

# Metropolitan Planning Commission



## Staff Reports

**September 10, 2015**



## Metro Planning Commission Meeting of 08/27/2015

*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.*

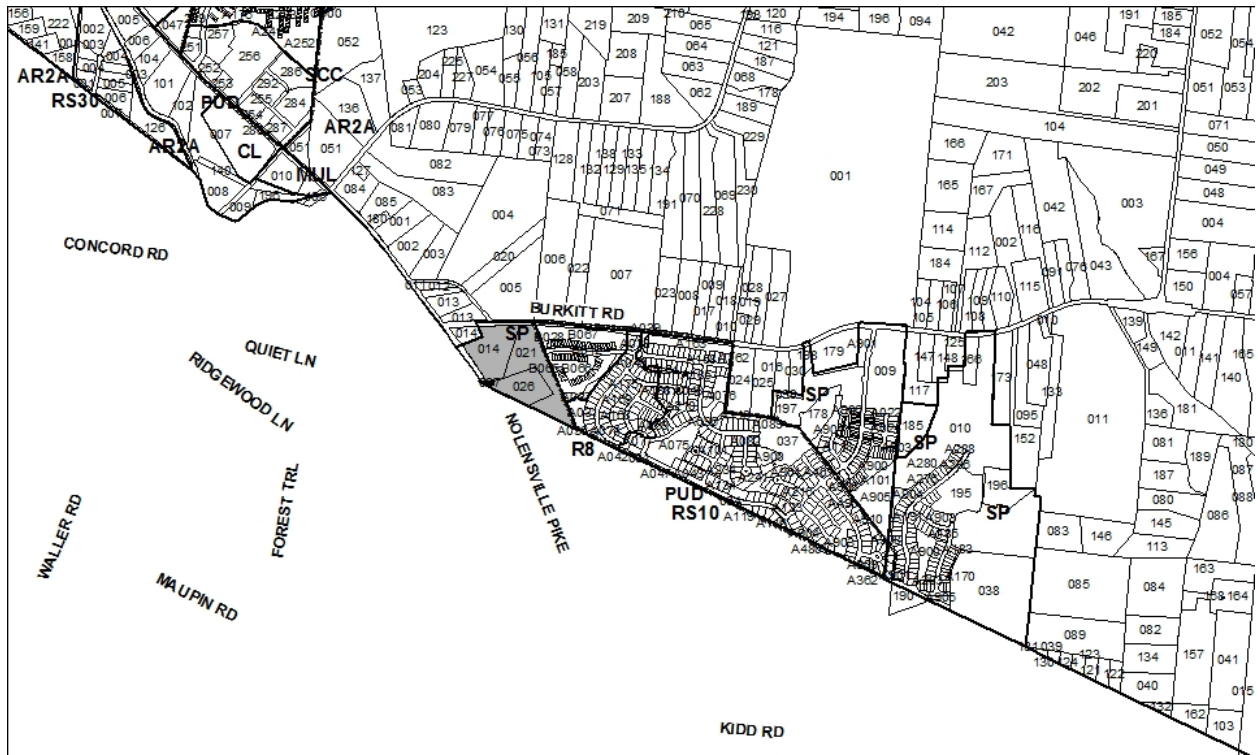


## **PREVIOUSLY CONSIDERED ITEMS**

- **Specific Plans**
- **Subdivision (Final Plats)**



# Metro Planning Commission Meeting of 09/10/2015



**2015SP-084-001**  
BURKITT PLACE COMMONS  
Map 186, Parcel(s) 014, 021, 026  
12, Southeast  
31 (Fabian Bedne)





**Project No.** 2015SP-084-001  
**Project Name** Burkitt Place Commons  
**Council District** 31 - Bedne  
**School District** 2 - Brannon  
**Requested by** Smith Gee Studio, applicant; James and Ruth McFarlin and Newco-Burkitt, LLC, owners.

**Deferral** This case was deferred from the August 27, 2015, Planning Commission meeting.

**Staff Reviewer** Thomas  
**Staff Recommendation** *Defer to the September 24, 2015, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Preliminary SP

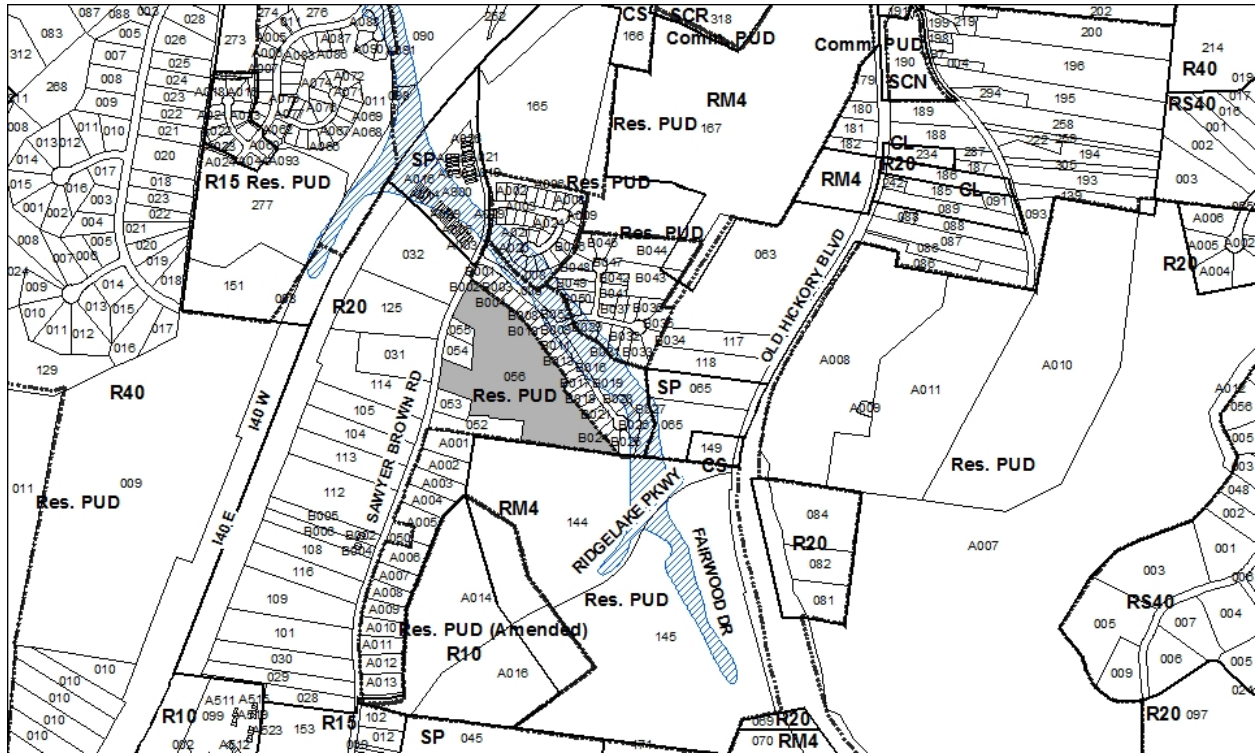
A request to rezone from Specific Plan (SP) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 7022 Nolensville Pike and Nolensville Pike (unnumbered) and 7105 Burkitt Road, approximately 720 feet south of Old Burkitt Road (17.98 acres), to permit a mixed use development with up to 200 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the September 24, 2015, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 09/10/2015



**2015S-083-001**

**JOHN HILL PROPERTY**

Map 128, Parcel(s) 056

06, Bellevue

22 (Sheri Weiner)



**Project No.** 2015S-083-001  
**Project Name** John Hill Property  
**Council District** 22 - Weiner  
**School District** 9 - Frogge  
**Requested by** K & A Land Surveying, applicant; John Robert Hill, owner.

**Deferral** This request was deferred from the July 23, 2015, August 13, 2015, and August 27, 2015 Planning Commission meetings.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**  
**Create four lots.**

Final Plat

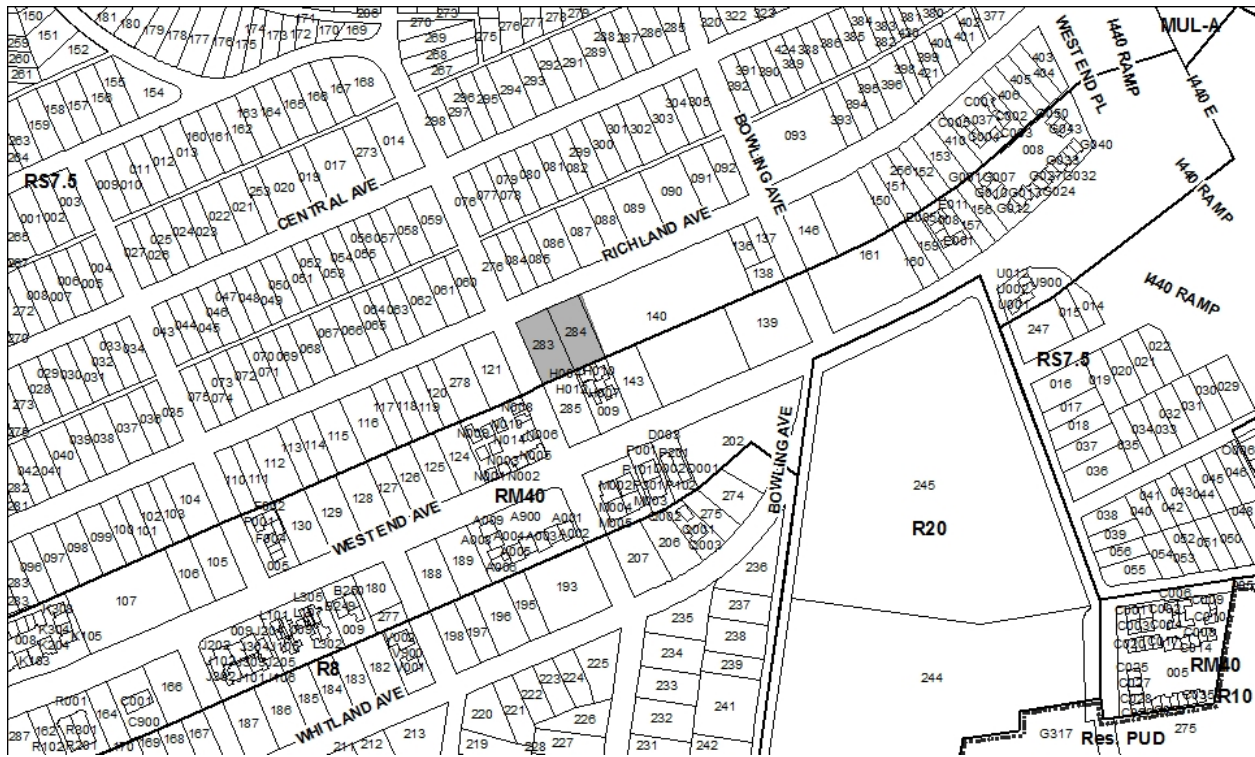
A request for final plat approval to create four lots on property located at 7650 Sawyer Brown Road, approximately 225 feet south of Williamsport Court, zoned One and Two-Family Residential (R20) (13.9 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 09/10/2015



**2015S-117-001**

**WELCH PROPERTY**

Map 104-09, Parcel(s) 283-284

10, Green Hills - Midtown

24 (Kathleen Murphy)



**Project No.** 2015S-117-001  
**Project Name** Welch Property  
**Council District** 24 – Murphy  
**School District** 9 – Frogge  
**Requested by** Ragan-Smith & Associates, applicant; Mike Ford Custom Builders, LLC, owner.

