintain a minimum of 60 percent ground level green space and 70 percent pervious surface.
- Seating
  - A minimum of one linear foot of seating shall be required for each 900 square feet of gross open space.
  - Of the required seating, one linear foot for each 20 feet of street frontage shall be located within 15 feet of the property line.

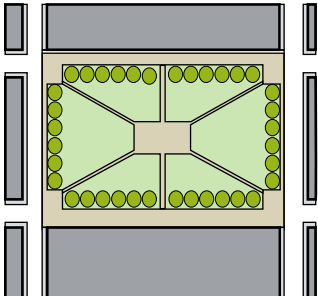


# Section IV: General Standards

## Open Space: Specific to Squares

Squares are Open Space used for unstructured recreational or civic uses. Landscaping consisting of lawns and trees is formally composed.

- A minimum of two sides shall be street frontages.
- Size: 1/2 acre – 5 acres
- Squares shall be required to maintain a minimum of 30 percent ground level green space and 50 percent pervious surface.
- Seating
  - A minimum of one linear foot of seating shall be required for each 700 square feet of gross open space.
  - Of the required seating, one linear foot for each 20 feet of street frontage shall be located within 15 feet of the property line.



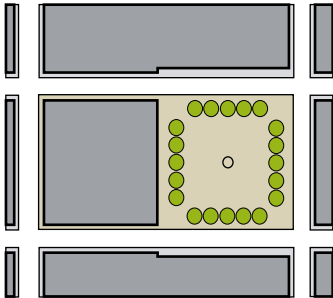


# Section IV: General Standards

## Open Space: Specific to Plazas

A Plaza is an Open Space used for unstructured civic and/or commercial purposes. A plaza is spatially defined by building frontages.

- Size: 2500 square feet – 20,000 square feet
- Plazas are required to maintain a minimum of 10 percent ground level green space and 40 percent pervious surface.
- Seating
  - A minimum of 40 linear feet of seating shall be required for Plazas, plus a minimum of one linear foot of seating for every 500 square feet of gross open space.
  - Of the required seating one linear foot for each 20 feet of street frontage shall be located within 15 feet of the property line.



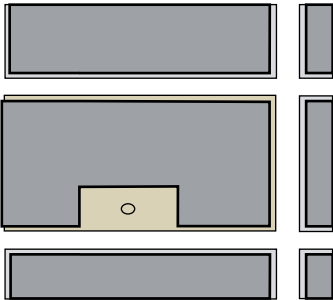


# Section IV: General Standards

## Open Space: Specific to Courts

A Court is Open Space accessible from the street and used for entry into a building. A Court is spatially defined by building frontages and is generally tucked back into the building.

- Size: 400 square feet – 2,500 square feet
- Seating
  - A minimum of 10 linear feet of seating shall be required for Courts, plus one linear foot of seating for each 300 square feet of open space minimum.
- Accessibility
  - Courts are permitted to be closed to the public by use of a gate. See the Fence and Wall Standards for details.

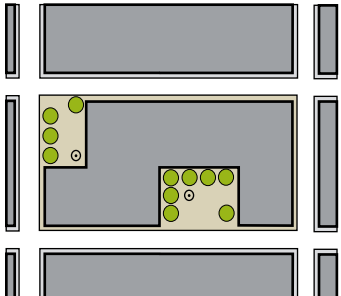


# Section IV: General Standards

## Open Space: Specific to Pocket Parks and Playgrounds

Pocket Parks and Playgrounds are Open Space that are accessible from the street and used for structured recreation, gardening or other community use.

- Size: 800 square feet – 1 acre
- Pocket Parks shall provide a community benefit such as a garden or playground.
- Pocket Parks are required to maintain a minimum of 20 percent ground level green space.
  - Additional ground area may be impervious provided space is structured for active recreation.
- Seating:
  - A minimum of one linear foot of seating shall be required for every 300 square feet of gross open space.
- Trees
  - The tree requirement may be waived for pocket parks that are designed for structured active recreation, such as basketball or tennis courts.
- Accessibility
  - Pocket Parks may be fenced for safety but shall remain open to the public during daylight hours.



## Section IV: General Standards

### Bonus Height Program

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The Bonus Height Program (BHP) allows additional building height in Downtown in exchange for contribution to specified programs that provide benefits to the public. The Bonus Height shall be permitted if the proposed development contributes to specific public benefits in the amount and manner set forth herein.

Bonus Height shall be permitted in exchange for the following public benefit contributions: Leadership in Energy and Environmental Design (LEED) certification of individual buildings, LEED for Neighborhood Development, pervious surface, **Historic Building Preservation**, publicly-accessible Open Space, Workforce Housing, Civil Support Space, upper level garage liners, and underground parking.

~~Density bonuses for the preservation of historic buildings are given through the Transfer of Development Rights Program as outlined in Section 17.12.120 of the zoning code.~~

### Bonus Height Standards

- Upon providing a binding commitment for the specified public benefit, the proposed development project shall be allowed to build within the restrictions of the Subdistrict, up to the Bonus Height Maximum as established within this section.
- Multiple height bonuses may be compounded insofar as the total additional height does not exceed the Bonus Height Maximum for the Subdistrict.
- Additional development rights achieved through the BHP may be transferred to another site within the DTC **one time to one receiving site**, provided the transferred height does not exceed the Bonus Height Maximum of the receiving site. By-right height may not be transferred; only bonus height received through the BHP may be transferred.
- Bonus height transfers shall be based on the square footage of the sending site, not the receiving site.
- No building permit shall be issued for bonus height until the Planning Commission has certified compliance with the provisions of this section, upon referral and assurance of compliance from applicable departments.

## Section IV: General Standards

### Bonus Height Program

#### LEED and LEED ND

The U.S. Green Building Council (USGBC) is a non-profit organization that oversees the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.

LEED for Neighborhood Development integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design. LEED ND goes beyond the building to address sustainability on a neighborhood-wide basis.

The bonuses are specific to each Subdistrict. See the BHP Chart for details.

A different nationally-recognized, third-party system of overseeing green building and/or sustainable development practices may be substituted for LEED. Bonuses will be determined by the Planning Commission based on ratings equivalent to LEED silver, gold, and platinum.

Bonuses for individual buildings are given upon pre-certification of LEED silver, gold and platinum. Bonuses for neighborhoods are given upon pre-certification of LEED ND. Every property within the LEED ND neighborhood may utilize the bonus height. The bonuses are specific to each Subdistrict. See the BHP Chart for details.

