

# Metropolitan Planning Commission



## Staff Reports

**September 24, 2015**



## Metro Planning Commission Meeting of 09/24/2015

*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.*

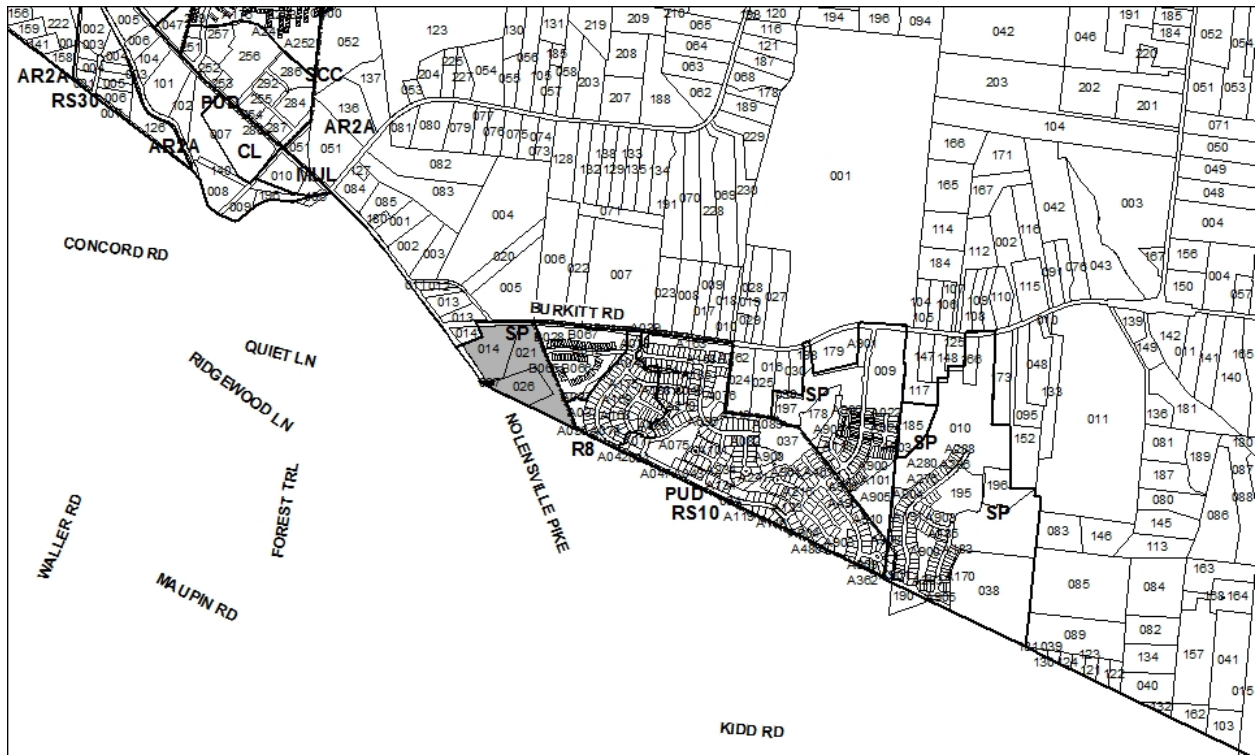


## **PREVIOUSLY CONSIDERED ITEMS**

- **Specific Plans**
- **Zone Changes**
- **Subdivision (Concept Plans)**



# Metro Planning Commission Meeting of 09/24/2015



**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, and September 10, 2015, Planning Commission meetings.

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

**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from Specific Plan-Commercial (SP-C) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 7022 Nolensville Pike and Nolensville Pike (unnumbered) and 7105 Burkitt Road, approximately 350 feet south of Old Burkitt Road (17.98 acres), to permit a mixed use development with up to 200 multi-family residential units and up to 10,000 square feet of nonresidential uses.

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Provides a Range of Housing Options

This proposal meets two critical planning goals. The mixed use development provides commercial destinations that can be walked to from existing and proposed residences. In addition, the development proposes a range of building types, including commercial, live/work, multifamily, and townhomes.



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**Proposed Site Plan**



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### **SOUTHEAST 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 sensitive features varies with what Transect they are in and whether or not they have already been disturbed.

#### Consistent with Policy?

Yes. The proposed SP is consistent with the Community Character Policies. The plan creates a mixed use development with pedestrian-friendly features. In addition, the plan preserves the stream in the southern portion of the development as open space.

### **PLAN DETAILS**

The 17.98 acre site is located at the southeast corner of Nolensville Pike and Burkitt Road. A portion of the proposed development is located in Williamson County and is not part of the requested SP.

#### Site Plan

The original SP was approved in 2010 for a 179,800 square foot commercial development. The plan included a 133,000 square foot anchor tenant with additional commercial tenants and pad sites.

This request proposes up to 200 multi-family units and 10,000 square feet of nonresidential uses within a mixed use development. The SP provides standards for a mix of building types, including commercial, live/work, multi-family, townhomes, carriage units, and single-family with detached garages. The site plan as presented does not identify the building types, and appears to only include commercial, multi-family, and townhomes. As the site plan does not match the standards included within the SP, a condition of approval is included that the applicant identifies proposed building types on the site plan and removes the standards for building types that are not included.

Buildings front onto streets or open space, with parking lots located behind the commercial and multi-family buildings. Streets within the development are to be private. In addition, garages are accessed via a network of alleys.