**Deferral** This request was deferred from the August 27, 2015, Planning Commission meeting.

**Staff Reviewer** Sajid  
**Staff Recommendation** *Defer to the September 24, 2015, Planning Commission meeting, unless a recommendation of approval is received from Water Services. If a recommendation of approval is received, approve with conditions.*

**APPLICANT REQUEST**  
**Create three lots.**

Final Plat

A request for final plat approval to create three lots on properties located at Richland Avenue (unnumbered), at the southeast corner of Richland Avenue and Craighead Avenue, zoned Single-Family Residential (RS7.5) and located within the Richland-West End Neighborhood Conservation Overlay (0.93 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 5 units.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development

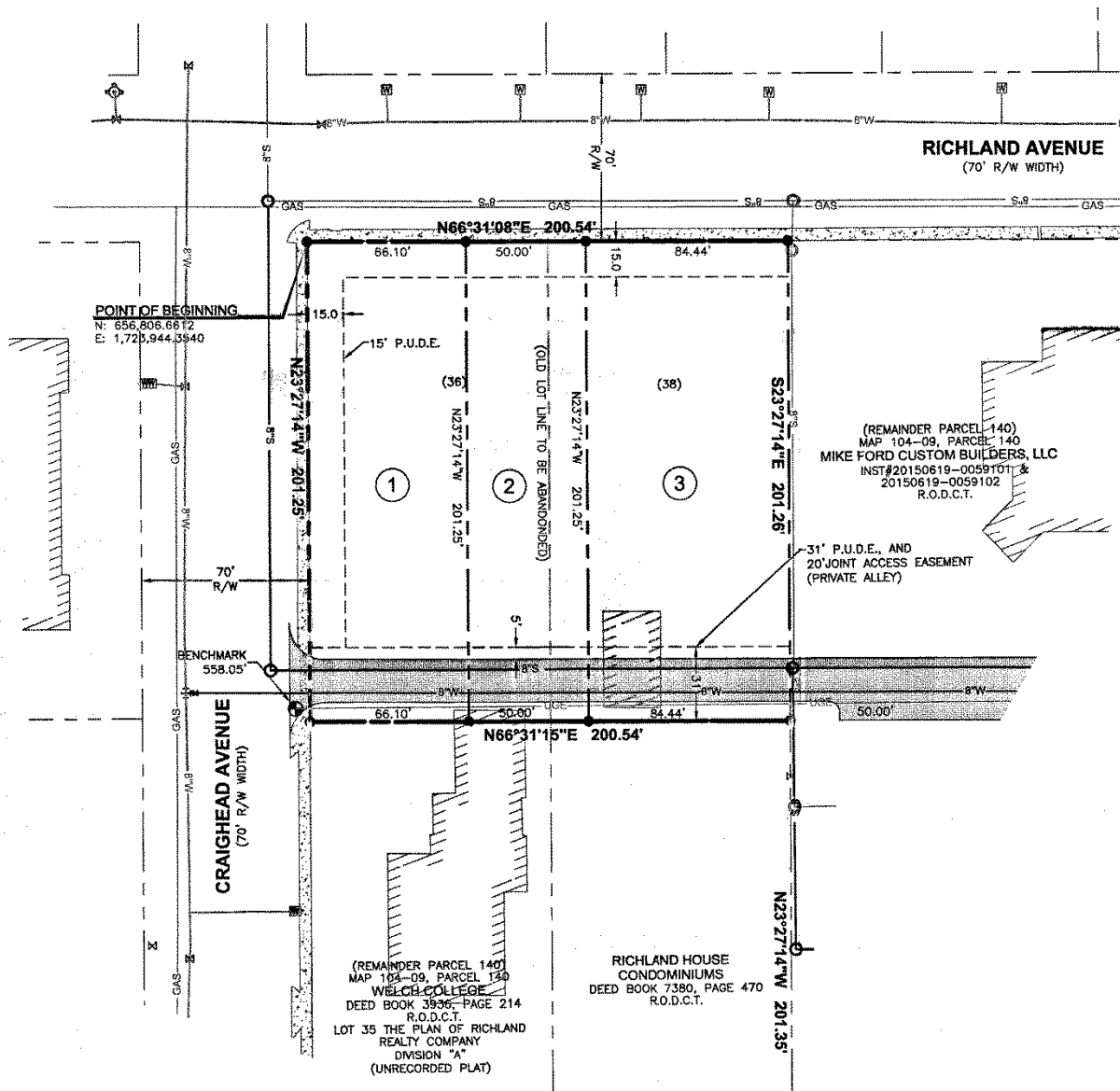
The proposed subdivision creates an opportunity for infill development in an area that is served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure.

**PLAN DETAILS**

The applicant requests final plat approval to create three lots on properties located at the southeast corner of Richland Avenue and Craighead Avenue. The proposed subdivision is considered an infill subdivision and also is located in the Richland-West End Neighborhood Conservation Overlay. Due to the location within a Designated Historic District, the subdivision is reviewed against the criteria for determining compatibility as outlined in Section 3-5.4 of the Subdivision Regulations.



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**Proposed Subdivision**



## Metro Planning Commission Meeting of 09/10/2015

The site consists of two lots that total 40,360 square feet and is proposed to be subdivided into three lots with the following areas and street frontages:

- Lot 1: 13,303 Sq. Ft., (0.31 Acres), and 66.10 Ft. of frontage;
- Lot 2: 10,063 Sq. Ft., (0.23 Acres), and 50 Ft. of frontage;
- Lot 3: 16,994 Sq. Ft., (0.39 Acres), and 84.44 Ft. of frontage.

Access to all three lots is limited to the proposed private alley at the southern property line. All lots are served by existing sidewalks.

### **ANALYSIS**

#### Lot Compatibility

Section 3-5.4 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within a Designated Historic District. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

#### Designated Historic Districts

The subject property is located within the Richland-West End Neighborhood Conservation Overlay District which is a historic district that has been adopted by Metro Council.

#### Zoning Code

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

#### Historical Zoning Recommendation

Historical Zoning Commission Staff has reviewed the proposed subdivision and recommends approval of the subdivision. Any new construction must be approved by the Metro Historic Zoning Commission since the property is located within the Richland-West End Neighborhood Conservation Overlay.

#### Agency Review

All reviewing agencies except Water Services have recommended approval at this time.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **HISTORIC ZONING RECOMMENDATION**

**Approved**

- No exception taken

### **PUBLIC WORKS RECOMMENDATION**

**No exception taken**

### **STORMWATER RECOMMENDATION**

**Approved**



## **Metro Planning Commission Meeting of 09/10/2015**

### **WATER SERVICES RECOMMENDATION**

#### **Returned**

- Attached is a copy of the above-referenced subdivision (original received on July 20, 2015) on which we have noted our comments. Show public easements, as marked. Existing structures may not lie on top of new public water or sewer lines. Also for plat approval, an easement encroachment must be acquired from Metro Water's Property Services Division - please contact Gene King (gene.king@nashville.gov) to complete this process.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the September 24, 2015, Planning Commission meeting, unless a recommendation of approval is received from Water Services. If a recommendation of approval is received, staff recommends approval with conditions.

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

1. The final plat shall comply with all conditions of approval as required by Metro Water Services.



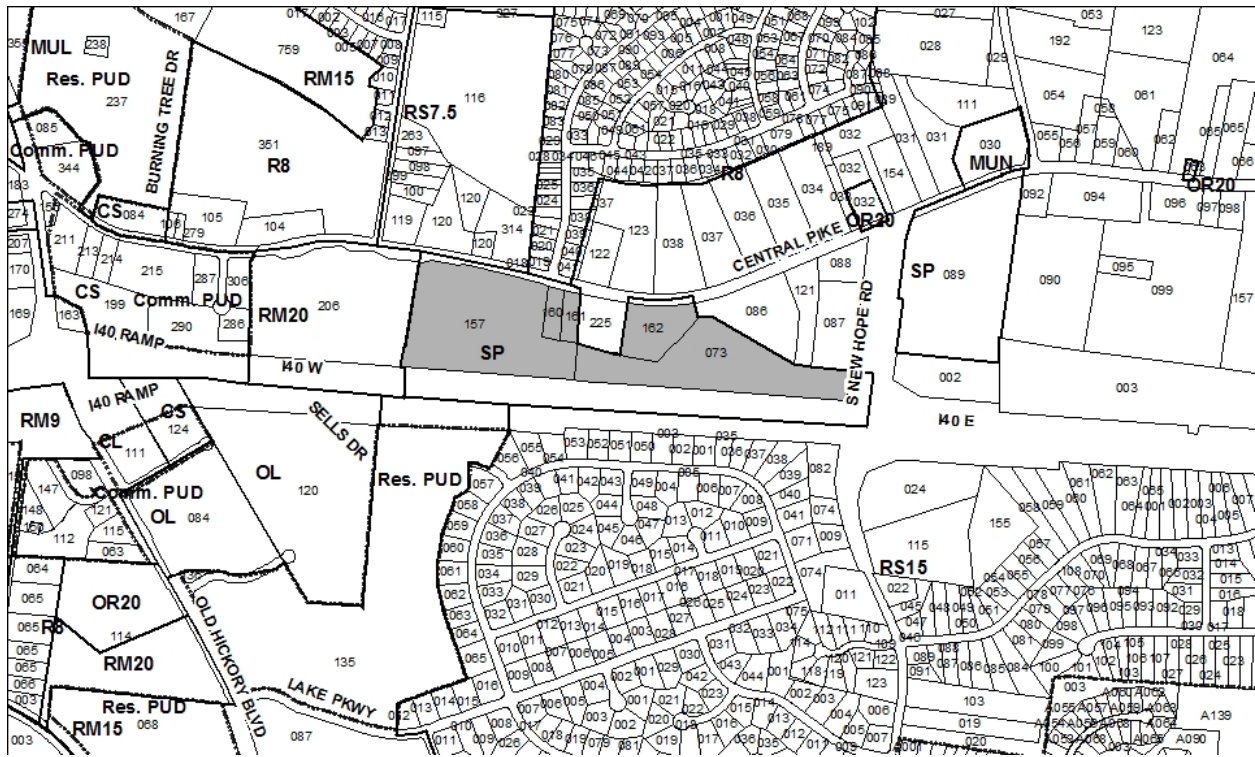


## **RECOMMENDATIONS TO METRO COUNCIL**

- **Specific Plans**
- **Zone Changes**
- **Planned Unit Developments**



# Metro Planning Commission Meeting of 09/10/2015



**2011SP-005-002**

CENTRAL PIKE SOUTH

Map 086, Parcel(s) 157, 160-162

Map 098, Parcel(s) 073

14, Donelson - Hermitage

12 (Steve Glover)



<b>Project No.</b>	<b>2011SP-005-002</b>
<b>Project Name</b>	<b>Central Pike South</b>
<b>Council District</b>	12 - Glover
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Ragan-Smith & Associates, Inc., applicant; Chris Pardue, Donna and Bobby Cloyd, and Central Pike Church, owners.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend the preliminary SP to allow additional commercial uses, revise bulk standards, and to modify the conditions of approval from Council Bill BL2011-885.**

Preliminary SP

A request to amend the Central Pike South Specific Plan District for properties located at 4124, 4140, 4144 and 4156 Central Pike and at 6002 S. New Hope Road, approximately 1,450 feet east of Old Hickory Boulevard (25.93 acres), to allow additional commercial uses, revise bulk standards, and to modify the conditions of approval from Council Bill BL2011-885.

**Existing 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

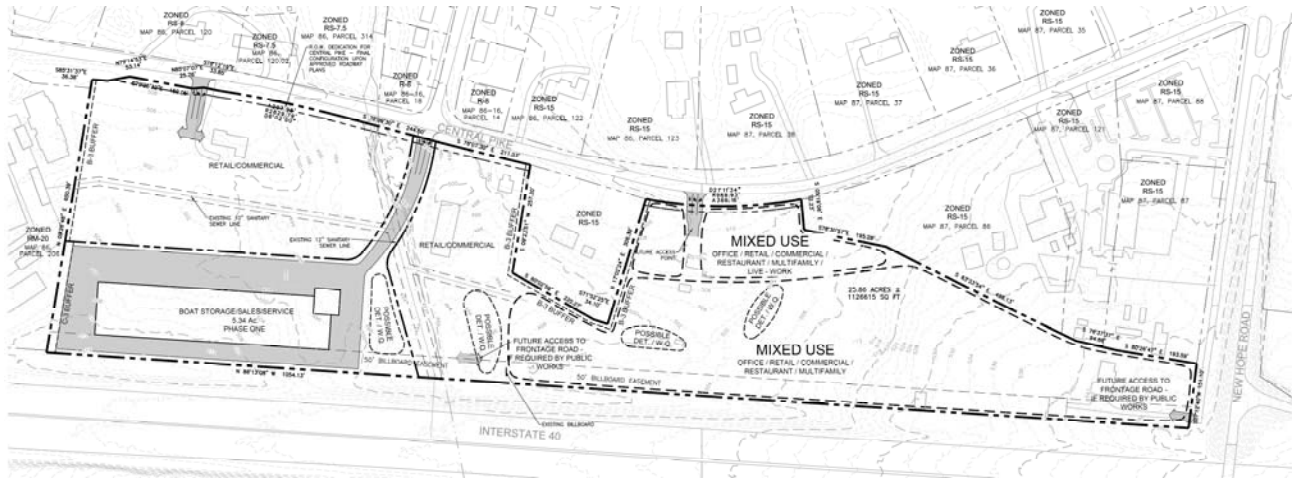
**DONELSON - HERMITAGE - OLD HICKORY COMMUNITY PLAN**

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



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Proposed Site Plan



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### Consistent with Policy?

With the proposed conditions, the SP amendment is consistent with the T3 CC policy. Two rows of parking are allowed between buildings and the street in the T3 CC policy; however, the SP amendment does not propose to limit the amount of parking in front of buildings. In addition, the SP amendment does not provide a sidewalk along Central Pike that will enhance pedestrian connectivity.

Consistent with the T3 policy, staff recommends a condition to limit the amount of parking allowed in front of buildings along Central Pike to a maximum of one module of parking (two rows and a drive aisle). In addition, staff recommends a condition that sidewalks shall be required with any final site plan with frontage abutting Central Pike. The sidewalks shall be placed in a public pedestrian easement and have an alternative design in order to maintain a minimum eight foot sidewalk behind the ditch along Central Pike. The ditch is part of the planned widening of Central Pike to a 3-lane cross-section from Tulip Grove Road for a distance of approximately 1,000 feet to the east.

### **PLAN DETAILS**

The site is located between Central Pike and Interstate 40, west of S. New Hope Road. The site is approximately 25.93 acres in size and includes five parcels. Three existing residences and a religious institution front along Central Pike with a fourth existing residence fronting S New Hope Road.

### Site Plan

The plan proposes to amend the preliminary SP to allow additional commercial uses, revise bulk standards, and to modify the conditions of approval from Council Bill BL2011-885.