The following shall apply to all new construction that utilizes the Bonus Height Program for LEED:

- Prior to issuance of a temporary certificate of occupancy for any use of the development, a report shall be provided for the review of the Department of Codes Administration and the Planning Commission by a LEED accredited professional. The report shall certify that all construction practices and building materials used in the construction are in compliance with the LEED certified plans and shall report on the likelihood of certification. If certification appears likely, temporary certificates of occupancy (as set forth below) may be issued. Monthly reports shall be provided as to the status of certification and the steps being taken to achieve certification. Once certification is achieved, the initial certificate of LEED compliance, as set forth herein, and a final certificate of occupancy (assuming all other applicable conditions are satisfied) shall be issued.
- To ensure that LEED certification is attained the Department of Codes Administration is authorized to issue a temporary certificate of occupancy once the building is otherwise completed for occupancy and prior to attainment of LEED certification. A temporary certificate of occupancy shall be for a period not to exceed three (3) months (with a maximum of two extensions) to allow necessary time to achieve final certification. Fees for the temporary certificate (and a maximum of two extensions) shall be \$100 or as may otherwise be set by the Metro Council. Once two extensions of the temporary certificate of occupancy are granted, any additional extensions shall be granted only in conjunction with a valid certificate of LEED noncompliance as set forth herein.
- If the property fails to achieve LEED certification, the Department of Codes Administration is authorized to issue a short-term certificate of LEED noncompliance. This certificate will allow the building to retain its certificate of occupancy pending attainment of LEED certification. A certificate of LEED noncompliance shall be for a period not to exceed three (3) months and may be renewed as necessary to achieve certification. The fee for noncompliance shall be issued every time the certificate is issued for up to ten years.
- The fee for a certificate of LEED noncompliance shall be based on the following formula:  $F = [(CN-CE)/CN] \times CV \times 0.0075$ , where:
  - F is the fee;
  - CN is the minimum number of credits to earn the level of LEED certification for which the project was pre-certified;
  - CE is the number of credits earned as documented by the report; and
  - CV is the Construction Value as set forth on the building permit for the structure.



## Section IV: General Standards

### Bonus Height Program

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#### Pervious Surface

The integration of pervious surfaces into site design and building design benefits the individual development, the neighborhood and the city. Pervious surfaces can reduce stormwater runoff, flood risk, irrigation needs and the burden on infrastructure. Examples of pervious surfaces include impervious pavement, green roofs, bio-swales, landscaping, and green screens. As technology in this field advances, additional pervious surfaces may meet the intent of this standard.

- The number of square feet of Bonus Height shall be twice that of the number of square feet of Pervious Surface. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
  - Green roofs that are utilized to meet LEED certification may not be “double counted” for both the LEED height bonus and the Pervious Surface height bonus. If the level of LEED certification would be met without the green roof, then the green roof may be counted for the Pervious Surface height bonus.
- The binding commitments shall consist of an instrument recorded in the register of deeds, that records the transferred bonus height and square feet calculations as first certified by the Planning Commission; records the preservation of the historic building in perpetuity by requiring that any exterior alterations including demolition in whole or in-part be reviewed and approved by the Metro Historic Zoning Commission following the Commission’s processes, policies, Secretary of Interior’s Standards and any applicable design guidelines; record the forfeiture or any future claim for additional building intensity of development, including any type of variance of the preserved historic building; and records the project’s and / or receiving site’s additional square feet and building height bonus derived from the transfer.

Within a Historic Overlay or Landmark District, existing buildings are eligible to transfer any unused DTC height entitlements based on the square foot calculations outlined in this section, and are subject to the BHP provisions and chart.

#### Historic Building Preservation

The preservation and re-use of Downtown’s historic buildings is critical to maintaining the character and identity of Nashville. Use of this bonus shall require a recommendation from the Metropolitan Historical Commission, or its designee, on the worthiness of preserving a building outside of a Historic Overlay District, including but not limited to buildings worthy of conservation, and buildings listed on or eligible to be listed on the National Register of Historic Places. A recommendation shall also be provided on the square feet of the preserved historic building footprint.

- The number of square feet of Bonus Height shall be equal to the development rights being forfeited by the preservation of the building, calculated as follows: the number of by-right stories permitted minus the number of stories of the historic building, multiplied by the square feet of the historic building footprint. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.

## Section IV: General Standards

### Bonus Height Program

#### Publicly-Accessible Open Space

Accessible, enjoyable open spaces are essential for vital and functioning neighborhoods. Open space provides the community with opportunities to be in an outdoor setting, while encouraging social interaction. See the BHP Chart for details for a list of Subdistricts in which the Open Space bonus may be utilized.

Open Space must be designed to the open space standards of the DTC. To be eligible for the Height Bonus, open space must be a minimum of ¼ acre in area.

- Plazas are not eligible for the BHP.
- In Open Space deficiency areas (See the Open Space section of the General Standards), the number of square feet of Bonus Height shall be seven times that of the number of square feet in open space. Outside of Open Space deficiency areas, the number of square feet of Bonus Height shall be four times that of the number of square feet in open space. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Bonuses are available only for publicly accessible (whether publicly or privately owned) open space.

#### Workforce Housing

Housing encompassing a range of sizes, costs and tenure (both rental and owner-occupied), to accommodate the diverse range of employees and their families, is key to Downtown's continued economic health and to sustainable development patterns for Nashville/Davidson County.

Metro Government shall require the developer to execute an agreement, restrictive covenant, or other binding restriction on land use that preserves affordability and establishes the manner in which the affordability will be monitored for the required period before final site plan review.

As listed below, the specified percentage of total units shall be reserved for ownership or rental by households with incomes below the specified percentage of the current Average Median Income (AMI) in Davidson County, as determined by MDHA.

Height bonuses are based on a percentage of the Maximum Height allowed on the property as dictated by the Subdistrict.

In all cases, fifty percent (50%) of the additional stories shall be dedicated to Workforce Housing with twenty-five percent (25%) of the height bonus provided as housing for persons below one hundred percent (100%) of AMI and twenty-five percent (25%) of the height bonus provided as housing for persons below one hundred-twenty percent (120%) of AMI.

Workforce Housing Height Bonuses are:

- Level 1 - 10% increase in stories
- Level 2 - 20% increase in stories
- Level 3 - 30% increase in stories
- Level 4 - 40% increase in stories

Not all Levels are available in every Subdistrict. See the BHP Chart for details.

When percentage calculations result in a fraction of a story, the number of stories shall be rounded up.

The following shall apply to all construction that utilizes the BHP for Workforce Housing:

- Owner-occupied units shall remain affordable for 30 years.
- Renter-occupied units shall remain affordable for 30 years.
- Units that are converted from renter-occupied to owner-occupied shall remain affordable (as determined above) for 30 years beyond conversion.
- The size of all Workforce Housing units shall be at least 80% of the average size of market rate units.

## Section IV: General Standards

### Bonus Height Program

#### Civil Support Space

The dedication of Civil Support Space offers height bonus for the developer's contribution of space to a specific use or entity that serves to better the neighborhood or community. See the BHP Chart for details for a list of Subdistricts in which the Civil Support Space bonus may be utilized.

- Civil Support Space is typically on the ground level. Upper levels may be appropriate depending on the intended use.
- The number of square feet of Bonus Height shall be twice that of the number of square feet donated to Civil Support Space. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Civil Support Space shall be dedicated to the chosen use or uses for 15 years. Adherence to this standard shall be checked yearly by the Planning Commission or its designee.

The Planning Commission may require the developer to execute an agreement, restrictive covenant, or other binding restriction on land use that preserves the use of Civil Support Space for the required period before final site plan review.