A Traffic Impact Study was submitted and reviewed with this project. Primary access to the site is provided from Burkitt Road; two additional entrances provide access from Nolensville Pike to the commercial core within the Town of Nolensville. Public Works is requiring a minimum full three



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lane access road, to be constructed or included as part of the Final SP, for the northern entrance on Nolensville Pike within the town limits. Additional traffic analysis is required prior to final SP approval to identify road improvements at the Burkitt Road and Nolensville Pike intersection in order to mitigate impacts prior to the TDOT roadway widening project construction.

The Town of Nolensville is in support of the requirement for the three lane access road, and has indicated a site plan for the street and commercial development would need to be submitted five weeks prior to Nolensville's Planning Commission date.

In addition, a future connection is proposed in the northwest corner of the development to connect to the property at the intersection of Nolensville Pike and Burkitt Road.

The applicant is proposing a 25 foot undisturbed buffer along the eastern property line to screen the development from the existing Burkitt Place subdivision. A pedestrian connection is provided from this development to the Burkitt Place Development located to the east.

In addition, the SP references a required 6 foot planting strip and 8 foot sidewalk along Nolensville Pike, consistent with the requirements of the Major and Collector Street Plan. Per the MCSP, staff is also including a condition of approval for a 6 foot planting strip and 8 foot sidewalk to be constructed along Burkitt Road.

A cemetery is currently located on a portion of this property. The applicant is working with a consultant and the State Archaeologist to relocate the cemetery to an area along Nolensville Pike at the Williamson County line.

### Infrastructure Deficiency Area

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

In order to accommodate traffic volumes, the applicant shall improve major roadways (or an equivalent transportation improvement) within the identified infrastructure deficiency area to a two-lane cross-section at a level acceptable to the Department of Public Works. Eligible roadways are identified in the Infrastructure Deficiency Area map. Such improvements shall be undertaken within available right-of-way and at a level commensurate with the development entitlements appropriate on the site. The rate of a commensurate requirement is calculated as 3,075 total required feet of roadway.

### **ANALYSIS**

The plan is consistent with the Community Character policies. The proposal enhances the development pattern of the community and provides a mix of uses and housing types. Buildings front onto streets and open space and an enhanced sidewalk network will improve pedestrian connectivity. The existing stream is located in an area identified as open space.





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### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

- The plan shows the 2nd access point to be in Williamson County. Approved per Steve Holt.
- Fire Code issues for the structures will be addressed at permit application review.
- Fire hydrants to be located within 100' of the Fire Department Connections on any structure that is required to be sprinklered

### **METRO HISTORIC ZONING COMMISSION RECOMMENDATION**

#### **No exception taken**

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP, on the following 4 conditions:
  1. Regarding sanitary sewer, this approval applies to the entire development. Public sewer construction plans must be submitted and approved prior to Final SP approval.
  2. Regarding water, this approval only applies to the residential area of the development. The commercial area lies in the jurisdiction of Nolensville-College Grove Utility District, which only provides water. A revised capacity fee letter will be sent to the applicant shortly reflecting this fee structure. Public water construction plans for the residential area must be submitted and approved prior to Final SP approval.
  3. Should the applicant choose to have Metro Water serve the commercial area with water, written permission must be provided by Nolensville-College Grove, allowing this water service arrangement.
  4. The required capacity fees must be paid prior to Final SP approval

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with MPW Traffic Engineer
- All roadways within the proposed development are to maintain 10' or 11' lanes, depending on the hierarchy of the roadway.
- MPW standard ST-200 curb and gutter is to be used on all roadway cross section as well as ST-210 sidewalks.
- All drives within the project will be private property, but constructed per MPW standard road/alley pavement cross sections. Design team should indicate signage, entry features, etc. to clearly define this as private property.
- Sidewalks on Nolensville Pike and Burkitt Road are to be constructed to MPW standards and meet the MCSP.
- Coordinate with MPW and TDOT to confirm the future roadway plans correspond with the comments listed above.



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- Indicate on the plans cross access to the corner property (at the intersection of Nolensville Pike and Burkitt Road)

### TRAFFIC AND PARKING RECOMMENDATION

#### Conditions if approved

- Additional traffic analysis will be required prior to final SP approval to identify road improvements at the Burkitt Road and Nolensville Pike intersection in order to mitigate project's traffic impact prior to the TDOT roadway widening project construction.
- ROW shall be reserved along Nolensville Pike and Burkitt Road in accordance with the TDOT construction plans.
- Prior to Final SP approval at a minimum a full 3 lane access road from Nolensville Pike shall be already constructed or part of Final SP plan.
- Town Blvd cross section as shown in the regulatory SP document shall show 2 exiting lanes for right and left turning traffic at Nolensville Pike and a left turn lane at first parking area drive.
- Travel lanes shall be an adequate width without including the gutter pan.
- On street parking shall be located an appropriate distance from Nolensville Pike in order that traffic flow is not adversely impacted at the Nolensville Pike intersection.
- Burkitt Road access shall be constructed with 2 exiting lanes and 1 entering lane.
- Burkitt Rd shall be constructed at a minimum as a 3 lane cross section between Nolensville Pike and Old Burkitt Rd.
- In accordance with TIS dated August 2015, Developer shall construct at a minimum a left turn lane and a right turn lane at each access drive with a minimum of 100 ft of storage and transitions per AASHTO standards.
- Provide adequate sight distance at all access drives on Nolensville Pike and Burkitt Road.
- All pavement markings and turn lane construction documents shall be designed per MUTCD and AASHTO standards and will require approval by TDOT.
- Parking per metro code shall be provided on site.