The previously approved preliminary SP is a regulatory SP. The SP allowed a mix of residential, institutional, educational, office, medical, transportation, communication, commercial, recreation and entertainment, and other uses. The SP established a maximum floor area ratio of 1.00 which could allow up to 1,129,510 square feet of uses. The SP included a maximum density of 40 units per acre, which allowed up to 1,037 multifamily units.

This SP amendment is also a regulatory SP, and generally matches the bulk standards, architectural standards, and permitted uses of the previously approved plan with some exceptions. This SP amendment does not propose to increase the previously approved maximum floor area ratio of 1.00 or residential density of 40 units per acre; however, does reduce the overall area where uses are permitted. Based on a maximum density of 40 units per acre, up to 452 multifamily units could be allowed by the SP amendment; 585 fewer units than the previously approved preliminary SP. A maximum of 896,900 square feet of uses other than residential, boat storage, boat service, and boat sales could be allowed.

In addition to the previously approved uses within the SP, the SP amendment proposes to include boat sales, boat service, and boat storage as permitted uses. There is not a limit proposed on the number of boats stored onsite; however, the SP identifies a 5.34 acre area for boat storage, sales, and service in the southwest corner of the site. Based on the maximum floor area ratio of 0.60 for boat storage, the SP amendment could allow 139,566 square feet of boat storage, although the SP limits individual first floor tenant space to 70,000 square feet or less per nonresidential building.



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The maximum height permitted for boat storage, boat service, and boat sales is 52 feet, which is anticipated to be a single story building with boats stacked one above another on racks.

The maximum building height of proposed structures along Central Pike is to increase from three stories to four stories with this SP amendment. Other maximum heights remain the same, with a maximum height of six stories for hotel uses and five stories for the remainder of the SP. In addition, no changes to the three access points along Central Pike are proposed. A future access point to the frontage road along S New Hope Road is identified on the plan.

The 5' to 68' build-to line along Central Pike is proposed to be eliminated; however, the recommended condition limiting parking along Central Pike to a maximum of one module of parking accomplishes the intent of the build-to line. The request is consistent with the approved SP across S New Hope Road which also limits the amount of parking between buildings along Central Pike to one module of parking and does not have build-to line requirements.

### **ANALYSIS**

The amendment to the preliminary SP proposes to allow additional commercial uses but does not increase the maximum floor area ratio of 1.00 or residential density of 40 units per acre previously approved. Staff finds the plan is consistent with the T3 Suburban Community Center policy if a maximum of one module of parking in front of buildings is shown and an alternative eight foot sidewalk is included to meet the intent of the Major and Collector Street Plan. The sidewalk may be located behind the ditch in a public pedestrian easement.

### **FIRE DEPARTMENT RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Preliminary SP only.
- The required capacity fees must be paid prior to Final SP approval.
- Also, depending on the site layout, public construction plans/approval may be needed to relocate some of the on-site public sewer.

### **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

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Based on the findings of revised traffic calculations submitted by the applicant, it is anticipated that the currently proposed SP plan will generate approximately 55-65% less traffic than the previously



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approved SP plan. In consideration of this along with expected roadway improvements on Central Pike and at the intersection of Old Hickory Boulevard and Central Pike (by Metro and TDOT respectively), a revised traffic impact study shall be required prior to the submittal of the first final SP to determine the required off-site improvements. Focused traffic studies may be required for subsequent phases of the SP to determine the appropriate triggers for any required improvements.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	25.93	-	1,129,510 SF	32834	644	3229

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

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)	25.93	-	1,037 U	6408	512	588

**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
Retail (820)	20.59	-	901,900 SF	28366	564	2777

**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
Warehousing (150)	5.34	-	134,566 SF	480	41	44

**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
Multi-Family Residential (220)	11.31	-	452 U	2863	226	267

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-7,533	-325	-729



## Metro Planning Commission Meeting of 09/10/2015

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-MU district: 266 Elementary 171 Middle 129 High  
Projected student generation proposed SP-MU district: 116 Elementary 75 Middle 56 High**

The proposed SP-MU zoning district does not propose any additional residential units than the existing SP-MU zoning district; therefore, the request is not anticipated to generate additional students. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. Dodson Elementary, Dupont Tyler Middle, and McGavock High have all been identified as over capacity; however, there is capacity for elementary and middle school students within the cluster. Additionally, there is capacity for high school students within adjacent clusters. This information is based upon data from the school board last updated October 2014.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to all uses as shown on the plan.
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 MUL zoning district as of the date of the application request or application.
3. A maximum of one module of parking (two rows and a drive aisle) shall be permitted between buildings and Central Pike.
4. Sidewalks shall be required with any final site plan with frontage abutting Central Pike. The sidewalk may have an alternative design which is located in a public pedestrian easement behind the ditch and which maintains a minimum eight foot sidewalk along Central Pike.
5. Prior to the recording of a final plat, if the development warrants dedication of a school site based on the number of students projected, a school site in compliance with the standards of Section 17.16.040 as determined by the Metro School Board shall be offered for dedication. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the McGavock High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. Failure of the Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of the requirement by the Board of Education.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
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.



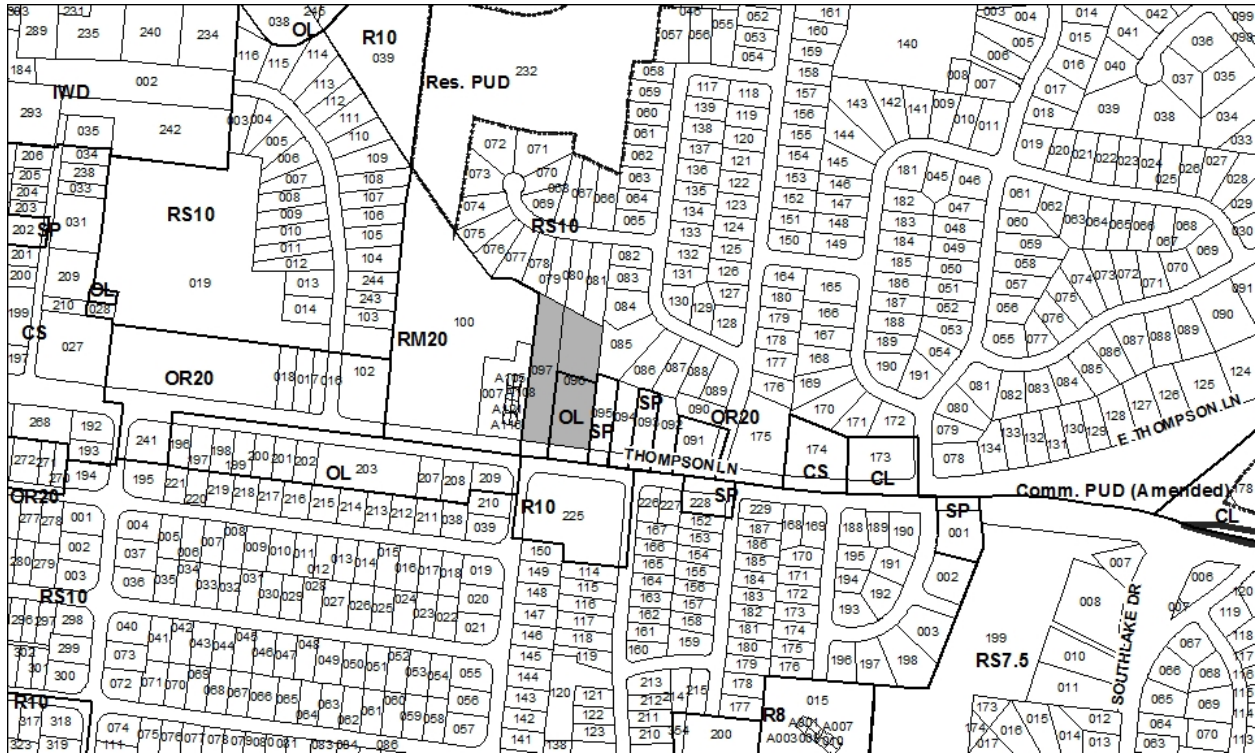


## **Metro Planning Commission Meeting of 09/10/2015**

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.



# Metro Planning Commission Meeting of 09/10/2015



**2015SP-089-001**

THOMPSON LANE SP

Map 119-10, Parcel(s) 096-097

11, South Nashville

16 (Mike Freeman)



<b>Project No.</b>	<b>2015SP-089-001</b>
<b>Project Name</b>	<b>Thompson Lane SP</b>
<b>Council District</b>	16 - Freeman
<b>School District</b>	7 - Pinkston
<b>Requested by</b>	Veras Company, LLC, applicant; Tom R. Smith and Sam Livingston, owners.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Request to rezone from OL and RS10 to SP-MU.**

Zone Change

A request to rezone from Office Limited (OL) and Single-Family Residential (RS10) to Specific Plan-Mixed Use (SP-MU) for properties located at 100 and 102 Thompson Lane, approximately 485 feet west of Hartford Drive (3.02 acres), to permit office and residential uses.

**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 8 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 uses.

**CRITICAL PLANNING GOALS**

- Preserves Sensitive Environmental Features
- Creates Walkable Neighborhoods

The proposal meets two Critical Planning goals. Some Conservation policy is found on portions of the site due to the presence of a ravine and mature woodlands located at the rear of the property. This proposal would preserve these sensitive environmental features. This request would also assist in creating walkable neighborhoods through the use of appropriate building placement along a corridor.

**SOUTH NASHVILLE COMMUNITY PLAN**

Transition (TR) – is intended to preserve, enhance, and create areas whose primary purposes are to serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in Transition areas can include a mix of types and is especially appropriate



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## Thompson Lane Specific Plan (SP)

Development Summary	
SP Name	Thompson Lane Specific Plan
SP Number	2015SP-089-001
Council District	16

Site Data Table	
Site Data	3.02
Existing Zoning	RS10 & OL
Proposed Zoning	SP
Allowable Land Uses	Office & Residential

### Specific Plan (SP) Standards

1. Uses within this SP shall be limited to those permitted by the OR20-A Zoning District.
2. There shall be a 50' wide buffer yard located along the northern property line adjacent to Tax Map 119-10; Parcels 80 and 81. This buffer shall be an undisturbed area where all existing vegetation shall be maintained. This condition shall not prohibit maintenance of the buffer.
3. There shall be a 20' wide buffer yard along property line adjacent to Tax Map 119-10; Parcel 85. This buffer shall be an undisturbed area where all existing vegetation shall be maintained.
4. Portions of the property that fall within Conservation Policy shall be undisturbed and existing vegetation shall be maintained.
5. A standard Class 'B' landscape buffer yard is required along the entire western property line.
6. 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 OR20-A zoning district as of the date of the applicable request or application.
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.

### General Plan Consistency Note

The proposed Specific Plan is located within the South Nashville Community Plan (Subarea 11). The proposed SP is located in the following policy areas:

- T3 Suburban Transition (T3 TR)
- Conservation (CO)

These properties are located at 100 & 102 Thompson Lane and are approximately 3.02 acres in size. A zone change from RS10 & OL to SP is consistent with the T3 Suburban Transition land use policy and surrounding uses.



### Proposed Site Standards



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for “missing middle” housing such as plexes, bungalow courts, and multifamily housing with small to medium-sized footprints. Predominant uses in Transition areas are small scale offices and moderate density residential of all types. Transition areas may be used in situations where it would otherwise be difficult to provide a transition between higher intensity development or a major thoroughfare and an adjacent residential neighborhood and where there is a market for a compatibly scaled office, live-work, and/or residential uses.

Conservation (CO) – Intended to preserve and enhance environmentally sensitive land in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they area in and whether or not they have already been disturbed.

### Consistent with Policy?

Yes. The proposed SP is consistent with the Transition Policy as uses are limited to office and residential uses only. The proposed SP is also consistent with the goals of Conservation Policy, as the required buffers will ensure that development takes place only within appropriate portions of the site.

### **ANALYSIS**

The site contains 3.12 acres and has four existing structures. The site has split zoning with OL on the southeastern frontage and RS10 on the remainder of the site.

The proposed zoning is intended to create a walkable neighborhood through the use of appropriate building placement along a prominent corridor. New construction will be required to address the build-to zone of the OR20-A zoning district, resulting in an improved streetscape. Two rows of parking and a drive aisle will be permitted within the build-to zone. Sidewalks will be required to be constructed along Thompson Lane to the standards of the Major and Collector Street Plan.

Some Conservation policy is present on the site due to a ravine that traverses the interior of the site. There are also mature woodlands located at the rear of the site. These areas would be designated an area not to be disturbed. In order to preserve these environmental features, the applicant has proposed to create a 50 foot wide buffer yard along the northern property line and a 20 foot wide buffer along the northeastern property line. These buffers will remain undisturbed and maintain the existing vegetation.

These buffers will serve as an appropriate transition between the residential neighborhood north of this property and this SP. A standard Class ‘B’ landscape buffer is to be provided along the western property line to adequately screen future development of this site.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

N/A



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## PUBLIC WORKS RECOMMENDATION N/A

## TRAFFIC & PARKING RECOMMENDATION Conditions if approved

- Traffic study may be required at time of development.