The following uses are appropriate for Civil Support Spaces:

- Institutional Uses
  - Cultural center
  - Day care center
  - School day care
- Education
  - Community education
- Transportation Uses
  - Water taxi station
- Waste Management Uses
  - Recycling collection center
- Recreational and Entertainment Uses
  - Community playground
- Other Uses
  - Community garden

Other uses may be appropriate for Civil Support Space. The applicant may propose a different use for Civil Support Space to be approved by the Planning Commission.

#### Upper Level Garage Liner and Underground Parking

The public realm of the streetscape is improved by providing parking in underground structures and lining above ground parking structures with habitable space. See the BHP Chart for a list of Subdistricts in which the Garage Liner and Underground Parking bonuses may be utilized.

- Height bonuses are given for upper levels of habitable space, a minimum of ~~15'~~ 20' in depth, which masks a parking structure from view along public streets and open space. The minimum depth may be reduced by the Planning Commission provided the intent of an active streetscape is met.
- The number of square feet of Bonus Height shall be twice that of the number of square feet in Garage Liners. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- The number of square feet of Bonus Height shall be equal to the number of square feet in Underground Parking. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Height bonuses are not given for ground level liners, or upper level liners that are required by the DTC.

#### Public Parking

Parking accessible to the general public is important to the continued growth and vitality of Downtown. See the BHP Chart for a list of Subdistricts in which the Public Parking bonuses may be utilized.

- The number of square feet of Bonus Height shall be twice that of the number of square feet in Public Parking. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Public Parking shall be clearly marked as public, and shall be accessible to the public, at all hours that the garage is open, for the lifetime of the building.



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# Section IV: General Standards

## Bonus Height Chart

Maximum height within the Subdistrict	LEED	LEED ND	Pervious Surface	Historic Building Preservation	Open Space	Workforce Housing	Civil Support Space	Upper Level Garage Liner & Underground Parking	Public Parking	Bonus Height Maximum
<b>Central</b>										
James Robertson	elevation of 560'	Any = 2 stories	2 stories	2 stories	2 stories	2 stories	All Levels to a maximum of elevation above sea level of 560'	2 stories below 560' elevation	2 stories below 560' elevation	elevation 560'
<b>Core</b>										
Core	30 stories	Silver = 4 stories; Gold = 8 stories Platinum = 12 stories	2 stories	2 stories	8 stories	8 stories	All Levels	8 stories	8 stories	Unlimited
Core-historic	6 stories on the interior of blocks; 10 stories on the corners	No bonus	No bonus	No bonus	4 stories	No bonus	No bonus	No bonus	No bonus	6 stories on the interior of blocks; 10 stories on the corners- 10 stories
<b>Upper Broadway</b>										
Upper Broadway	100'	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	100'
<b>Second and Broadway</b>										
Second	8 stories within 105'	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	8 stories within 105'
Broadway	5 stories within 65'	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	5 stories within 65'
<b>SoBro</b>										
General, or 8th Avenue frontage south of roundabout (beyond 100' from frontage)	30 stories	Silver = 4 stories; Gold = 8 stories Platinum = 12 stories	2 stories	2 stories	8 stories	8 stories	All Levels	8 stories	8 stories	Unlimited
West side of 1st and East side of 2nd	15 stories within 220'	Silver = 4 stories; Gold = 8 Stories or Platinum = 5-12 stories	2 stories	2 stories	5 stories	5 stories	Levels 1, 2, and 3	5 stories	5 stories	20 stories within 300'- 30 stories
<b>Central River</b>										
Central River	10 stories within 145'	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	10 stories within 145'
<b>South</b>										
<b>Lafayette</b>										
General	8 stories	Any = 2 stories	2 stories	2 stories	2 stories	2 stories	Levels 1, 2, and 3	2 stories	2 stories	11 stories
Lafayette Street	12 stories	Any = 2 stories	2 stories	2 stories	3 stories	3 stories	Levels 1, 2, and 3	3 stories	3 stories	16 stories
<b>Rutledge Hill</b>										
Primary and Secondary	6 stories	Any = 1 story	1 story	1 story	1 story	1 story	Levels 1, and 2	1 story	1 story	7 stories
Neighborhood Tertiary	3 stories	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	3 stories
Rolling Mill Hill	65 feet with an SEP of 1:1.5	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	65 feet with an SEP of 1:1.5
<b>Rutledge River</b>										
Rutledge River	9 stories	Any = 2 stories	2 stories	2 stories	2 stories	2 stories	Levels 1, 2, 3 and 4	2 stories	2 stories	12 stories
<b>West</b>										
<b>Gulch North</b>										
General	7 stories	Any = 2 stories	2 stories	2 stories	2 stories	2 stories	All Levels	2 stories	2 stories	10 stories below 560' elevation
fronting Herman Street	4 stories	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	4 stories
<b>Gulch South</b>										
General	10 stories	Any = 2 stories	2 stories	2 stories	2 stories	2 stories	All Levels	2 stories	2 stories	16 stories
fronting Church, Broadway, Demonbreun	15 stories	Any = 2 stories	2 stories	2 stories	3 stories	3 stories	All Levels	3 stories	3 stories	21 stories
at key intersections	20 stories	Silver or Gold = 2 stories; Platinum = 3 stories	2 stories	2 stories	4 stories	4 stories	All Levels	4 stories	4 stories	28 stories
<b>North</b>										
<b>Hope Gardens</b>										
Primary	7 stories	Any = 1 story	1 story	1 story	1 story	1 story	Level 1	1 story	1 story	8 stories
Secondary	4 stories	Any = 1 story	1 story	1 story	1 story	1 story	Level 1	1 story	1 story	5 stories
Neighborhood Tertiary	3 stories	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	No bonus	4-story No Bonus 3 stories
<b>Sulphur Dell</b>										
Primary	7 stories	Any = 1 story	1 story	1 story	1 story	1 story	Level 1	Any = 1 story	1 story	8 stories
Secondary	5 stories	Any = 1 story	1 story	1 story	1 story	1 story	Level 1	Any = 1 story	1 story	6 stories
Neighborhood Tertiary	4 stories	Any = 1 story	1 story	1 story	1 story	1 story	Level 1	Any = 1 story	1 story	5 stories

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# Section V

## SIGN STANDARDS



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# Section V: Sign Standards

## Introductory Provisions

### Intent

The purpose of these regulations is to set specific sign standards that accomplish the following:

- Establish reasonable and improved standards for Downtown business identification;
- Encourage creative and innovative approaches to regulating signs consistent with the principles of the Downtown Community Plan;
- Promote economic vitality in Downtown;
- Enhance the overall visual environment in Downtown by discouraging signs that contribute to the visual clutter of the streetscape;
- Ensure signs are designed for the purpose of identifying a business in an attractive and functional manner; and
- Ensure signs reinforce the existing and envisioned character and are complementary to the architectural design of Downtown.