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)	17.98	-	179,800 SF	9944	218	943

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	17.98	-	200 U	1336	102	128



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	17.98	-	10,000 SF	466	16	46

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-8,142	-100	-769

### TOWN OF NOLENSVILLE COMMENTS

- We appreciate the opportunity to comment on this project. As to the condition being considered to require construction of the access street into the commercial section, we fully support this idea.
- The Nolensville portion of the property is zoned for commercial development and we believe it would be beneficial to all to get this access built early. The developers would need to meet with Town staff in a pre-application conference before applying to the Town; then submit a site plan regarding the new street and any related commercial development five weeks before the Planning Commission date that they wanted to be considered. The Commission meets the second Tuesday of each month.

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-C district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed SP-MU district: 24 Elementary 14 Middle 14 High**

The proposed SP-MU zoning district could generate 52 more students than what is typically generated under the existing SP-C zoning district. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Both Maxwell Elementary and Cane Ridge High have been identified as over capacity; however, there is capacity for elementary school students within the cluster. There is no capacity for high school students within adjacent clusters. This information is based upon data from the school board last updated October 2014.

### Fiscal Liability

The fiscal liability of 14 new high school students is \$504,000 (14 x \$36,000 per student). This is only for information purposes to show the potential impact of this proposal, this is not a staff condition of approval.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to up to 200 multi-family residential units and up to 10,000 square feet of nonresidential uses.



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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-A zoning district as of the date of the application request or application.
3. Approval of this SP applies to the Davidson County portion of the project only.
4. Roadway improvements that are a direct result of this specific project as determined by the approved Traffic Impact Study and the Department of Public Works shall be constructed.
5. Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated.
6. In order to accommodate traffic volumes, the applicant shall improve major roadways (or an equivalent transportation improvement) within the identified infrastructure deficiency area to a two-lane cross-section at a level acceptable to the Department of Public Works. Eligible roadways are identified in the Infrastructure Deficiency Area map. Such improvements shall be undertaken within available right-of-way and at a level commensurate with the development entitlements appropriate on the site. The rate of a commensurate requirement is calculated as 3,075 total required feet of roadway. IDA requirements shall be completed prior to the issuance of the first use and occupancy permit in Phase 1. Public Works shall be responsible for monitoring the completion of the IDA requirements in association with the first use and occupancy permit in Phase 1.
7. The following revisions shall be made to the SP plan dated September 11, 2015:
  - a. Revise the SP boundary to include only the property within Davidson County.
  - b. Revise the Site Data Table to clearly identify only the information specific to Davidson County.
  - c. Replace all reference of “Commercial” use with “Nonresidential.”
  - d. Identify the building type for each building.
8. The following revisions shall be made to the SP booklet dated September 10, 2015:
  - a. Remove all standards and reference to building types that are not identified on the SP plan
  - b. Revise the Site Concept exhibit to be consistent with the SP plan.
  - c. Revise the Site Design exhibit to be consistent with the SP plan.
9. Detailed landscape plans for the stormwater facilities along Nolensville Pike and Burkitt Road shall be reviewed and approved by Planning Staff with the final site plan.
10. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
11. Comply with all Public Works conditions.
12. 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.
13. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