### 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
General Office (710)	0.86	0.75 F	28,096 SF	502	68	111

### 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)	2.16	4.35 D	9 U	87	7	10

### 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
General Office (710)	3.02	0.8	105,240 SF	1388	196	197

### Traffic changes between maximum: OL, RS10 and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+799	+121	+76

## METRO SCHOOL BOARD REPORT

Projected student generation OL district	<u>0</u> Elementary	<u>0</u> Middle	<u>0</u> High
Projected student generation RS10 district	<u>1</u> Elementary	<u>1</u> Middle	<u>1</u> High
Projected student generation SP-MU district	<u>7</u> Elementary	<u>4</u> Middle	<u>3</u> High

The proposed SP-MU district would generate 11 more students than what is typically generated under the existing RS10 and OL district. Students would attend Whitsitt Elementary, Cameron Middle School and Glencliff High School. Glencliff High School is identified as being over capacity. There is capacity for high school students within an adjacent cluster.

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



## Metro Planning Commission Meeting of 09/10/2015

### STAFF RECOMMENDATION

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

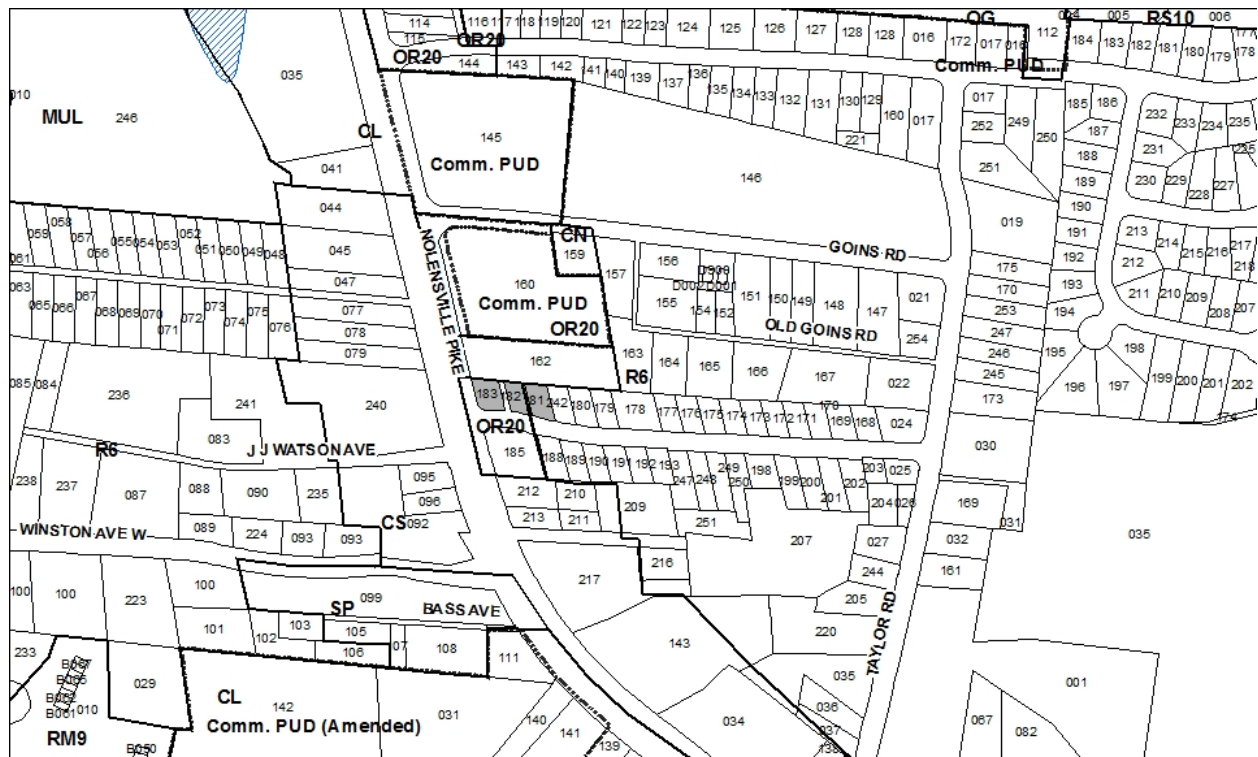
### CONDITIONS

1. Uses within this SP shall be limited to those permitted by the OR20-A Zoning District.
2. There shall be a 50' wide buffer yard located along the northern property line adjacent to Tax Map 119-10; Parcels 80 and 81. This buffer shall be an undisturbed area where all existing vegetation shall be maintained. This condition shall not prohibit maintenance of the buffer.
3. There shall be a 20' wide buffer yard along property line adjacent to Tax Map 119-10; Parcel 85. This buffer shall be an undisturbed area where all existing vegetation shall be maintained.
4. Portions of the property that fall within Conservation Policy shall be undisturbed and existing vegetation shall be maintained.
5. A standard Class 'B' landscape buffer yard is required along the entire western property line.
6. 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 OR-20A zoning district as of the date of the applicable request or application.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.





# Metro Planning Commission Meeting of 09/10/2015



**2015Z-074PR-001**

Map 147-07, Parcel(s) 181-183

12, Southeast

30 (Jason Potts)





<b>Project No.</b>	<b>Zone Change 2015Z-074PR--001</b>
<b>Council District</b>	30 - Potts
<b>School District</b>	2 - Brannon
<b>Requested by</b>	The S3 Group, applicant; Abbas Almosawi, owner.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from OR20 and R6 to CS.**

Zone Change

A request to rezone from Office/Residential (OR20) and One and Two-Family Residential (R6) to Commercial Service (CS) Zoning for properties located at 4408 Nolensville Pike and 335 and 339 Alice Avenue, at the northeast corner of Alice Avenue and Nolensville Pike (0.43 acres).

**Existing Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 6 units on the portion zoned OR20.*

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**SOUTHEAST COMMUNITY PLAN**

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential neighborhoods. 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. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.



# Metro Planning Commission Meeting of 09/10/2015

## Consistent with Policy?

No. The proposed CS is inconsistent with the T3 Suburban Neighborhood Maintenance policy. The T3 NM policy is a policy intended to preserve the general character of developed suburban residential neighborhoods. The proposed CS district is also not consistent with the intent of the T3 Suburban Mixed Use Corridor policy, which is intended to encourage mixed-use development and appropriate building placement.

## **ANALYSIS**

The proposed CS zoning is inconsistent with the T3 NM policy which does not allow for non-residential uses. In addition, staff recommended the applicant amend the request for the two parcels closest to Nolensville Pike to propose a Commercial Service-Alternative (CS-A) zoning district. The CS-A zoning district fosters development and reinvestment that promotes alternative modes of transportation, consistent with the T3 Suburban Mixed Use Corridor policy.

## **FIRE MARSHAL RECOMMENDATION**

N/A

## **PUBLIC WORKS RECOMMENDATION**

N/A

## **TRAFFIC AND PARKING RECOMMENDATION**

### **Conditions if approved**

- Traffic study may be required at time of development

### Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.32	20 D	6 U	40	4	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.11	7.26 D	1 U	10	1	2

### Maximum Uses in Proposed Zoning District: **CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.43	0.6 F	11,238 SF	519	17	49



## Metro Planning Commission Meeting of 09/10/2015

Traffic changes between maximum: **OR20, R6** and **CS**

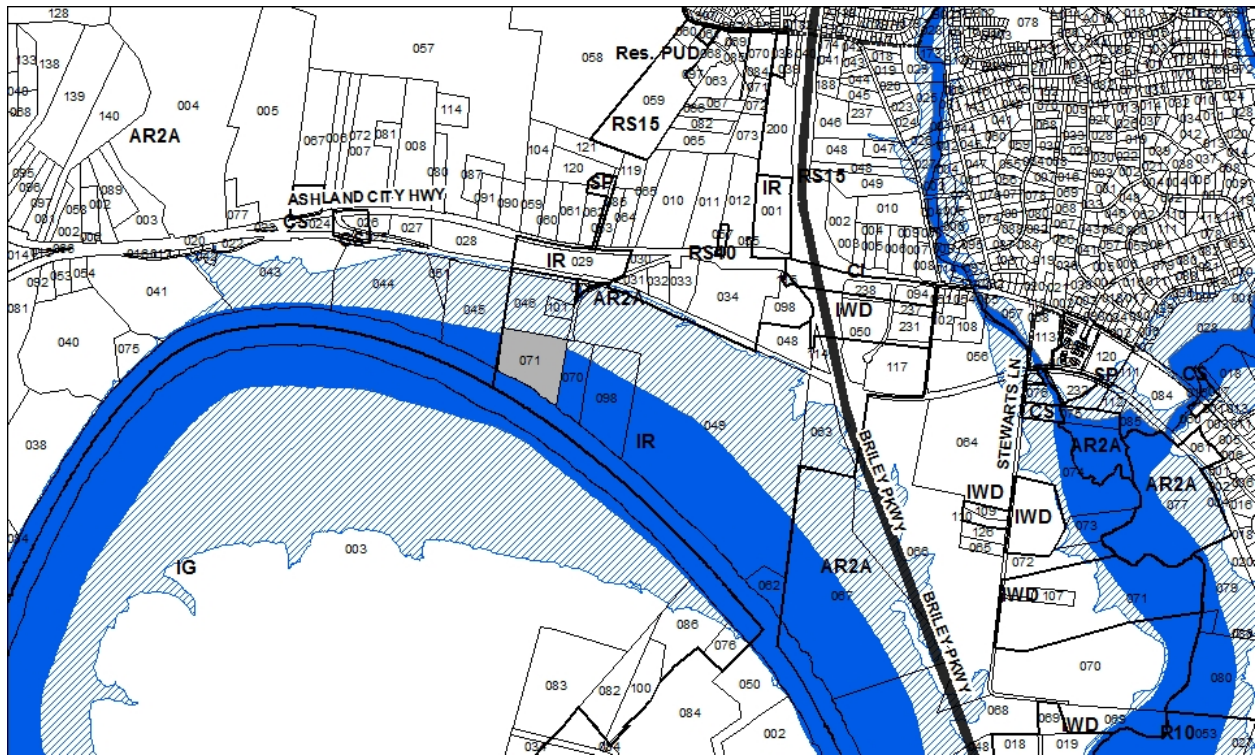
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+469	+12	+43

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the rezoning to CS is inconsistent with the community character policies for the area.



# Metro Planning Commission Meeting of 09/10/2015



**2015Z-076PR-001**

Map 068, Parcel(s) 071

03, Bordeaux - Whites Creek

01 (Lonnell Matthews, Jr.)



<b>Project No.</b>	<b>Zone Change 2015Z-076PR-001</b>
<b>Council District</b>	1 – Matthews
<b>School District</b>	1 – Gentry
<b>Requested by</b>	SEC, Inc., applicant; Smyrna Ready Mix, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer to the October 22, 2015, Planning Commission meeting.</i>

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**APPLICANT REQUEST**  
**Zone change from IR to IG.**

Zone Change

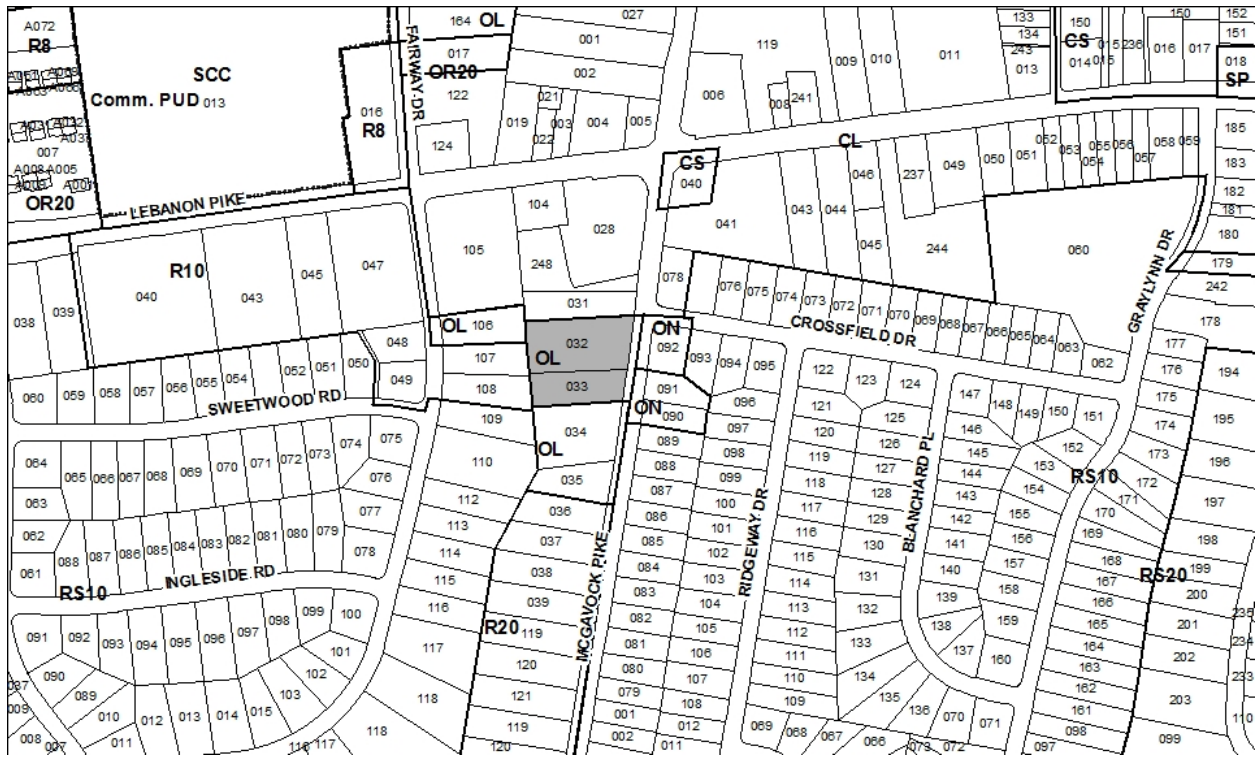
A request to rezone from Industrial Restrictive (IR) to Industrial General (IG) zoning for property located at 3730 Production Way, approximately 1,100 feet west of Jennie Brown Lane (1.4 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the October 22, 2015, Planning Commission meeting as requested by the applicant.