### Applicability

- These sign regulations apply to all properties zoned DTC and are not in an Historic Zoning Overlay. See map on Page 107.
- In addition to the standards set forth within this section, the following Sections of the Metro Zoning Code shall apply to all regulated signage within the DTC.
  - Section 17.04.06 - Definitions of general terms
  - Within Chapter 17.32 SIGN REGULATIONS:
    - Section 17.32.020 - General Provisions
    - Section 17.32.040 - Signs allowed without a permit
    - Section 17.32.050 - Prohibited signs
    - Section 17.32.060 - Permitted on-premises temporary signs
    - Section 17.32.145 - Landmark signs
    - Section 17.32.160 - Computations
  - Within Article XI. Sign Procedures
    - 17.40.490 - Permits and compliance tag.
    - 17.40.510 - Unsafe, illegal, dilapidated and abandoned signs

### Sign Permit Applications

Applications for sign permits shall be made with and reviewed by the Codes Department. All sign applications that do not involve Modifications shall only require Codes Department approval, regardless of whether the property is subject to additional design guidelines (e.g. MDHA redevelopment districts).

Applicants for sign permits shall submit the following information. Incomplete applications will not be accepted.

- Design and details of the signage depicting size and shape (including height, width and depth), anchoring, materials, lighting and other data necessary to determine compliance with the requirements of this section and with the requirements of the Metropolitan building code and the Metropolitan electrical code. Additional information may be required by Codes.
- Drawings and specifications, including building elevations or artist's rendering depicting the sign faces, and dimensions indicating sign placement on the building.
  - For ground signs and signs seeking a ROW encroachment, the distance of the signs from the corner of the building or property line should be included.
- A site plan, drawn to scale, depicting the location of the proposed signage and all relevant features of the site, including location and size of other regulated signs.
- The property address, applicant and sign designer's name and contact information.

### Common Sign Plan

A common signage plan regulates signage for multiple businesses or tenants within one building or complex. A common sign plan is mandatory for all new developments and sign Modifications.

- A common signage plan shall provide for consistency among signs with regard to at least four of the following: materials; location of each sign on the building; sign proportions; color scheme; lighting; lettering or graphic style.
- The common signage plan shall establish an allowable area of signage for existing and future tenants with regard to all allowed signs types.
- The common signage plan shall indicate existing nonconforming signs as well as the amount and location of on-premises signage to be allocated to each tenant under the new plan.

# Section V: Sign Standards

## Modifications

### Sign Permit Modifications

Requests for modifications to sign standards are reviewed through the process outlined on pages 14 and 15.

Modifications are reviewed by Planning staff and either the MDHA Design Review Committee or the DTC Design Review Committee.

The applicant may appeal a decision through the process described on pages 14 and 15.

All sign Modifications are Major Modifications. Two additional types of Modifications for signage related permits may be requested and are outlined below.

### Modifications for Exceptional Design

Creative signage that does not fit the specific regulations of this section may be considered by the appropriate reviewing body (listed above), based on its merits, as they relate to all of the following design criteria:

- architecture
- the configuration or location of the building or property
- building scale
- legibility
- technical competence and quality in design, construction and durability

Applications for this type of Modification require submittal of a common sign plan for the property in question. Approval of any related structures (i.e. canopy) will require review by all applicable agencies. Exceptional design modifications shall not permit electronic changeable copy where it is otherwise not permitted.

### Modifications for Tourist-oriented Businesses

Tourist-oriented businesses within DTC zoning may receive Modifications to allow greater sign area and use of digital technology. To qualify as a tourist-oriented business a business shall:

- have a minimum permanent fixed seating capacity of 500; and
- offer lawful activities or services to the general public of cultural, historical, recreational, educational, or entertainment purposes.

Applications for this type of Modification require submittal of a common sign plan for the property in question. Approval of any related structures (e.g. canopy) will require review by all applicable agencies. Tourist-oriented business Modifications shall be reviewed according to the design criteria listed under Modifications for Exceptional Design, above, in addition to the following:

- Large electronic or illuminated signs shall not adversely impact residential or hotel uses.
- All signs shall conform to the lighting standards of the DTC.
- See page 119 for additional information on changeable copy.

### Right-of-way Encroachments

Where a sign is proposed to encroach into the public right-of-way an application shall be made with the Public Works Department in addition to the sign permit application with the Codes Department. Both applications shall include the requirements of the Public Works Department available at their website: <http://www.nashville.gov/pw/permits.asp>, in addition to the submittal requirements listed on the previous page.

### Nonconforming Signs

#### Nonconforming Signs

Sections 17.40.660 and 17.40.690 of the Metro Zoning Code apply. This section further clarifies them.

#### Building Signs

A sign shall be brought into compliance with the provisions of the above mentioned sections if a sign permit is required to rebuild the sign. This does not include a panel change in a non-conforming cabinet sign, which shall be permitted. All new panels shall conform to all illumination standards herein.

#### Ground Signs

An existing ground sign may change the face or panel of a sign that does not meet the area or height standards within this section. However, in no instance shall there be an increase in the degree of nonconformity. All new panels shall conform to all illumination standards herein.

A sign shall be brought into compliance with the provisions of this title if at any time the sign is altered, repaired, restored or rebuilt to the extent that the cost exceeds fifty percent (50%) of the estimated replacement cost of the sign (in current dollar value). All permits within any six consecutive calendar months shall be aggregated for purposes of measuring the fifty percent standard.

### Repair and Maintenance

If the alteration or repair is caused by involuntary damage or casualty, the sign may be altered or repaired to its pre-damaged condition.

A sign may be removed and taken off-site for repair and maintenance. The sign must be returned to the original location within 120 days of removal.



# Section V: Sign Standards

## General Standards

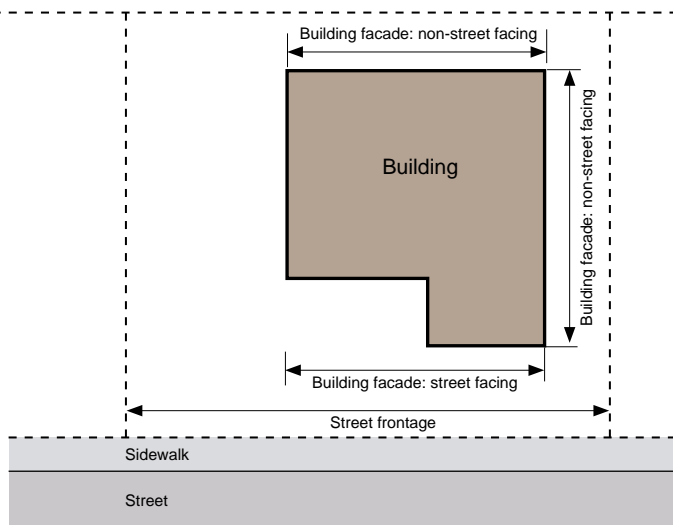
### Materials

All permanent, on-premises signs shall be constructed of a rigid, weatherable material such as hard plastic, wood, MDO plywood, aluminum, steel, PVC, glass and/or Plexiglas. On-premises, permanent signs shall not be constructed of nonrigid materials including, but not limited to, vinyl, fabric, canvas, or corrugated plastic. The provisions of this subsection shall not apply to approved, permitted canopies, awnings, and porticoes.

### Voluntary Removal of a Legally Non-conforming Ground Sign

Any property voluntarily removing a legally non-conforming ground sign shall be permitted to a bonus to one hundred fifty percent (150%) of the building signs allocated to the property. For example, if a property is allocated 200 sq ft of building signs, the property will be allowed 300 sq ft of buildings signs if a legally non-conforming ground sign is removed.