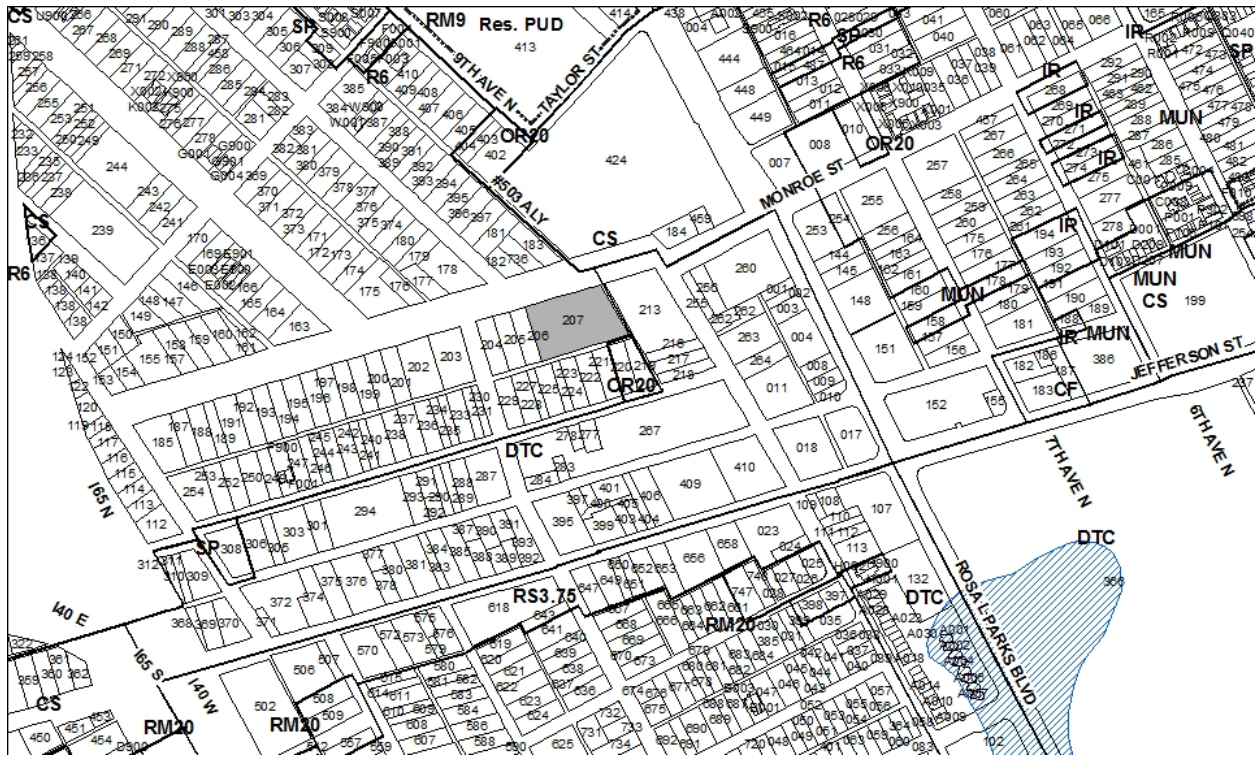


## **Metro Planning Commission Meeting of 09/24/2015**

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



# Metro Planning Commission Meeting of 09/24/2015



**2015Z-073PR-001**

Map 081-16, Parcel(s) 207

08, North Nashville

19 (Freddie O'Connell)



**Project No.** **Zone Change 2015Z-073PR-001**  
**Council District** 19 – O’Connell  
**School District** 1 - Gentry  
**Requested by** Cottage Partners, LLC, applicant and owner.

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

**Staff Reviewer** Milligan  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**  
**Zone change from R6 to RM20-A.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential-Alternative (RM20-A) zoning for property located at 915 Monroe Street and located within the Phillips-Jackson Street Redevelopment District, approximately 200 feet east of 10th Avenue N. (0.83 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 6 lots with 1 duplex lot for a total of 7 units.*

**Proposed Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 16 units.*

**CRITICAL PLANNING GOALS**

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

This request creates an opportunity for infill housing in an area that is served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. In addition, the site is served by an existing transit route that runs along Rosa L. Parks Boulevard providing for opportunities for future residents to utilize transit. The location of infill housing in this area also provides residents the ability to walk to non-residential uses in the adjacent community center.

**NORTH NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal



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spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

### Consistent with Policy?

Yes. The rezoning to RM20-A is consistent with the T4 Neighborhood Evolving policy. The rezoning would allow for a more intense development type within an existing urban neighborhood. This would provide the opportunity for a different housing type than exists currently and provide for housing choice. The property is immediately adjacent to an area of T4 Community Center policy. Additional housing near a community center can help to support the businesses that locate within the center and provide for opportunities for residents to walk to nearby services.

### **ANALYSIS**

The requested rezoning to RM20-A is consistent with the policy for the area and is an appropriate zoning given the location of the property in an existing urban area. This allows for redevelopment of a lot that has existing infrastructure in a way that enhances the street frontage and meets the goals of the policy. The RM20-A zoning district includes design standards related to building and parking locations that help to ensure that development is completed in an appropriate manner. Additionally, the property is located within the Phillips-Jackson Street Redevelopment District which requires approval of building design by the MDHA Design Review Committee. The property is also located within the Buena Vista National Register District and would be reviewed under the Design Guidelines for Historic Properties which requires that new construction be constructed to a height that is compatible with the height of adjacent buildings.

### **MDHA RECOMMENDATION**

#### **Approve**

Final design to be approved by MDHA based on the Phillips-Jackson Street Redevelopment District Design Guidelines.

### **PUBLIC WORKS RECOMMENDATION**

**No exception taken.**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

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)	0.83	7.26 D	7 U*	67	6	8

\*Based on one two-family lot.





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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.83	20 D	16 U	107	9	10

Traffic changes between maximum: **R6** and **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 9 U	+40	+3	+2

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed RM20-A district: 1 Elementary 0 Middle 0 High**