# Metro Planning Commission Meeting of 09/10/2015



**2015Z-077PR-001**

Map 095-04, Parcel(s) 032-033

14, Donelson - Hermitage

15 (Jeff Syracuse)



<b>Project No.</b>	<b>Zone Change 2015Z-077PR-001</b>
<b>Council District</b>	15 - Syracuse
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	HJL, L.P., owner and applicant.
<b>Staff Reviewer</b>	Moukaddem
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Zone change from OL to MUL.**

Zone Change

A request to rezone from Office Limited (OL) to Mixed Use Limited (MUL) zoning for properties located at 208 and 212 McGavock Pike and located within the Downtown Donelson Urban Design Overlay, approximately 420 feet south of Lebanon Pike (1.7 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

This proposal meets several critical planning goals based on its location. It supports infill development and walkable neighborhoods by encouraging higher intensity uses near an existing node in an area of Urban Community Center Policy within the Downtown Donelson Urban Design Overlay. This request directs development to an area with existing infrastructure; bus service is present on Lebanon Pike only 420 feet north of the site, suggesting that this rezoning could support this transportation choice by offering mixed uses that could generate bus riders. The mixed uses permitted under MUL zoning complement the existing commercial zoning at the intersection of Lebanon Pike and McGavock Pike and could contribute walkable destinations near this commercial node.

**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



## Metro Planning Commission Meeting of 09/10/2015

Urban Community Center (T4 CC) is intended to enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

### Consistent with Policy?

Yes. MUL is consistent with the Urban Community Center Policy and the UDO subdistrict.

While Conservation Policy is present at the rear of the site, the required 20 foot rear yard setback and the landscape buffer yard will serve to protect this sensitive area of the site.

### **REQUEST DETAILS**

The properties are located at 208 and 212 McGavock Pike, approximately 420 feet south of Lebanon Pike. The sites are within the Downtown Donelson Urban Design Overlay and located within subdistrict two. The site is approximately 1.7 acres.

### **ANALYSIS**

This request is consistent with the T4 Urban Community Center Policy (CC) and achieves the critical planning goals of creating walkable neighborhoods, infill development, and supporting transportation choices. Pedestrian-friendly areas near prominent intersections that contain a variety of uses are encouraged under T4 CC policy, and a rezoning to MUL would create a greater diversity of uses along the Lebanon Pike and McGavock Pike corridors. In this instance, MUL zoning is as appropriate as MUL-A zoning since the Downtown Donelson Urban Design Overlay will provide appropriate design standards if the property is redeveloped. While there is residential zoning south of the site along McGavock Pike, the two properties adjacent to the south that are zoned as OL provide a transition from the more intense, requested MUL to the less intense R20 district.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **WATER SERVICES RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING**

#### **Conditions if Approved**

- Traffic study may be required at time of development.

### **STAFF RECOMMENDATION**

Staff recommends approval of the rezoning as it is consistent with the policies for the area and the Downtown Donelson Urban Design Overlay will provide design standards for any redevelopment.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 09/10/2015



**2015Z-078PR-001**

Map 092-10, Parcel(s) 191-195

08, North Nashville

21 (Edward Kindall)



<b>Project No.</b>	<b>Zone Change 2015Z-078PR--001</b>
<b>Council District</b>	21 - Kindall
<b>School District</b>	5 - Kim
<b>Requested by</b>	Nashville Civil, LLC, applicant; Layfield Construction, LLC and Andrea Hayes, owners.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from OL and RS5 to MUL-A.**

Zone Change

A request to rezone from Office Limited (OL) and Single-Family Residential (RS5) to a Mixed-Use Limited-Alternative (MUL-A) zoning for properties located at 2906, 2908, 2910, 2912, and 2914 A Felicia Street, approximately 375 feet west of 28<sup>th</sup> Avenue North (0.95 acres).

**Existing Zoning**

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

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 3 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

The rezoning to MUL-A allows for several vacant and underutilized properties to redevelop with the potential for residential, retail, and office uses. 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 MUL-A zoning creates walkable neighborhoods through a mix of uses, orientation of buildings toward the sidewalk, and minimizing the prominence of parking. In addition, MUL-A zoning is likely to generate bus riders and the site is located within one block of two bus routes.

**NORTH NASHVILLE COMMUNITY PLAN**

T5 Center Mixed Use Neighborhood (T5 MU) is intended to preserve, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense



## Metro Planning Commission Meeting of 09/10/2015

areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

### Consistent with Policy?

Yes. The rezoning is consistent with the T5 Center Mixed Use Neighborhood policy. The rezoning to MUL-A would allow for urban residential development, mixed with commercial and office land uses, in proximity to downtown, the interstate, and bus routes.

### **ANALYSIS**

The requested rezoning to MUL-A is consistent with the policy for the area and is an appropriate zoning district given the location of the property in an urban area. This request allows for redevelopment of properties that have existing infrastructure in a way that enhances the street frontage and meets the goals of the policy. The MUL-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. The proposed MUL-A zoning will provide a good transition from the Industrial Zoning districts along Charlotte Avenue to the south and the single-family residential zoning district to the north.

### **FIRE MARSHAL’S OFFICE RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

- Traffic study may be required at time of development.

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
General Office (710)	0.53	0.75 F	17,315 SF	191	27	26

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)	0.42	8.71 D	3 U	29	3	4



## Metro Planning Commission Meeting of 09/10/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.95	1.0 F	41,382 SF	1808	40	121

Traffic changes between maximum: **OL, RS5** and **MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,588	+10	+91

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed MUL-A district: 2 Elementary 6 Middle 6 High**

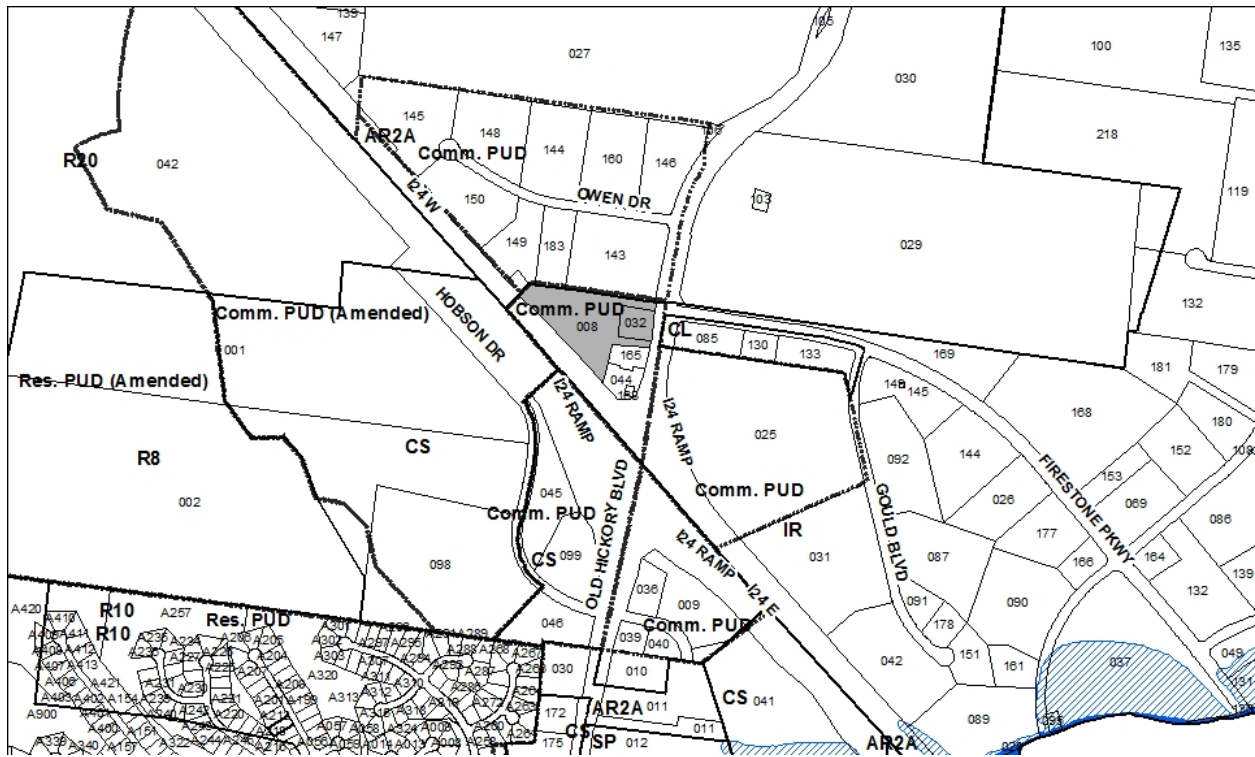
The proposed MUL-A district would generate 21 more students than what is typically generated under the existing RS5 district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. Pearl-Cohn High School is identified as being over capacity; however, there is capacity for high school students within adjacent clusters. This information is based upon data from the school board last updated October 2014.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 09/10/2015



**149-66P-001**

THORNTON'S

Map 183, Parcel(s) 008, 032

13, Antioch - Priest Lake

33 (Sam Coleman)



<b>Project No.</b>	<b>Planned Unit Development 149-66P-001</b>
<b>Project Name</b>	<b>Thornton's</b>
<b>Council District</b>	33 - Coleman
<b>School District</b>	6 – Hunter
<b>Requested by</b>	Kimley-Horn and Associates, applicant; MAT Real Estate, LLC, and Rose Management, LLC, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend a portion of the Planned Unit Development to permit a 6,344 square foot automobile convenience use.**

Revise Preliminary PUD and Final Site Plan

A request to amend the Commercial Planned Unit Development District located at 13000 and 13010 Old Hickory Boulevard, approximately 480 feet south of Owen Drive, zoned Industrial Restrictive (IR), (5.75 acres), to permit a 6,344 square foot automobile convenience use.

**Existing Zoning**

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

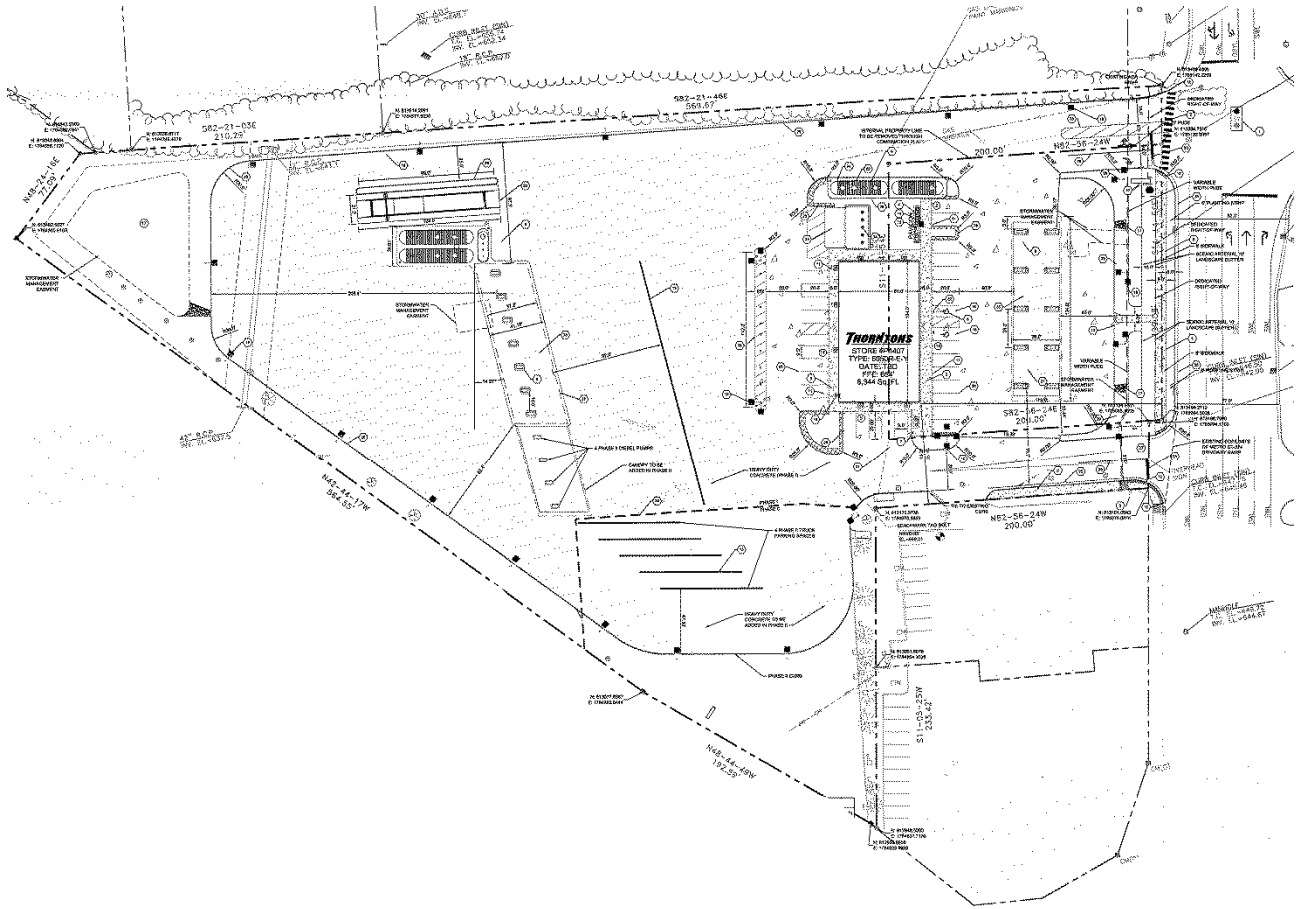
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 09/10/2015



Proposed Site Plan





## Metro Planning Commission Meeting of 09/10/2015

### Consistent with Policy?

Yes. The proposed plan provides a commercial use that is already approved within the existing PUD. The proposed commercial use will support the existing industrial and distributive uses in the area. These uses are consistent with the policy and providing a service that supports the surrounding uses is encouraged. Sidewalks are provided to improve pedestrian connectivity and create a more walkable environment.