### Building Facade and Street Frontage Measurement



## Other Sign Types

### Non Street-Facing Signs

Non street-facing building facades and alley frontages, not otherwise regulated, are allocated 1 square foot of sign area per 1 linear foot of building facade, to a maximum of the sign area permitted for the primary street frontage.

This includes lots adjoining open spaces, pedestrian walkways, or parking areas. Ground signs are not permitted on non street-facing building facades or alley frontages.

### Temporary Signs

Temporary signs shall follow the standards of 17.32.060.

### Murals

Only the company name, text relating directly to products or services sold on site, and logos shall count toward the sign area allocation. Otherwise, murals are exempt from this code.

### Auto-oriented canopy/awning Signs

The allocation of signage for auto-oriented canopies and awnings shall be measured as walls signs and shall only be used on the canopy/awning. See the Auto-oriented Canopies and Awnings section of the Downtown Code for information on the design of canopies and awnings.

### Parking Lot Signs

A pole-mounted projecting sign is allowed for surface parking lots with no associated building. One sign per street frontage is allowed. The maximum size shall be 36 square feet per sign. The side of the sign shall be attached to the pole, and the pole will be considered the "building façade". All projecting sign standards shall apply (Page 114); parking lot signs shall follow the standards of a 1-story building.

# Section V: Sign Standards

## Street Types

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### **Pedestrian Streets**

- Pedestrian streets are roadways with high pedestrian activity and slower moving vehicular traffic. Buildings along these streets are located at the back of the sidewalk creating a streetscape with active uses including retail, office and entertainment businesses.
- Pedestrian streets are generally located in the Downtown core, where more of the original street wall remains intact, and less opportunities exist for surface parking.
- Some streets outside of the Downtown core, such as Korean Veterans Boulevard (KVB), require Pedestrian designation. The MDHA and UDO standards for KVB require pedestrian-focused building design and streetscape. The standards for Pedestrian Street signage allow greater flexibility for such streets.

### **Gateway Streets**

- Gateway streets are wider roadways that serve pedestrians, but focus primarily on automobile traffic and typically carry traffic at higher speeds than Pedestrian Streets.
- Generally located on the fringe of Downtown, Gateway streets serve as the key automobile entry points into Downtown.

### **Transitional Streets**

- Transitional streets currently contain a mix of different building characters, transitioning from more auto oriented buildings and uses to a more mixed use pedestrian environment.
- As these street redevelop, buildings will be sited close to the sidewalk with a more pedestrian focus.

### **Interstate**

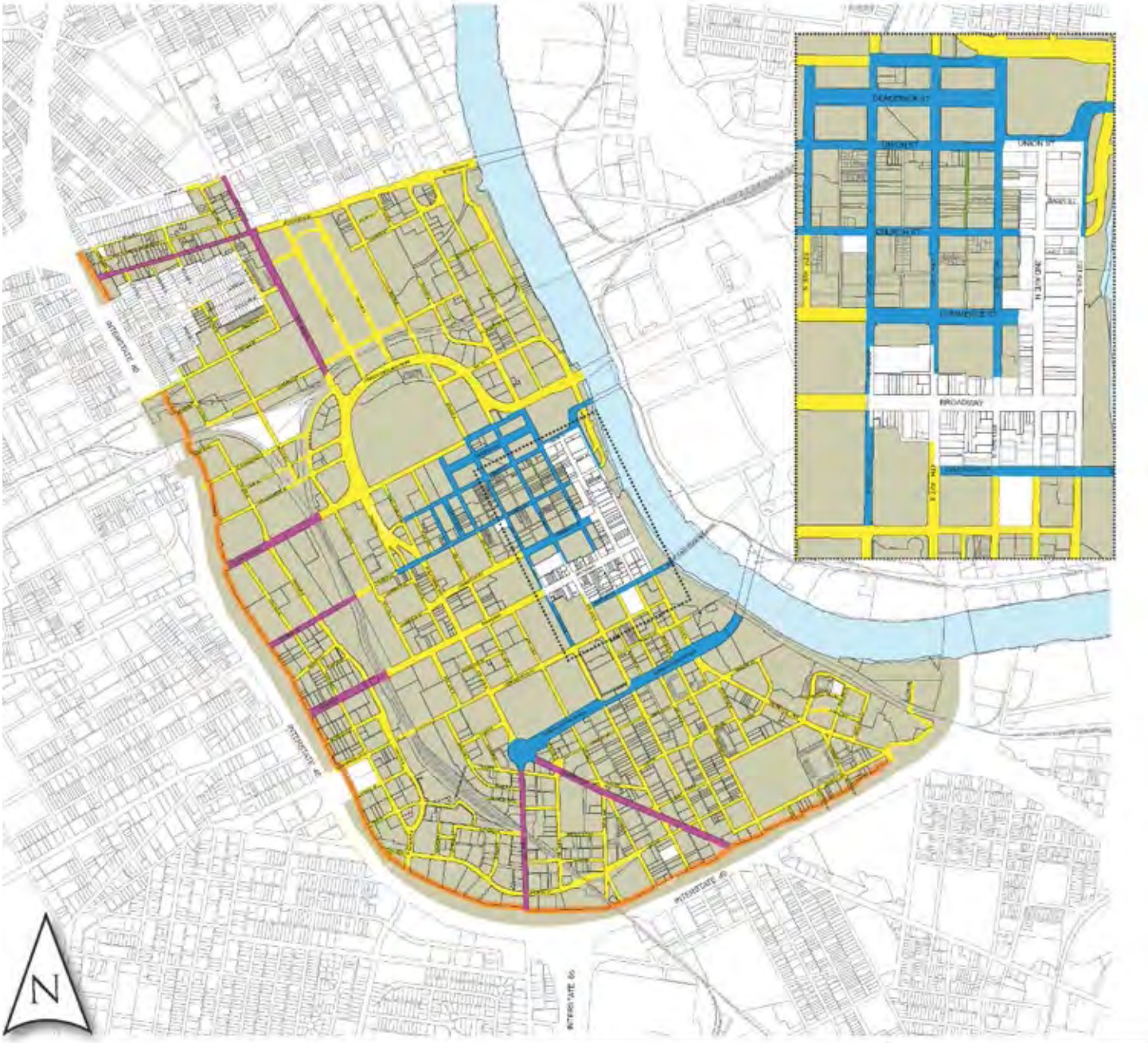
- Many properties are visible from the interstate loop which moves vehicles into and through Downtown.
- The opportunity to advertise to the interstate must be balanced with the safety of drivers and preservation of Nashville's iconic skyline.

### **Printers' Alley**




- Printers' Alley is a unique, iconic alley in Downtown. As a public, pedestrian-only street with businesses on the ground floor and upper floors, unconventional standards apply to this street only.

# Section V: Sign Standards

**Signs:** Map of Street Types for Signage Standards



**Legend**

	Transitional Street		Interstate
	Pedestrian Street		Printers' Alley
	Gateway Street		Applicable properties

- New streets that are not in existence as of the adoption of this ordinance shall be categorized as Transitional Streets.
- Properties within an Historic Zoning Overlay and/or with SP zoning are not subject to the sign standards of DTC zoning.