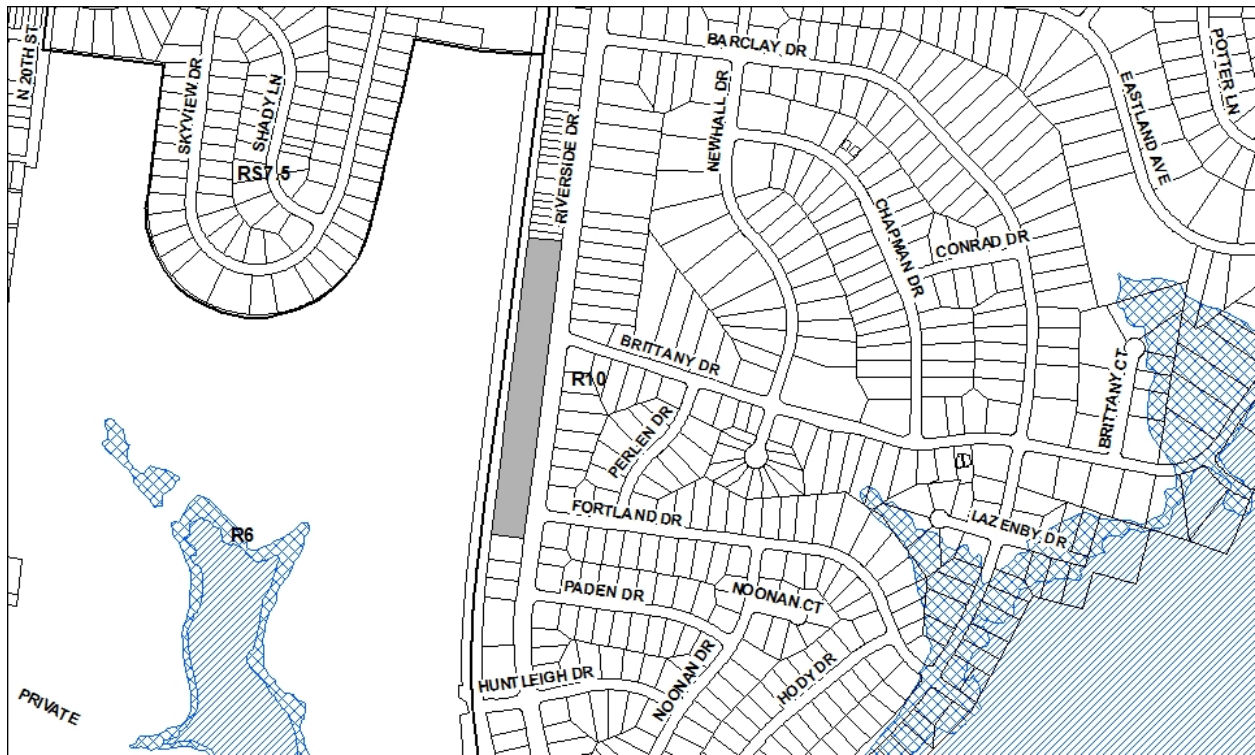
The proposed RM20-A is expected to generate fewer students than the existing R6 zoning. Students would attend Buena Vista Elementary School, John Early Middle School and Pearl-Cohn High School. All three schools are over capacity. There is capacity for additional elementary and middle school students within the cluster and there is capacity for additional high school students within an adjacent cluster.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 09/24/2015



**2015S-066-001**  
RIVERSIDE DRIVE, SECTION 2  
Map 083-11, Parcel(s) 080  
05, East Nashville  
06 (Brett Withers)



<b>Project No.</b>	<b>Subdivision 2015S-066-001</b>
<b>Project Name</b>	<b>Riverside Drive, Sec. 2 (Concept Plan)</b>
<b>Council District</b>	6 – Withers
<b>School District</b>	5 – Kim
<b>Requested by</b>	Chandler Surveying, applicant for Riverside Development, LLC, owner.

**Deferrals** This request was deferred from the June 25, 2015, the July 23, 2015, and the August 27, 2015, Planning Commission meetings.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the October 22, 2015, Planning Commission meeting.*

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**APPLICANT REQUEST**  
**Create 18 single-family lots.**

Concept Plan  
A request for concept plan approval to create 18 lots on property located at Riverside Drive (unnumbered), approximately 335 feet north of Paden Drive, zoned One and Two-Family residential (R10) (4.44 acres).

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



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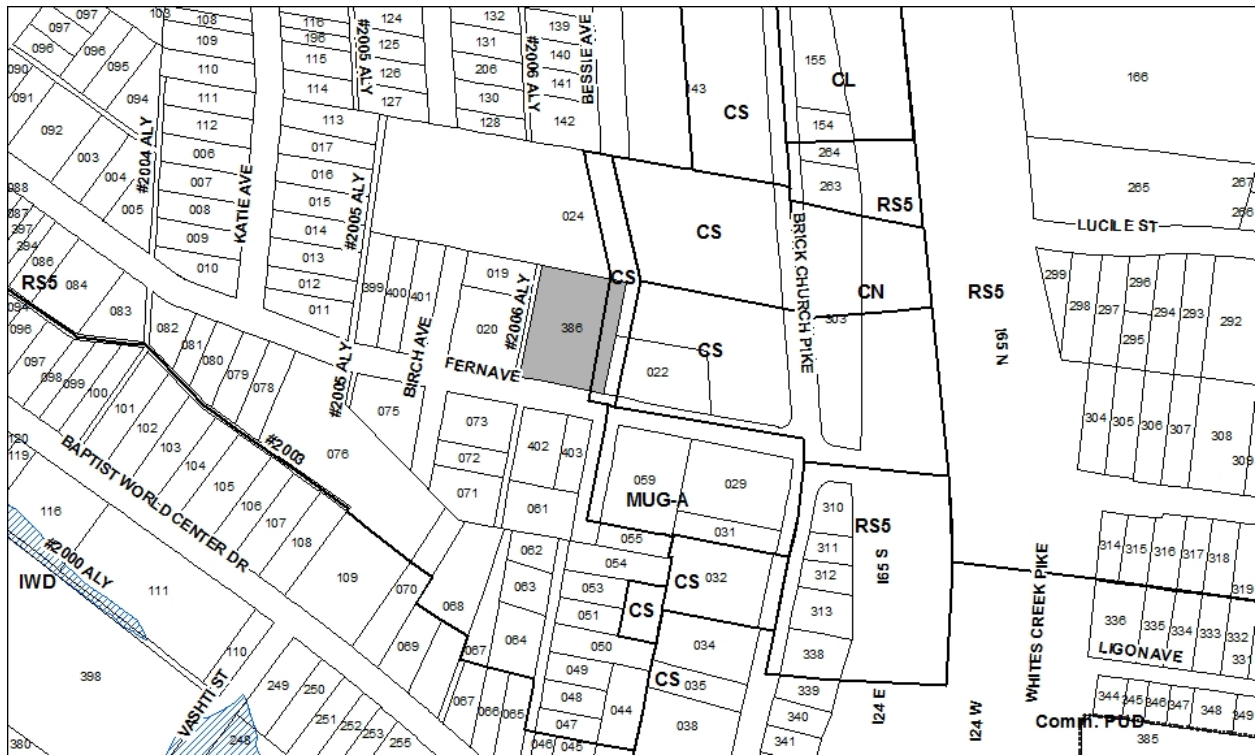