### **CRITICAL PLANNING GOALS**

N/A

### **PLAN DETAILS**

The original commercial PUD was approved in 1966 and has been revised numerous times. Current uses within the PUD include a hotel, two restaurants, a cemetery and two automobile convenience centers. The last modification to the PUD was a 2008 revision that allowed an existing automobile convenience use to expand from 2,840 square feet to 3,755 square feet. The increased floor area that was approved with the 2008 revision was under 10 percent of the total floor area of the PUD, which is approximately 70,394 square feet.

The amendment proposes to remove the existing hotel and restaurant and replace with a one-story, 6,344 square foot automobile convenience center. This application is considered an amendment because by removing the approved hotel and restaurant buildings and enlarging the automobile convenience use, it is deemed more significant than a minor change to the Council-approved PUD.

### Site Plan

The site is located at the northwest corner of Interstate 24 and Old Hickory Boulevard. The proposed automobile convenience use includes 10 automobile fuel islands providing a total of 20 gas pumps, which are located along the eastern portion of the site. Eleven semi-truck gas pumps will be installed along the western portion of the site, for a total of 31 gas pumps for the site. The plan proposes development in two phases: Phase 1 includes the automobile convenience center, automobile fuel islands and 7 semi-truck fuel islands. Phase 2 includes the removal of the restaurant, the installation of four semi-truck fuel islands and four semi-truck parking stalls.

The proposed plan will continue to use two existing access points to this site off Old Hickory Boulevard. No additional access points have been proposed. A total of 67 parking stalls are provided, meeting the Metro Zoning Code parking requirement for an automobile convenience use.

An 8 foot sidewalk and a 6 foot grass strip will be installed along Old Hickory Boulevard. A five foot sidewalk will provide a connection from the new sidewalk to the site. Another 5 foot sidewalk will be installed along the southern driveway, providing pedestrian connectivity to the site.

Landscaping is provided throughout the development along the property lines and around the convenience center. The plan also shows a 10 foot scenic arterial landscape buffer along Old Hickory Boulevard. The plan meets the landscaping requirements of the Metro Zoning Code.

### **ANALYSIS**

The proposed amendment to the PUD is consistent with the policy and staff recommends approval. The policy supports industrial uses and associated services that support those uses. The site is



## **Metro Planning Commission Meeting of 09/10/2015**

located at the corner of Interstate 24 and Old Hickory Boulevard where automobile convenience uses would be expected and supported.

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

#### **Approved with conditions**

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

### **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
- Dedicate ROW to the back of the proposed sidewalks on OHB.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approved with conditions**

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

- Developer shall construct 2 exiting lanes with a right turn lane and a left /thru lane for the northern PUD access road at the signalized intersection with Firestone Parkway. Entering lane shall provide adequate truck turning radius and lane width.
- Developer shall modify signal to include a protected –permissive phase for WB left turn movement. Developer shall submit signal modification plan with appropriate detection, signal heads, ped signals and associated ped infrastructure per ADA standards and pavement markings and install signal improvements upon MPW traffic engineer approval.
- Developer shall submit a signal timing optimization plan for the 3 signals analyzed in this corridor.
- Developer shall refurbish OHB pavement striping along OHB frontage as necessary. Construction documents shall include pavement and striping plan and signal plans.

### **STORMWATER RECOMMENDATION**

#### **Approved**

- For Preliminary and Amendment only. Final will require Grading Plan approval.

### **WATER SERVICES**

#### **Approved with conditions**

- Approved as a Preliminary SP Amendment only. The required capacity fees must be paid prior to Final SP approval. FYI - please double check proposed water and sewer service line connections shown on these plans. No public water mains cross into this site - public water mains are found only within Old Hickory Boulevard R-o-W. The sanitary sewer connection shown does not quite reach the public sanitary sewer within the site.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 09/10/2015

### CONDITIONS

1. Revise the purpose note to state, “The purpose of this PUD amendment is to demolish an existing hotel and permit an automobile convenience use.”
2. Internal sidewalks within the site shall be a minimum of five feet in width.
3. Sidewalks adjacent to Old Hickory Boulevard shall be located the within the Right-of-way. Dedicate Right-of-way to the back of sidewalk prior to building permit approval.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
6. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs. Billboards are prohibited.
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.
8. 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.
9. 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**

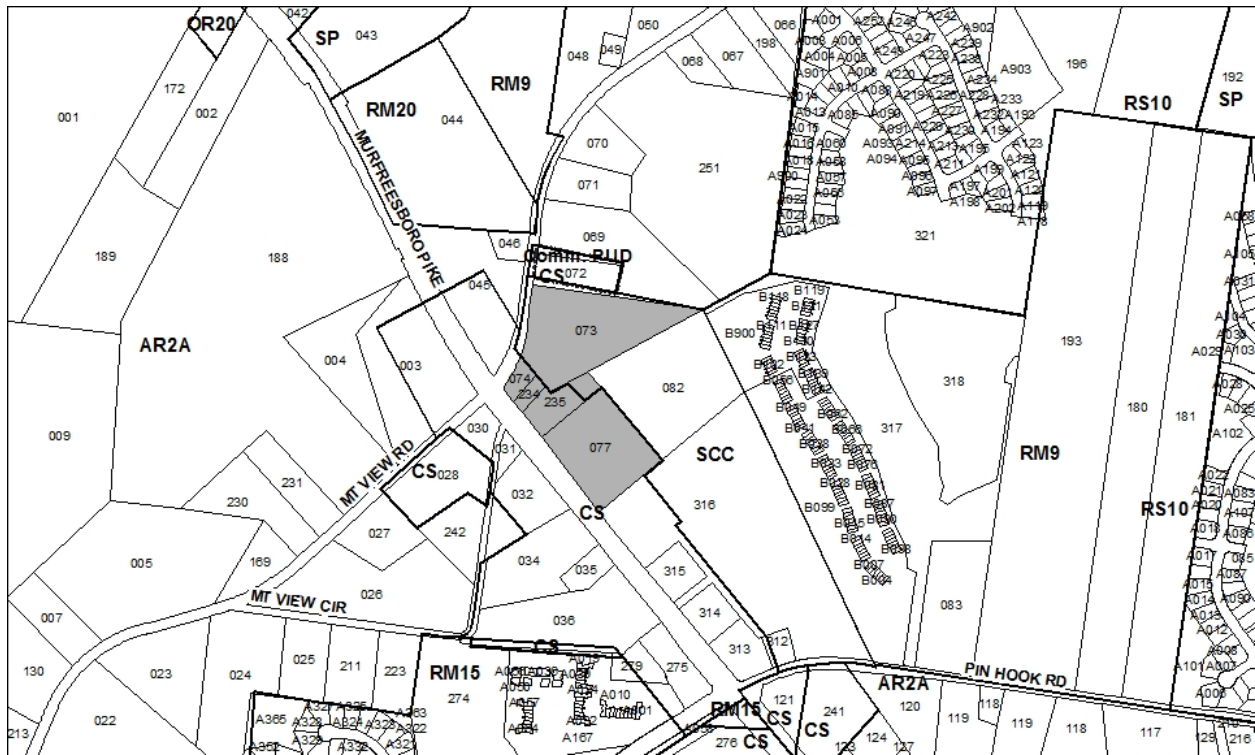


## **PLANNING COMMISSION ACTIONS**

- **Urban Design Overlays**
- **Planned Unit Developments**



# Metro Planning Commission Meeting of 09/10/2015



**2013UD-002-005**

**MURFREESBORO PIKE UDO (THORTON'S)**

Map 164, Parcel(s) 073-074, 077, 234-235

13, Antioch - Priest Lake

33 (Sam Coleman)



**Project No.** UDO Major Modification 2013UD-002-005  
**Project Name** Murfreesboro Pike UDO (Thorton's)  
**Council District** 33 – Coleman  
**School District** 6 – Hunter

**Requested by** Kimley-Horn & Associates, applicant; Stephen J. Kozy, owner.

**Staff Reviewer** Diaz

**Staff Recommendation** *Approve the front setback and perimeter landscape strip modifications with conditions, but disapprove the request for a modification for additional signage area.*

**APPLICANT REQUEST**

**A request for a modification to permit a modification of the front setback, signage area and the perimeter landscape strip.**

Modification

A request for a major modification to the Murfreesboro Pike Urban Design Overlay District standards for properties located at 3500 Murfreesboro Pike and Murfreesboro Pike (unnumbered), at the corner of Murfreesboro Pike and Mt. View Road, zoned Commercial Service (CS), (11.54 acres), to permit a modification of the front setback, signage area and perimeter landscaping requirements.

**Existing Zoning**

Commercial Service (CS) is the underlying base zoning and is intended for a diverse range of commercial uses that include retail trade and consumer services, automobile sales and repair, small scale custom assembly, restaurants, entertainment and amusement establishments, financial, consulting and administrative services.

Murfreesboro Pike UDO is an overlay to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design.

**CRITICAL PLANNING GOALS FROM THE MURFREESBORO UDO**

Goal 1. Enhance values along Murfreesboro Pike corridor through high-quality design and cohesive placemaking.

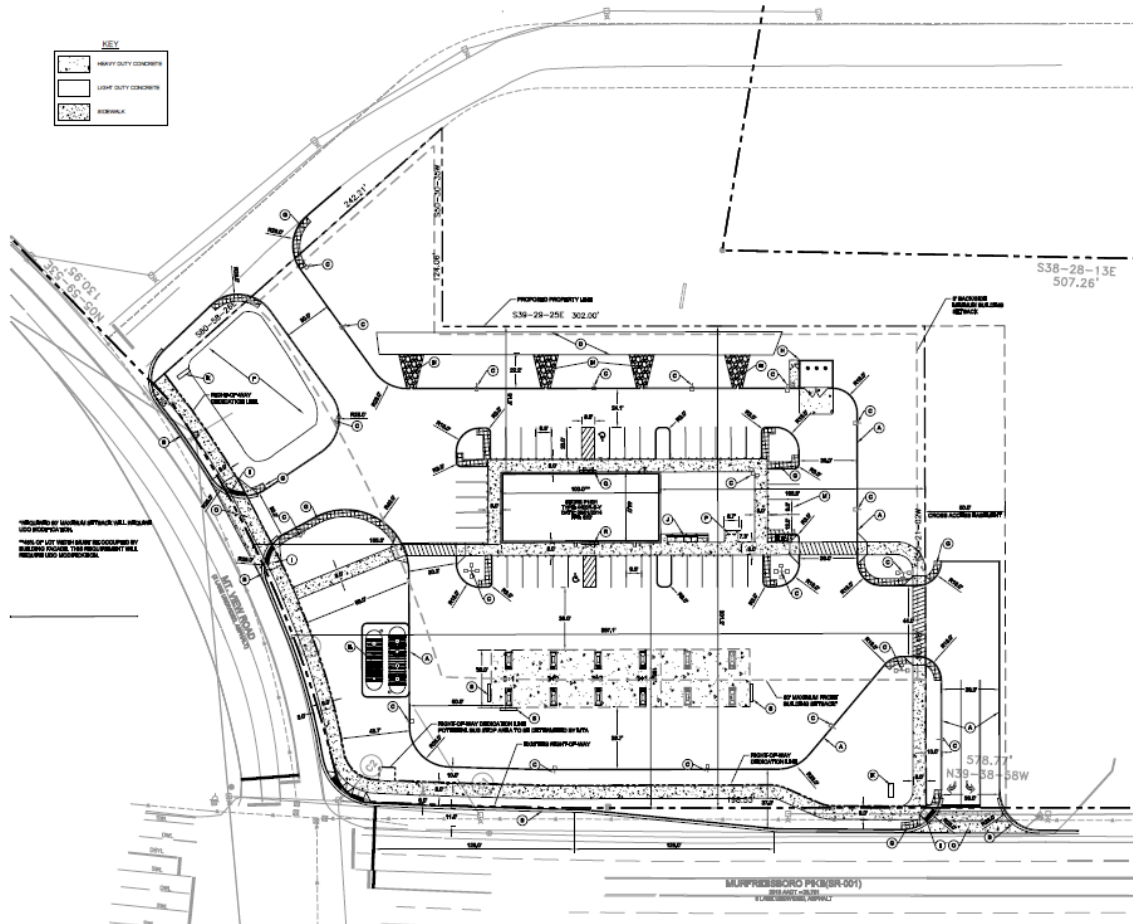
Goal 2. Provide accommodations for all transit modes including vehicular, bicycle, transit, and pedestrians with the design of the site.