# Section V: Sign Standards

## Determining Sign Entitlements

Use this page as a guide to determine the sign entitlements of a property. You will need to know the length of the building on all street frontages, the length of alley frontages, and the length of all interior property lines.

### STEP 1

What Street Types is the property on? Page 107

- Pedestrian
- Transitional
- Gateway
- Interstate
- Printers' Alley

### STEP 2

How much square footage of signage is allowed? Pages 109-110

- Pedestrian
  - Building \_\_\_\_\_
  - Ground \_\_\_\_\_
  - Skyline \_\_\_\_\_
- Transitional
  - Building \_\_\_\_\_
  - Ground \_\_\_\_\_
  - Skyline \_\_\_\_\_
- Gateway
  - Building \_\_\_\_\_
  - Ground \_\_\_\_\_
  - Skyline \_\_\_\_\_
- Interstate
  - Building \_\_\_\_\_
  - Skyline \_\_\_\_\_
- Printers' Alley
  - Building \_\_\_\_\_
  - Skyline \_\_\_\_\_

### STEP 3

What are the standards for the signs? Pages 111-117

### STEP 4

What are the illumination standards for signs? Pages 118-119

### STEP 5

Is changeable copy allowed? Page 119

### STEP 6

- For a multi-tenant development: submit a Common Sign Plan to the Codes Department. Page 103
- For an individual tenant: submit a Sign Plan Proposal to the Codes Department. Page 103
- Additional types of signs may be allowed, depending on site conditions. Page 105

### KEEP IN MIND

- There is no limit to the number of Building Signs per property.
- Sign entitlements are limited only by the total amount of square footage of signs allowed on the property, the maximum sizes of signs and the required placement of signs.
  - For example, if a building is allowed 100 sq ft of Building Signs, that can be used in one 100 sq ft sign or in five 20 sq ft signs. The only limit is the maximum dimensions of the sign type.
- Non street-facing facades are allowed signs. Page 105
- Contact the Codes Department with questions.



# Section V: Sign Standards

## Allocation of Sign Area by Street Type

The maximum sign area for each type of sign is determined by the Street Type and is established in the following tables. Specific requirements for each sign type are shown on the subsequent pages.

For each cell in the table below, there is a maximum allowed sign area that may be utilized with any combination and any number of signs associated with that cell, unless otherwise noted.

The measurements for "linear feet" shall be at grade.

Pedestrian Street Type	
<b>Building Signs</b>	
Wall Sign	1.5 square foot of sign area per 1 linear foot of building facade or 36 square feet, whichever is greater. When a Projecting Sign is used on the building, an additional 0.5 square feet of sign area per 1 linear foot of building facade shall be permitted, for a total of 2.0 square feet per 1 linear feet of building facade.
Awning Sign	
Canopy Sign	
Projecting Sign	
Shingle Sign	
Shingle Sign	9 square feet per sign
<b>Ground Signs</b>	
Monument Sign	24 square feet
<b>Skyline Signs</b> - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

Gateway Street Type	
<b>Building Signs</b>	
Wall Sign	1.5 square foot of sign area per 1 linear foot of building facade or 36 square feet, whichever is greater. Where no ground sign exists, an additional 0.5 square feet of sign area per 1 linear foot of building facade shall be permitted, for a total of 2.0 square feet per 1 linear feet of building facade.
Awning Sign	
Canopy Sign	
Projecting Sign	
Shingle Sign	
Shingle Sign	9 square feet per sign
<b>Ground Signs</b>	
Monument Sign	64 square feet Properties with 300 or more feet of frontage are allowed one additional monument sign of an additional 64 square feet
<b>Skyline Signs</b> - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

Transitional Street Type	
<b>Building Signs</b>	
Wall Sign	1.5 square foot of sign area per 1 linear foot of building facade or 36 square feet, whichever is greater. Where no ground sign exists, an additional 0.5 square feet of sign area per 1 linear foot of building facade shall be permitted for a total of 2.0 square feet per 1 linear feet of building facade.
Awning Sign	
Canopy Sign	
Projecting Sign	
Shingle Sign	
Shingle Sign	9 square feet per sign
<b>Ground Signs</b>	
Monument Sign	32 square feet Properties with 300 or more feet of frontage are allowed one additional monument sign of an additional 32 square feet
<b>Skyline Signs</b> - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

**\*\* More Street Types on next page\*\***

# Section V: Sign Standards

## Allocation of Sign Area by Street Type

The maximum sign area for each type of sign is determined by the Street Type and is established in the following tables. Specific requirements for each sign type are shown on the subsequent pages.

For each cell in the table below, there is a maximum allowed sign area that may be utilized with any combination and any number of signs associated with that cell, unless otherwise noted.

The measurements for "linear feet" shall be at grade.

Interstate Street Type	
<b>Building Signs</b>	
Wall Sign	1 square foot of sign area per 1 linear foot of street frontage
Awning Sign	
Canopy Sign	
Projecting Sign	
Shingle Sign	9 square feet per sign
<b>Ground Signs</b>	Not allowed
<b>Skyline Signs</b> - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

Printers' Alley Street Type	
<b>Building Signs</b>	
Wall Sign	Ground floor: 2.0 square foot of sign area per 1 linear foot of street frontage Second floor: 1.5 square foot of sign area per 1 linear foot of street frontage Upper floors: 1 square foot of sign area per 1 linear foot of street frontage Signage allowed for each floor shall be used on that floor and shall not be redistributed to other parts of the building.
Awning Sign	
Canopy Sign	
Projecting Sign	
Shingle Sign	
<b>Ground Signs</b>	Not allowed
<b>Skyline Signs</b> - area determined by average height of building	
75' to 100'	480 square feet
101' - 200'	600 square feet
201' and taller	720 square feet

# Section V: Sign Standards

## Building Sign: Wall Sign

### Description

A wall sign is a building sign that is attached flat to, or mounted away from but parallel to, the building facade.

A wall sign may be painted on the building facade.

### General Provisions

- A wall sign shall either be located lower than the window sills of the third story or at the top of the building, not to be placed below the windows of the highest floor.
- No portion of a wall sign may extend above the roof line or above a parapet wall of a building with a flat roof.
- No portion of a wall sign may extend above the lower eave line of a building with a pitched roof.
- A wall sign cannot cover windows or architectural details.
- An exposed raceway shall be finished to match the background wall or be integrated into the overall design of the sign.
- A wall sign can be externally or internally illuminated in accordance with pages 118.

### Design Standards

- |                                 |                                                                                                                                                  |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Ⓐ Overall area allocation (max) | See pages 109-110                                                                                                                                |
| Ⓑ Projection (max)              | 13 inches                                                                                                                                        |
| Ⓒ Exposed Raceway height (max)  | 50% of the letter height, OR if the Raceway is used as the sign background, the Raceway may extend 3 inches beyond the largest part of the sign. |

Refer to the Illumination section (pages 118) for additional raceways standards and permitted locations.