## **RECOMMENDATIONS TO METRO COUNCIL**

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



# Metro Planning Commission Meeting of 09/24/2015



**2015SP-088-001**

101 FERN AVENUE

Map 071-14, Parcel(s) 386

03, Bordeaux - Whites Creek

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Zone Change 2015SP-088-001</b>
<b>Project Name</b>	<b>101 Fern Avenue</b>
<b>Council District</b>	2 – Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, applicant; Capital Homes, L.P. owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the October 8, 2015, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Zone change from CS and RS5 to SP-R to permit nine residential units.**

Zone Change

A request to rezone from Single-Family Residential (RS5) and Commercial Services (CS) zoning to Specific Plan-Residential (SP-R) zoning for property located at 101 Fern Ave, approximately 350 feet west of Brick Church Pike (0.68 acres), to permit up to nine residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the October 8, 2015, Planning Commission meeting.







<b>Project No.</b>	<b>Zone Change 2015Z-080PR-001</b>
<b>Council District</b>	19 - O'Connell
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Dale & Associates, Inc., applicant; Horsepower Realty, LLC, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from CS and MUL to MUG-A.**

Zone Change

A request to rezone from Commercial Service (CS) zoning and Mixed Use Limited (MUL) to Mixed Use General – Alternative (MUG-A) zoning for properties located at 1703, 1703 B, 1705, 1707, and 1709 Rosa L. Parks Boulevard, at the northwest corner of Rosa L. Parks Boulevard and Garfield Street (0.62 acres).

**Existing Zoning**

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

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

This proposal creates an opportunity for an infill mixed-use 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. In addition, the site is served by an existing transit route that runs along Rosa L. Parks Boulevard providing for opportunities for residents and customers of potential businesses to utilize transit. The mixed use zoning allows for an opportunity to create a more walkable neighborhood that allows nearby residents to walk to nonresidential uses in the area.

**NORTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections;



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creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

### Consistent with Policy?

Yes. This request is consistent with the T4 Mixed Use Corridor policy. The existing CS and MUL zoning are inconsistent with the policy and rezoning to an alternate zoning district will move the zoning of the property closer to the goals of the policy should the property be redeveloped.

### **ANALYSIS**

The request is consistent with the policy for the area and is an appropriate zoning given the location of the property in an existing urban area. The existing CS zoning is inconsistent with the goals of the policy as it relates to the types of development encouraged by the T4 Mixed Use Corridor policy. The MUG-A zoning district includes design standards related to building and parking locations that help ensure that the development is done in an appropriate manner within an urban neighborhood. The property immediately adjacent to the north was also recently rezoned to MUG-A.

### **PUBLIC WORKS RECOMMENDATION**

**No exception taken.**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.25	0.6 F	6,534 SF	318	12	38

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.37	1.0 F	16,117 SF	728	21	61

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.62	3.0 F	81,021 SF	5923	137	553



## Metro Planning Commission Meeting of 09/24/2015

Traffic changes between maximum: CS, MUL and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+4,877	+103	+454

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed MUG-A district: 3 Elementary 2 Middle 2 High**

The proposed MUG-A is expected to generate 6 additional students over what would be generated by the existing zoning. Students would attend Buena Vista Elementary School, John Early Middle School and Pearl-Cohn High School. All three schools are over capacity. There is capacity for additional elementary and middle school students within the cluster and there is capacity for additional high school students within an adjacent cluster.

### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**

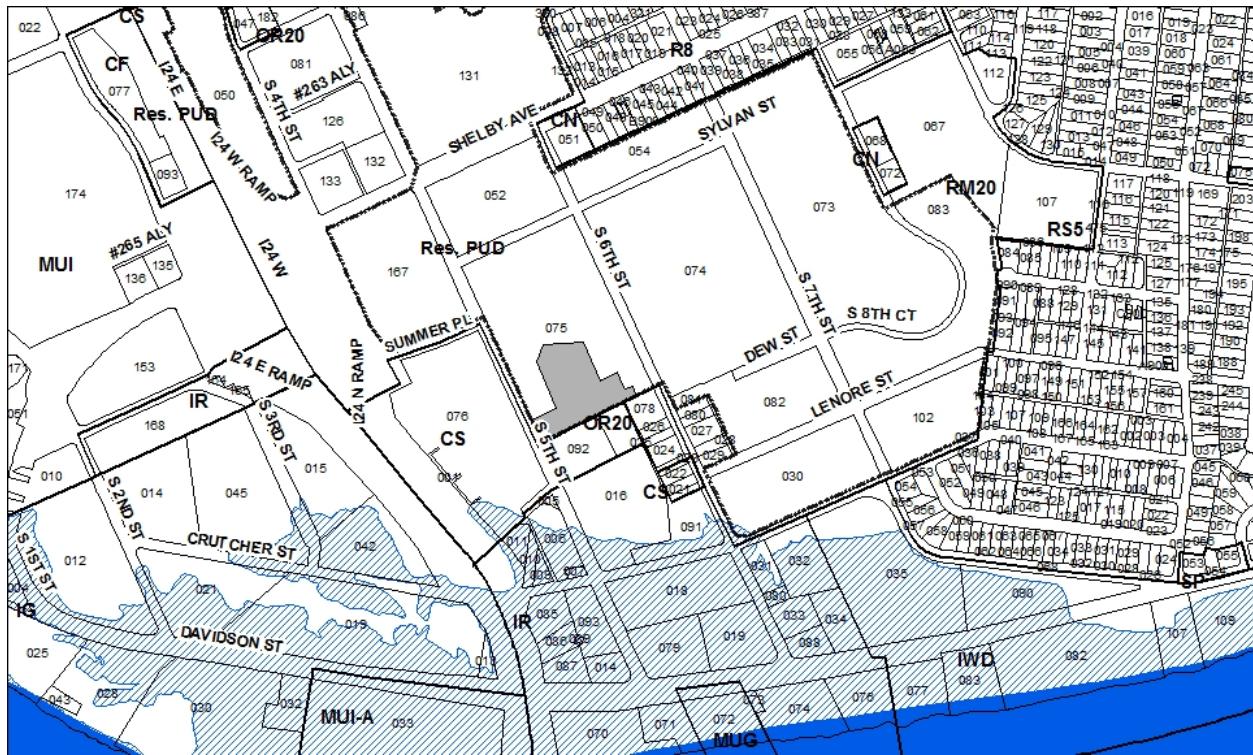


## **PLANNING COMMISSION ACTIONS**

- **Planned Unit Developments**
- **Subdivision**



# Metro Planning Commission Meeting of 09/24/2015



**2015P-001-002**

CAYCE PLACE APARTMENTS

Map 093-04, Part of Parcel(s) 075

05, East Nashville

06 (Brett Withers)



<b>Project No.</b>	<b>2015P-001-002</b>
<b>Project Name</b>	<b>Cayce Place Apartments</b>
<b>Council District</b>	6 - Withers
<b>School District</b>	5 - Kim
<b>Requested by</b>	Barge Cauthen and Associates, applicant; Nashville Metropolitan Development and Housing Agency (MDHA), owner.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise PUD to permit a four story, 70-unit multi-family building.**

Revise PUD & Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Residential Planned Unit Development Overlay District (PUD) for a portion of property located at 501 Sylvan Street, at the southeast corner of South 5<sup>th</sup> Street and Sylvan Street (2.9 acres), zoned Multi-Family Residential (RM20), to permit a four story, 70-unit multi-family building.

**Existing Zoning**

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *The 2.9 acre project area is part of a larger 12.55 acre parcel. RM20 would permit a maximum of 259 units for the entire parcel; 100 units currently exist.*

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. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Provides a Range of Housing Choices

This area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The proposed multifamily development will begin to establish a healthy mix of housing choices within the surrounding community.



# Metro Planning Commission Meeting of 09/24/2015



**Proposed Site Plan**





## Metro Planning Commission Meeting of 09/24/2015

### PLAN DETAILS

The site is located at 501 Sylvan Street and is approximately 2.9 acres in size. Surrounding uses consist of other residential developments, a religious institution, light manufacturing, and offices for the Metro Government.

#### Site Plan

The plan proposes the development of a four story, 70-unit multi-family building. The existing site consists of two parking lots, a basketball court, and undeveloped land. Due to the topography of the site, the proposed structure is built into the hillside, with the ground floor facing South Fifth Street. The primary entrance is located in the northwest corner of the proposed structure on the ground floor. An additional entrance from the parking lot to the east will provide residents access to the first floor of the proposed structure. The existing parking along Summer Place is proposed to be realigned to accommodate the ground level entrance. A service drive from the east parking lot will provide access to the building; including access to the interior trash dumpster.

An additional sidewalk is being constructed along Summer Place to fill a gap where sidewalks do not currently connect in the existing sidewalk network. A dumpster enclosure is also proposed. Staff is recommending as a condition of approval the relocation of the dumpster enclosure at the time Summer Place is relocated as part of the Envision Cayce Redevelopment. Areas of open space are also identified on the plan.

The location of this building away from South 5<sup>th</sup> Street allows for a possible future mixed-use building along the frontage of South 5<sup>th</sup> Street.

### ANALYSIS

The area is part of an older residential PUD that was established in the early 1970s to recognize existing public housing developments. No master plan was adopted with the establishment of this PUD. The proposed revision is consistent with the existing uses located within the PUD and is generally consistent with the existing layout and design of buildings within the PUD.

More recently, Metro Council approved the Cayce Place Redevelopment District in August 2015. Among other goals, the Redevelopment District was created to promote private investment and proper redevelopment of the community. In addition, MDHA adopted the Envision Cayce Master Plan to serve as a guideline for interpreting the Cayce Place Redevelopment Plan. This request is the first in the recently adopted District and is generally consistent with both the Cayce Place Redevelopment Plan and the Master Plan.