Goal 3. Utilize stormwater best management practices to reduce/eliminate stormwater run-off from the site, reduce impervious surfaces, and enhance overall water quality.

Goal 4. Provide high-quality landscaping on the site, enhancing the site aesthetically, reducing the heat island effect and providing adequate buffers for cars, adjacent properties and unsightly site elements.



# Metro Planning Commission Meeting of 09/10/2015



**Proposed Site Plan**





## Metro Planning Commission Meeting of 09/10/2015

Goal 5. Reduce the visual impact of surface parking lots and provide cross-access easements connecting to future development on adjacent properties.

Goal 6. Provide high-quality architecture and place the building(s) so that Murfreesboro Pike is addressed prominently.

Goal 7. Design signage as an integral part of the overall building design.

### MODIFICATION REQUEST DETAILS

The following modifications to the front setback and perimeter landscape of the Murfreesboro Pike UDO are being requested:

#### 1) Front Setback

UDO Requirement: 0' minimum and maximum of 80' shown in the dashed thick black line in the graphic below.

Modification Request: Up to 68 ft. of additional front setback along the Murfreesboro Pike frontage shown in the thick black line in the graphic below.

#### 2) Signage area

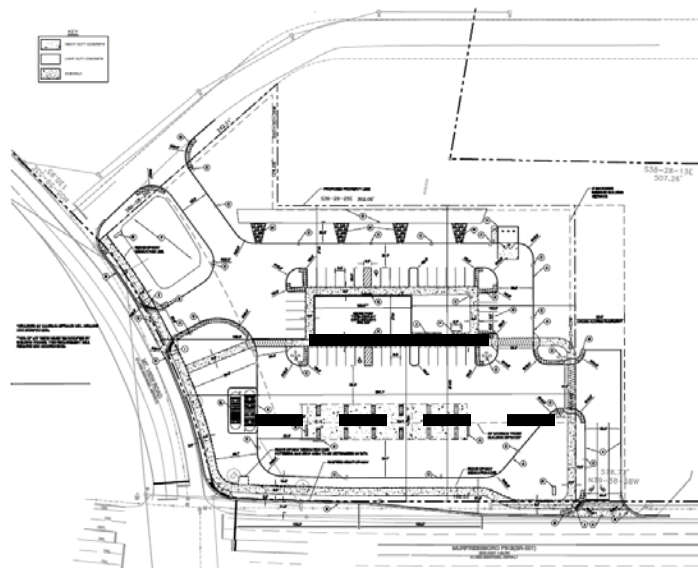
UDO Requirement: Monument sign maximum display surface of individual sign is 48 square feet.

Modification Request: Allow 79.8 total square feet for the main cabinet and electronic message center.

#### 3) Parking Setback

UDO Requirement: Parking areas that accommodate 4 or more vehicles shall be separated from buildings a minimum of 8 feet in order to accommodate a sidewalk and planting area.

Modification Request: Keep the 8 feet setback but eliminate the planting area and expand the sidewalk the entire 8 feet.





## Metro Planning Commission Meeting of 09/10/2015

### ANALYSIS

- 1. Front Setback.** The modification request consists of an additional 68' (for a total of 148') to the maximum front setback from Murfreesboro Pike and Mt. View Road, where a maximum of 80' is allowed. The proposed plan alleviates a lack of connection with the streets through a network of sidewalks in the right-of-way adjacent to the property line to provide pedestrian connectivity to adjacent sites.
- 2. Signage area.** The proposed monument sign will display the gas prices on the top portion of the sign and on the base there will be an electronic message center. Both of these signage areas total 79.8 square feet, which exceeds the 48 square feet that is permitted.
- 3. Parking Setback.** The third modification request consists of eliminating the perimeter landscape strip from the parking setback. A perimeter landscape strip is required to serve as a buffer between the building and the parking area. The modification is requested for the perimeter of the building where the applicant is proposing instead to widen the sidewalk to the entire 8 feet as required for a parking setback.

The request for the modification for additional signage area is in conflict with the intent of the UDO to reduce the amount of commercial signs and the area per sign along Murfreesboro Road. The intent of the UDO is to reduce clutter and create more pedestrian scaled development and signage.

The modification requests for the front setback and perimeter landscape strip are considered in keeping with the UDO's intent and goals and the Antioch-Priest Lake Community Plan to provide a walkable and pedestrian friendly site while establishing quality suburban design that supports suburban development. The deeper front setback allows a wider buffer between the sidewalk and the driveway and parking area. The proposal has two direct sidewalk connections to the building: one from Mt. View Road and another from Murfreesboro Road. The parking setback is still being met at 8 feet but the proposal shows a wider sidewalk and no perimeter landscape strip, which would still meet the intent of the UDO to separate the parking from the building by 8 feet. The placement of the wider sidewalk between the building and parking spaces will create a more durable condition that will allow customers to park and step on the sidewalk to the building's main entrance, whereas a planting strip would be difficult to maintain and less likely to sustain the pedestrian activity this site is likely to see. The proposed plan also meets all the other standards of the UDO, including a direct sidewalk connection to Murfreesboro Pike from the proposed building. The proposed building and gas canopy meet the architectural treatment standards. The design of the proposed building also meets the side-yard and rear-yard setbacks, and the first floor height and glazing requirements. The site plan proposal also provides high-quality landscaping to buffer the site and pedestrians from cars and a busy intersection at Murfreesboro Pike and Mt. View Road.

### 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
- Dedicate ROW to the back of the proposed sidewalks prior to building permit issuance.



## **Metro Planning Commission Meeting of 09/10/2015**

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

We approve the latest plan revision (stamped received August 18, 2015), on the following condition:

- Please submit and obtain approval of public sewer construction plans before Final Site Plan approval. Also, if capacity fees are required, than these must be paid prior to Final Site Plan approval.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **STAFF RECOMMENDATION**

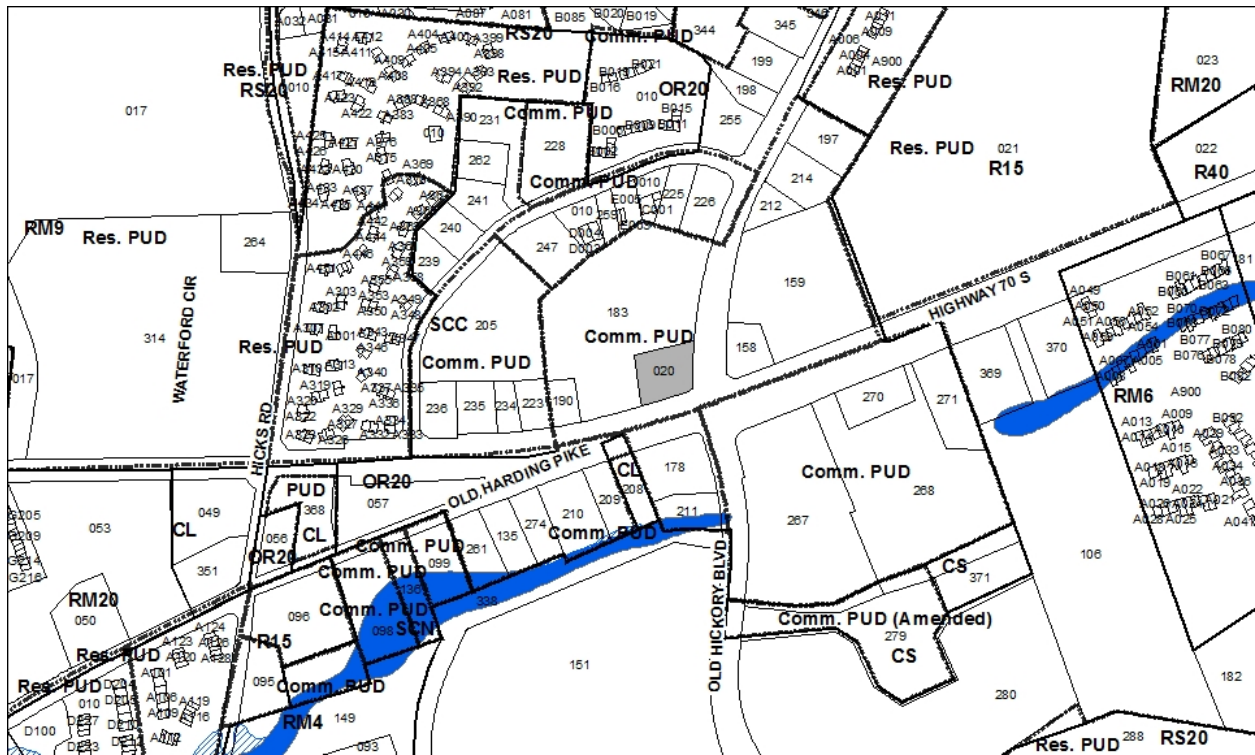
Staff recommends approval of the front setback and perimeter landscape strip modifications with conditions, but disapproval of the request for a modification for additional signage area. The requested modifications for the front setback and perimeter landscape strip modification are consistent with the Murfreesboro Pike UDO's vision for a walkable and pedestrian friendly development.

### **CONDITIONS**

1. Signage must comply with the UDO signage area standards of 48 square feet maximum.
2. The modification recommendation in no way signifies the approval of a final site plan or signage plan. The applicant must apply for a separate final site plan and signage permit, submitting the required application and all required drawings, review through the development review process with all pertinent agencies. This is not a final site plan or signage permit approval.



# Metro Planning Commission Meeting of 09/10/2015



**96-72P-002**

7100 HIGHWAY 70 S  
Map 142, Parcel(s) 020  
06, Bellevue  
22 (Sheri Weiner)



<b>Project No.</b>	<b>Planned Unit Development 96-72P-002</b>
<b>Project Name</b>	<b>7100 Highway 70 S</b>
<b>Council District</b>	22 - Weiner
<b>School District</b>	09 - Frogge
<b>Requested by</b>	Martin Consulting and Engineering, applicant; McDonald's Corporation, owner.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise preliminary plan and for final site plan approval to permit a dual drive-thru addition.**

Revise PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Commercial Planned Unit Development Overlay located at 7100 Highway 70 South, at the northwest corner of Old Hickory Boulevard and Highway 70 South, (0.84 acres), zoned Shopping Center Community (SCC), to permit a dual drive-thru addition.

**Existing Zoning**

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide 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 development of land with the provision of an adequate roadway system or essential utilities and services. This PUD plan in return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The subject PUD is approved for commercial uses.*

**CRITICAL PLANNING GOALS**

N/A

**REQUEST DETAILS**

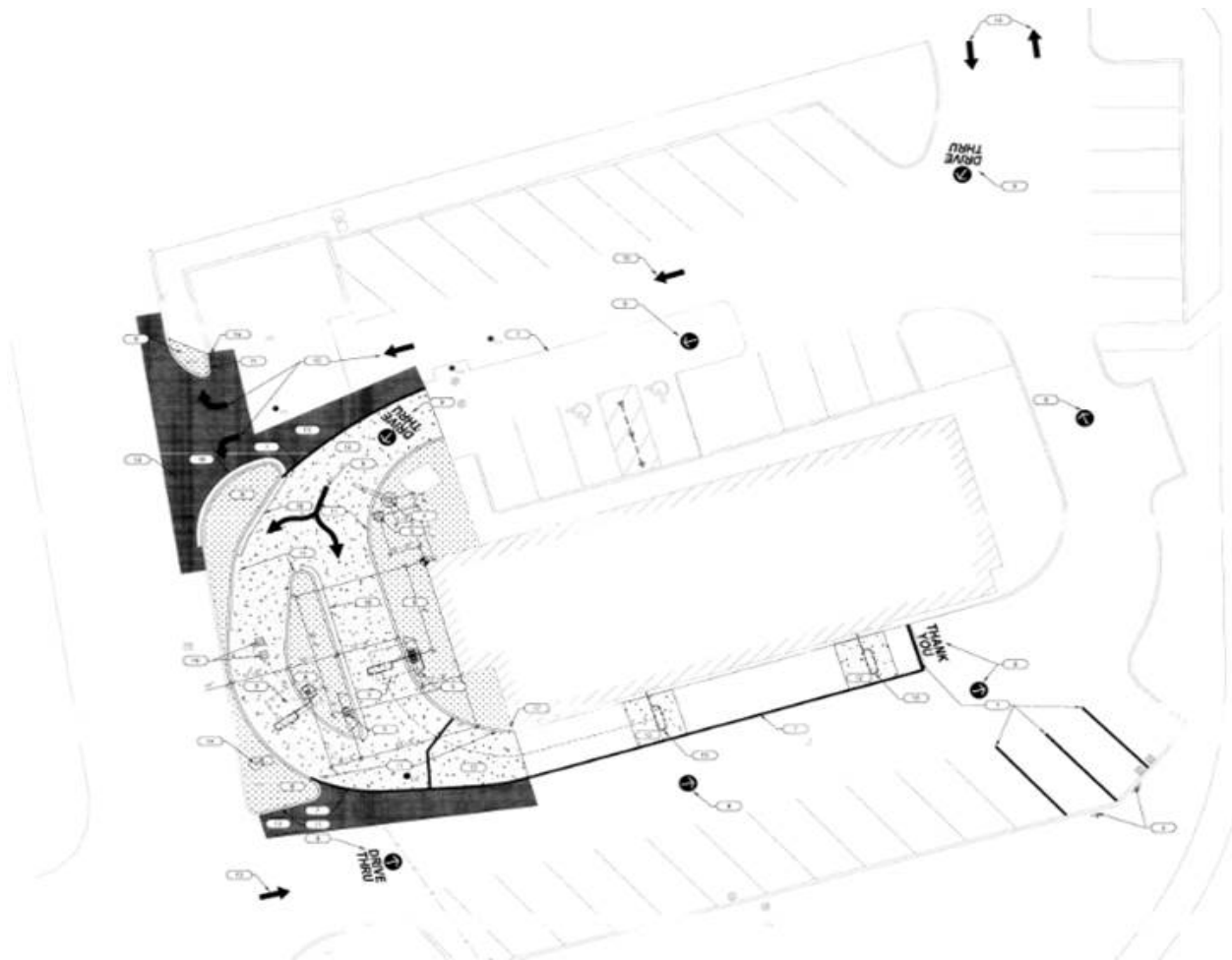
The property is located at the intersection of Old Hickory Blvd and Highway 70 South and is 0.84 acres in size. The request is for a revision to the preliminary and for final site plan approval to allow for a dual drive-thru for an existing fast food restaurant.