Example of raceway incorporated as sign background



# Section V: Sign Standards

## Building Sign: Awning Sign

### Description

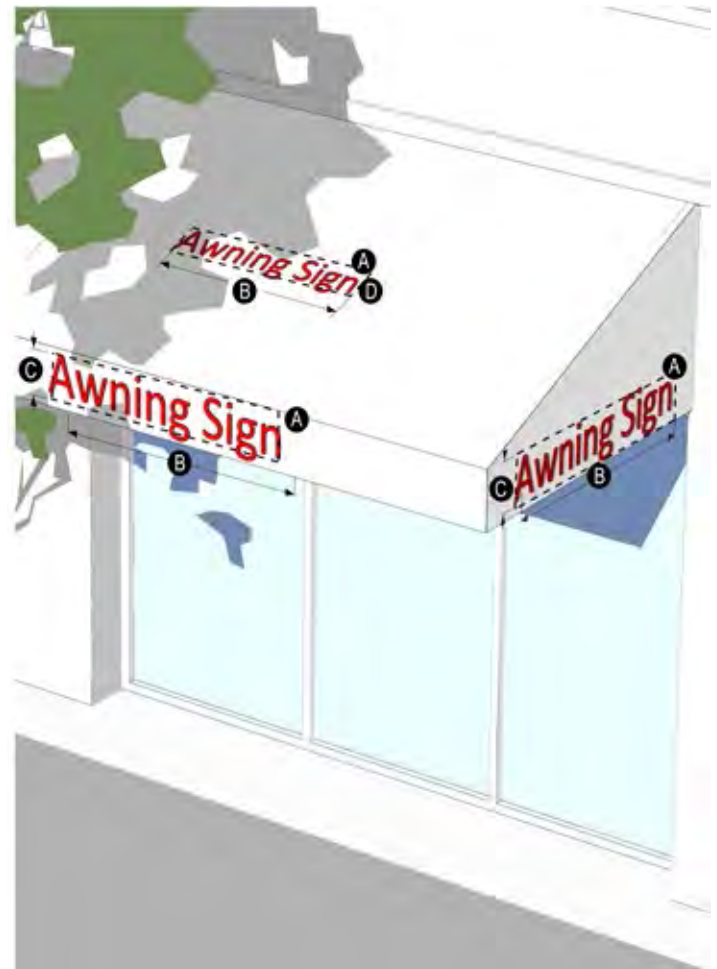
An awning sign is a type of building sign. Graphics and symbols are painted, sewn, or otherwise adhered to the awning material as an integrated part of the awning itself.

### General Provisions

- Only awnings on first and second story windows may contain signs.
- A maximum of one sign is allowed per awning face.
- An awning sign may only be externally illuminated.
- See the Awnings section of the Downtown Code for additional information on the design of awnings.

### Design Standards

- |                                                   |                   |
|---------------------------------------------------|-------------------|
| Ⓐ Overall area allocation (max)                   | See pages 109-110 |
| Ⓑ Sign Width<br>(max % of awning width/depth)     | 75%               |
| Ⓒ Height of text and graphics on valance<br>(max) | 2 feet            |
| Ⓓ Max area of sloping plane covered by sign       | 50%               |



# Section V: Sign Standards

## Building Sign: Canopy Sign

### Description

A canopy sign is a type of building sign that is attached above, below or to the face of a canopy.

### General Provisions

- A canopy sign cannot extend outside the overall length or width of the canopy. However, a canopy sign may extend above or below the canopy provided the sign meets all other design standards.
- Maximum of one sign per canopy face.
- Raceways are permitted for signs extending below or above the canopy.
- A canopy sign can be externally or internally illuminated in accordance with page 118.
- Cabinet signs are not permitted as canopy signs.

See the Canopies section of the Downtown Code for additional information on the design of canopies.

- This definition does not include freestanding canopies over fuel pumps. See the Auto-oriented canopy/awning Signs on page 105.

### Design Standards

- |     |                                                 |                                                                                                                                                  |
|-----|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| ● A | Overall area allocation (max)                   | See pages 109-110                                                                                                                                |
| ● B | Sign Width<br>(max % of canopy length or depth) | 75%                                                                                                                                              |
| ● C | Height of text and graphics (max)               | 2 feet                                                                                                                                           |
| ● D | Depth (max)                                     | 13 inches                                                                                                                                        |
| ● E | Exposed Raceway height (max)                    | 50% of the letter height, OR if the Raceway is used as the sign background, the Raceway may extend 3 inches beyond the largest part of the sign. |

Refer to the Illumination section (pages 118) for additional raceways standards and permitted locations.



# Section V: Sign Standards

## Building Sign: Projecting Sign

### Description

A projecting sign is a type of building sign that projects outward from the facade, typically at a ninety degree angle. Projecting signs are typically, but not always, vertically oriented and generally mounted above the first floor.

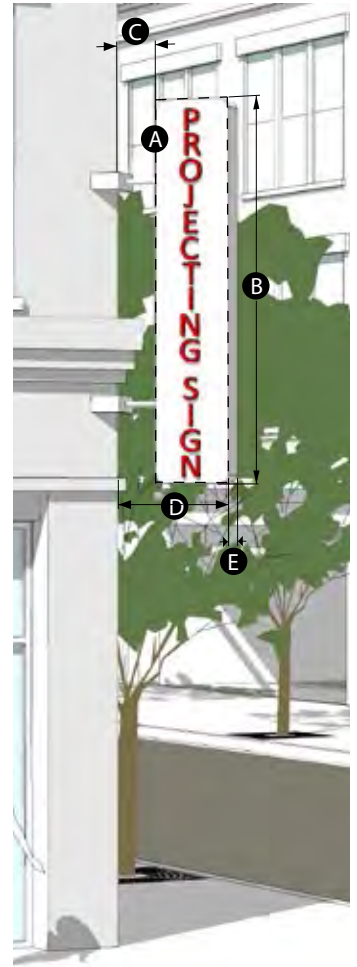
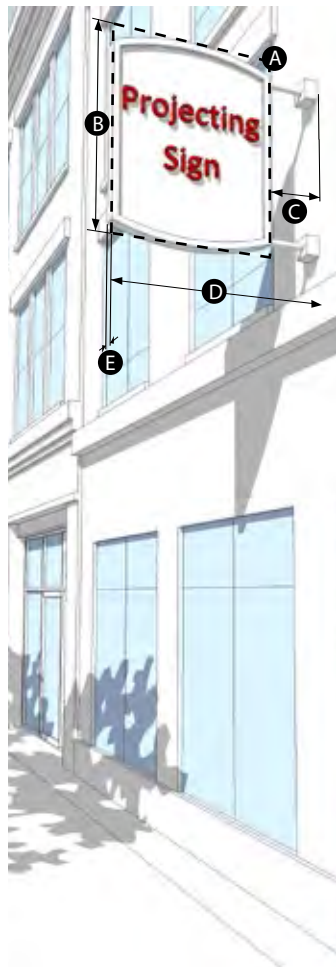
### General Provisions

- A projecting sign must be located at least 25 feet from any other projecting sign. When building width prohibits adherence to this standard, flexibility shall be permitted though a Minor Modification to be reviewed by staff.
- A projecting sign may be erected on a building corner when the building corner adjoins the intersection of two streets. Allocation of sign area from both streets may be used, however, in no case shall the sign exceed the maximum dimensional standards below.
- A projecting sign shall be located below the window sills of the fourth story.
- The top of a projecting sign shall not extend above the building eave or top of parapet, except on one story buildings where the top of a projecting sign may have a maximum of 20% of the sign height above the top of the building.
- A projecting sign can be externally or internally illuminated in accordance with pages 118.



### Design Standards

<b>A</b> Overall area allocation (max)	See pages 109-110
<b>B</b> Height (max)	
1 story buildings	10 feet
2 and 3 story buildings	16 feet
4 or more story buildings	20 feet
<b>C</b> Spacing from facade (min)	1 foot
<b>D</b> Projection Width (max)	6 feet
<b>E</b> Depth of cabinet (max)	18 inches





# Section V: Sign Standards

## Building Sign: Shingle Sign

### Description

A shingle sign is a smaller building sign that projects outward, typically at a ninety degree angle, and hangs from a bracket or support that is located over or near a building entrance.

### General Provisions

- Signs shall be located within 8 feet of an active pedestrian building entrance. This does not include service entries or entries that primarily remain locked.
- An active pedestrian entrance at the corner of a building is allowed signs on both streets.
- A shingle sign shall be located below the window sills of the second story.
- A shingle sign shall not be internally illuminated.



### Design Standards

Ⓐ Area (max)	9 square feet
Ⓑ Height (max)	3 feet
Ⓒ Spacing from facade (min)	6 inches
Ⓓ Width (max)	3 feet
Ⓔ Depth (max)	6 inches



# Section V: Sign Standards

## Ground Sign: Monument Sign

### Description

A monument sign is a ground sign that is attached along its entire length to a continuous pedestal.

### General Provisions

- Each property fronting on a Street Type which allows a monument sign is permitted one per street frontage. One additional monument sign is allowed for properties with 300 or more feet of street frontage on one street. Where more than one sign is permitted, signs along the same street frontage shall be spaced a minimum of 200 feet apart.
- A monument sign must be set back at least 5 feet from the front property line.
- A sign erected on the top of a retaining wall is required to meet the standards for a monument sign. The height of the wall shall be included in the overall height calculation. In this case, the 5 foot minimum setback is not required.
- A sign affixed to the face of a retaining wall or seat wall that is an integral part of a plaza or streetscape design may utilize the sign area allocated to wall signs. In this case, the 5 foot minimum setback is not required.
- A monument sign can be externally or internally illuminated in accordance with page 118.



### Design Standards

<b>A</b> Sign area (max per sign)	See pages 109-110
<b>B</b> Height (max)	
Pedestrian Street	5 feet
Transitional Street	10 feet
Gateway Street	15 feet
<b>C</b> Depth (max)	18 inches



# Section V: Sign Standards

## Skyline Sign

### Description

A building sign is attached flat to or mounted away from the building facade. Sign may be parallel to the building facade or vertical. Located on the upper band of a building.

### General Standards

- A skyline sign is only allowed on buildings greater than 75 feet in height.
- A skyline sign must be located within the top third of the building.
- No portion of a skyline sign may extend above the roof line or above a parapet wall of a building with a flat roof.
- No more than one skyline sign per facade is allowed. However, additional skyline signs may be allowed as a Modification for Exceptional Design. See additional information on page 104.
- Raceways are not permitted on skyline signs.
- A skyline sign can be internally (but not externally) illuminated in accordance with page 118.

### Design Standards

- |                                  |                   |
|----------------------------------|-------------------|
| Ⓐ Area (max)                     | See pages 109-110 |
| Ⓑ Height (max)                   | 14 feet           |
| Ⓒ Width (max % of facade length) | 60%               |





# Section V: Sign Standards

## Illumination

Illumination of signs shall be in accordance with the following requirements:

### External Illumination

- External light sources shall be placed close to, and directed onto, the sign and shielded to minimize glare into the street, sidewalks or onto adjacent properties.
- Projecting light fixtures used for externally illuminated signs shall be simple and unobtrusive in appearance. They should not obscure the sign.

### Internal Illumination

- Channel letters may be internally lit or back-lit.
- For cabinet signs, the background must be opaque. Only graphics, text and logos may be illuminated, and a halo of one inch around graphics, text, and logos may be non-opaque.
- Exposed neon may be used for lettering or as an accent.

### Prohibited Light Sources

The following light sources are prohibited on every Street Type except Printers' Alley:

- Blinking, flashing, chasing, and sequential lighting.
- Bare bulb illumination.

### Raceways and Transformers

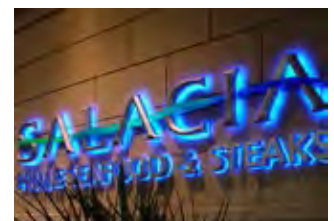
- Within Redevelopment Districts, raceways may only be permitted by Modification.
- Visible transformers are prohibited.



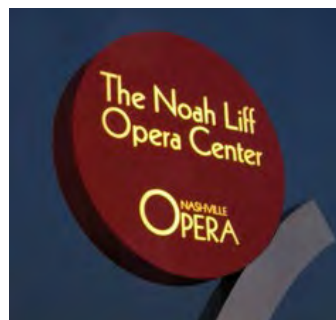
External light sources



Internally lit channel letters



Back lit channel letters



Internally lit cabinet signs with darker backgrounds



# Section V: Sign Standards

## Changeable Copy Signs (Manual or Electronic)

Changeable copy signs shall be in accordance with the following requirements:

### Description

- Manual changeable copy sign. A sign or portion of a sign that has a readerboard for the display of text information in which each alphanumeric character, graphic or symbol is defined by objects, not consisting of an illumination device. Changeable copy is changed or re-arranged manually or mechanically without altering the face or the surface of the sign.
- Electronic changeable copy sign. A sign or portion of a sign that displays information in which each alphanumeric character, graphic, or symbol is defined by a small number of matrix elements using different combinations of light emitting diodes (LED's), fiber optics, light bulbs or other illumination devices within the sign.

### Usage

- Manual changeable copy is allowed in conjunction with a wall sign, pylon sign or monument sign.
- Electronic Changeable copy is allowed in conjunction with a wall sign or a monument sign provided the changeable copy portion is no greater than 50% of the built sign area.
- An electronic changeable copy sign is not allowed in a Redevelopment District or on Interstate frontage.
- Tourist-oriented businesses within Downtown Nashville may receive Modifications to allow greater sign area and use of digital technology in accordance to the process on page 104.

### Spacing

- The closest edge of an electronic changeable copy sign must be a minimum distance of 100 feet from any residential zoning district or historic district boundary.
- An electronic changeable copy sign must be separated from another electronic changeable copy sign by at least 50 feet.

### Duration

- Any image or message or portion of the image or message must have a static display for minimum duration of eight seconds.
- Transition time must be immediate.
- No portion of the image or message may flash, scroll, twirl, change color or in any manner imitate movement.

### Brightness

- The sign must not exceed a maximum illumination of 7,500 nits during daylight hours and a maximum illumination of 750 nits between dusk to dawn as measured from the sign's face at maximum brightness.
- Electronic changeable copy signs must have an automatic dimmer control to produce a distinct illumination change from a higher illumination level to a lower level.