**ANALYSIS**

This PUD was originally approved by Metro Council in 1972. It has been revised a number of times. In 1990, the Planning Commission approved a 310 square foot addition to a previous McDonalds and in 2008 approval was granted to permit a 4,052 square foot restaurant,



# Metro Planning Commission Meeting of 09/10/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 09/10/2015

replacing the previously approved 3,433 square foot restaurant.

The proposal is to permit a dual drive-thru for the existing structure. None of the existing 41 parking spaces will be lost as a result of this request. The proposal also calls for an additional vehicular access point at the western portion of the property, connecting it to an interior driveway that serves the adjacent shopping center. There are presently two access points for this site, both of which provide access to private drives serving the adjacent shopping center.

These revisions do not deviate significantly from the Council approved plan and the proposed site plan is consistent with the overall concept of the PUD. Staff finds the revisions to be 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 09/10/2015**

- 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.
- 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 RECOMMENDATION**

**N/A**

### **STORMWATER RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**No Exception Taken**

### **TRAFFIC & PARKING RECOMMENDATION**

**No Exception Taken**

### **HARPETH VALLEY UTILITY DISTRICT**

**Approve**





## Metro Planning Commission Meeting of 09/10/2015

### STAFF RECOMMENDATION

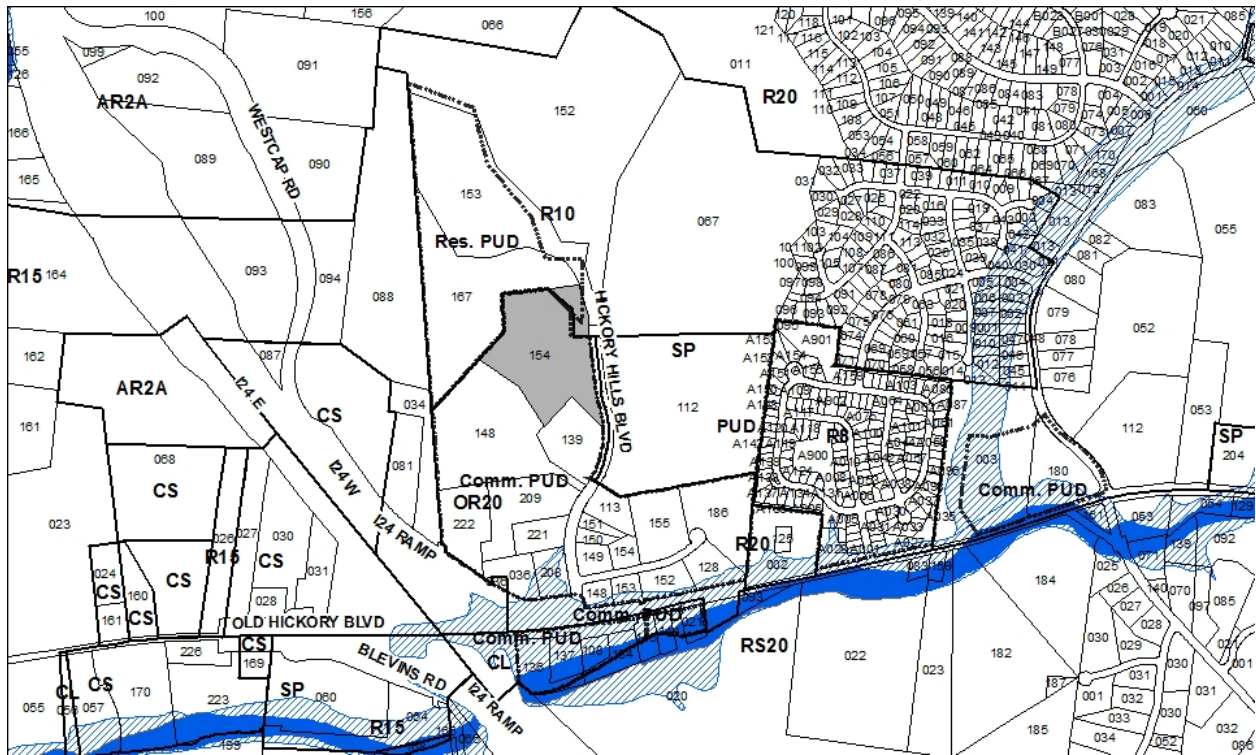
Staff recommends approval with conditions.

### CONDITIONS

1. Add Case No. 96-72P-002 to the final corrected copy.
2. Include purpose note on the cover sheet and on page SP1 on the final corrected copy.
3. Identify site as part of a PUD Overlay (reference PUD number) on cover sheet on the final corrected copy.
4. This approval does not include any signs with the exception that digital signs are not permitted. 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.
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. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
7. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.



# Metro Planning Commission Meeting of 09/10/2015



## 98-73P-004

HICKORY HILLS (Verizon Wireless Site)

Map 031, Parcel(s) 154

02, Parkwood - Union Hill

03 (Walter Hunt)



<b>Project No.</b>	<b>Planned Unit Development 98-73P-004</b>
<b>Project Name</b>	<b>Hickory Hills (Verizon Wireless Site)</b>
<b>Council District</b>	3 – Hunt
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Littlejohn Engineering Associates, applicant; Verizon Wireless Tennessee Partnership, owner.
<b>Staff Reviewer</b>	Moukaddem
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise preliminary plan and for final site plan approval for a portion of the Hickory Hills Planned Unit Development.**

Revise Preliminary PUD and Final Site Plan

A request to revise a portion of the Hickory Hills Planned Unit Development Overlay District and for final site plan approval for property located at 575 Hickory Hills Boulevard (12.39 acres), approximately 900 feet north of Old Hickory Boulevard, zoned Office/Residential (OR20), to permit a 15,314 square foot building expansion to an existing 47,930 square foot building.

**Existing and Proposed Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *In this case, the land use and density is controlled by the PUD.*

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 convention 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. 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. *This PUD is approved for office and distribution uses.*

**CRITICAL PLANNING GOALS**

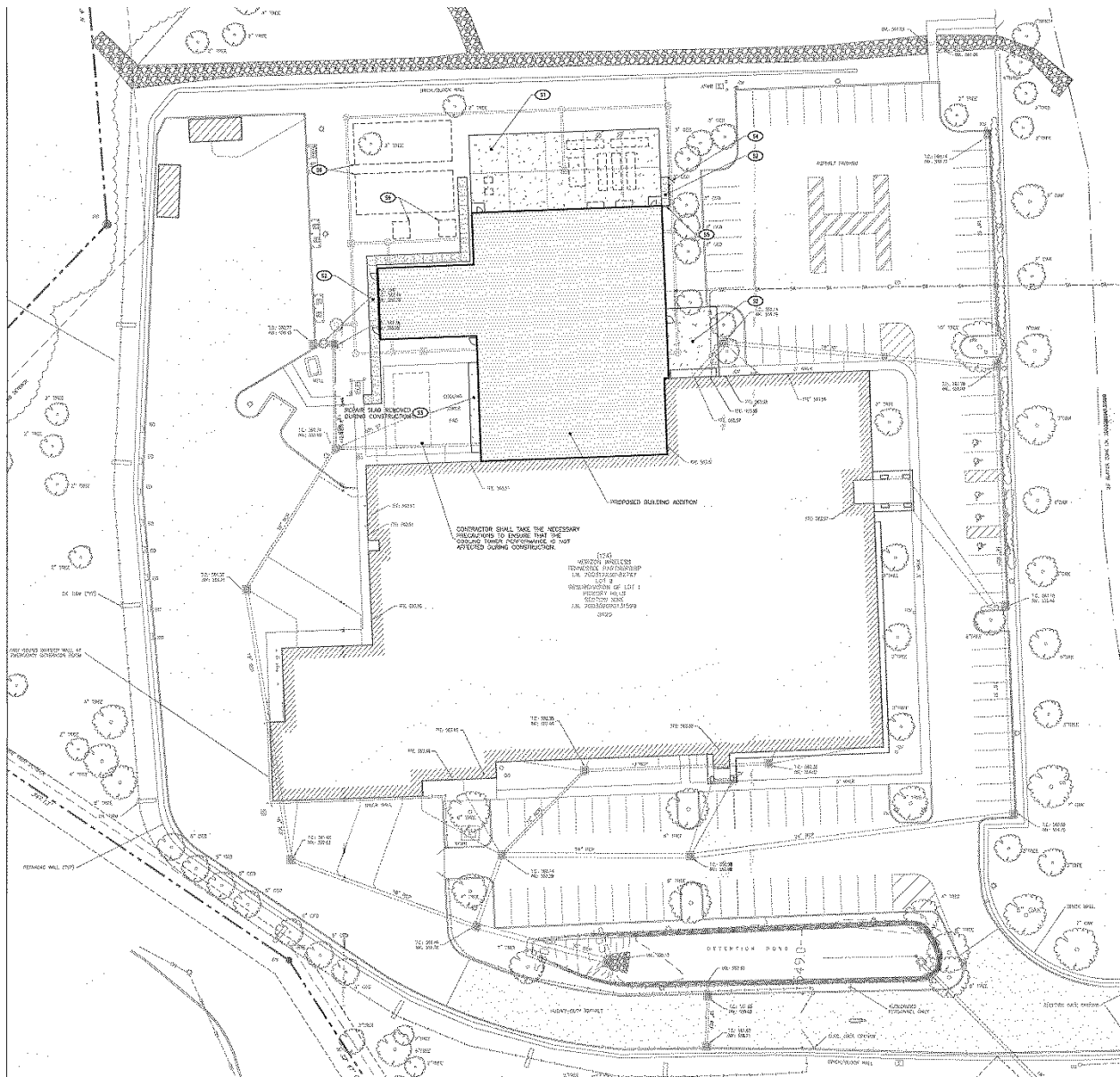
N/A

**REQUEST DETAILS**

The property is located at 575 Hickory Hills Boulevard, approximately 900 feet north of Old Hickory Boulevard. The proposal is for a revision to the preliminary plan and for final site plan approval to add 15,314 square feet to the existing 47,930 square foot building. The site plan includes an existing single-story building. The plan is in compliance with the applicable Zoning Code requirements for parking. Currently, the site is used for telephone services, general office, and warehousing.



# Metro Planning Commission Meeting of 09/10/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 09/10/2015

### ANALYSIS

The request is consistent with the overall concept of the Council approved plan. The Hickory Hills PUD was approved by Council in 1973 for 579,000 square feet of commercial, office, and residential uses. This portion of the PUD was revised in 2004 to allow for the development of a 51,405 square foot building, although the existing building is only 47,930 square feet. Approximately 300,000 square feet of floor area have been developed in this PUD. The proposed addition will not increase the floor area of the PUD beyond 10% of what was approved initially by Council.

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;
  - 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



## Metro Planning Commission Meeting of 09/10/2015

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.

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approved with Conditions**

- As the required capacity fees have been paid, we recommend approval, on the following condition:
  - 1) Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.

### **TRAFFIC AND PARKING**

#### **Approved with Conditions**

- Prior to issuance of any building permits, the applicant shall submit construction drawings for Public Works approval and construct a left turn lane on Old Hickory Blvd. to Public Works specifications, or make a contribution in the amount of \$15,000 towards the construction of a



## Metro Planning Commission Meeting of 09/10/2015

left turn lane on Old Hickory Blvd. at the intersection of Old Hickory Blvd, and Hickory Hills Blvd.”

### **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 Comment

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions as the proposed revision is in keeping with the overall intent of this PUD.

### **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 plat application is required, prior to the issuance of any permit for this property.