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



## Metro Planning Commission Meeting of 09/24/2015

- 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 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 of the request.



## **Metro Planning Commission Meeting of 09/24/2015**

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

#### **Approve with conditions**

- A turnaround will be required to meet the provisions of the IFC. Revised plans are forthcoming

### **PUBLIC WORKS RECOMMENDATION**

#### **No exceptions taken**

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

### **TRAFFIC & PARKING RECOMMENDATION**

#### **No exceptions taken**

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES**

#### **Approve with conditions**

- Approval is contingent on construction of water main improvements required for adequate fire protection. No building permit will be issued until these improvements are completed and adequate (per the Metro Fire Marshall's office) fire protection is in place.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. The dumpster and enclosure along Summer Place shall be relocated to the interior of the site at the time Summer Place is relocated or realigned as part of the Envision Cayce Master Plan.
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 Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
7. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.



## **Metro Planning Commission Meeting of 09/24/2015**

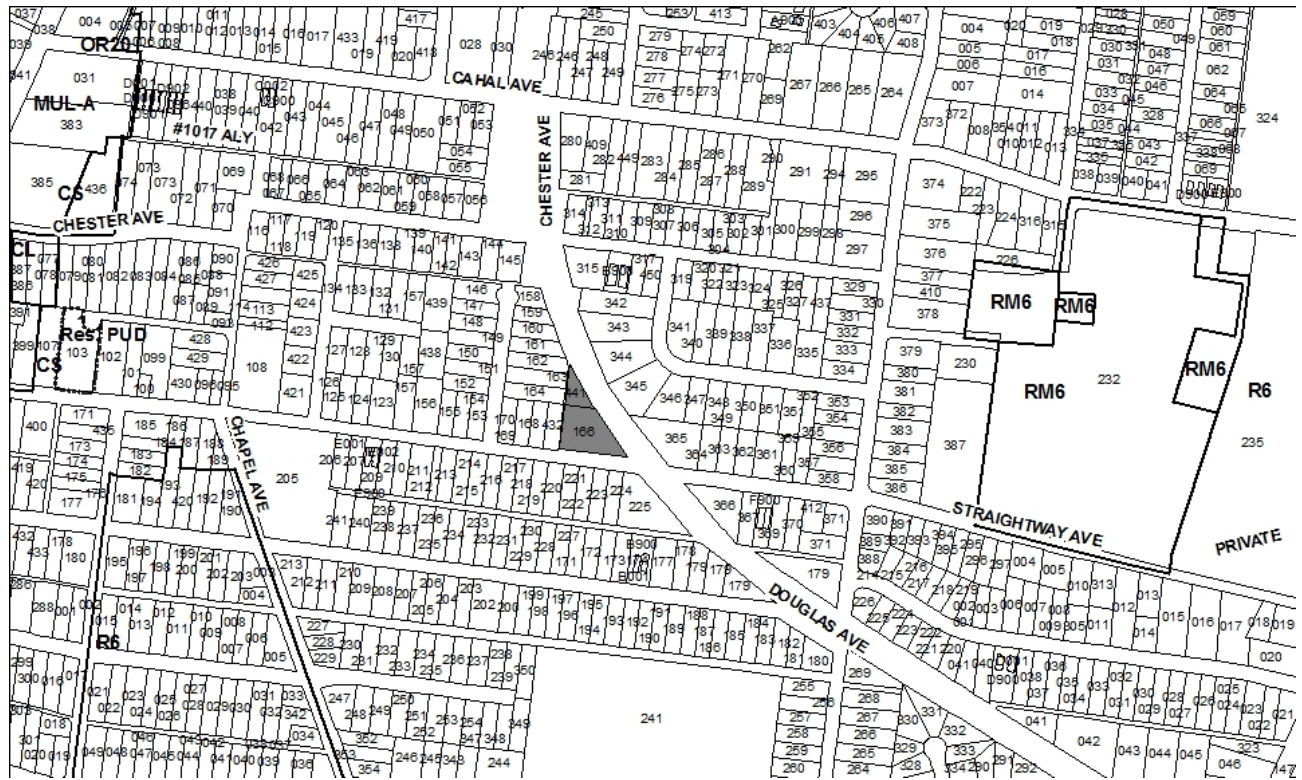
8. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 09/24/2015



**2014S-053-001**  
BROWNSVILLE, RESUB LOT 34  
Map 072-14, Parcel(s) 166, 441  
05, East Nashville  
07 (Anthony Davis)



<b>Project No.</b>	<b>2014S-053-001</b>
<b>Project Name</b>	<b>Brownsville, Resubdivision Lot 34</b>
<b>Council District</b>	7 – A. Davis
<b>School District</b>	5 - Kim
<b>Requested by</b>	Tommy E. Walker, applicant; AR Realty, LLC, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Create 3 lots.**

Final Plat

A request for final plat approval to create three lots on properties located at 1609 Straightway Avenue and Straightway Avenue (unnumbered), approximately 795 feet west of Scott Avenue, zoned One and Two-Family Residential (R6) (0.62 acres).

**Existing Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**PLAN DETAILS**

The request is for final plat approval to create three lots on properties located at 1609 Straightway Avenue and Straightway Avenue (unnumbered). Section 3-5.2 of the Subdivision Regulations requires that newly created lots in areas that are previously subdivided and predominately developed be comparable to surrounding lots for both area and frontage. All lots meet the compatibility requirement for frontage and area.

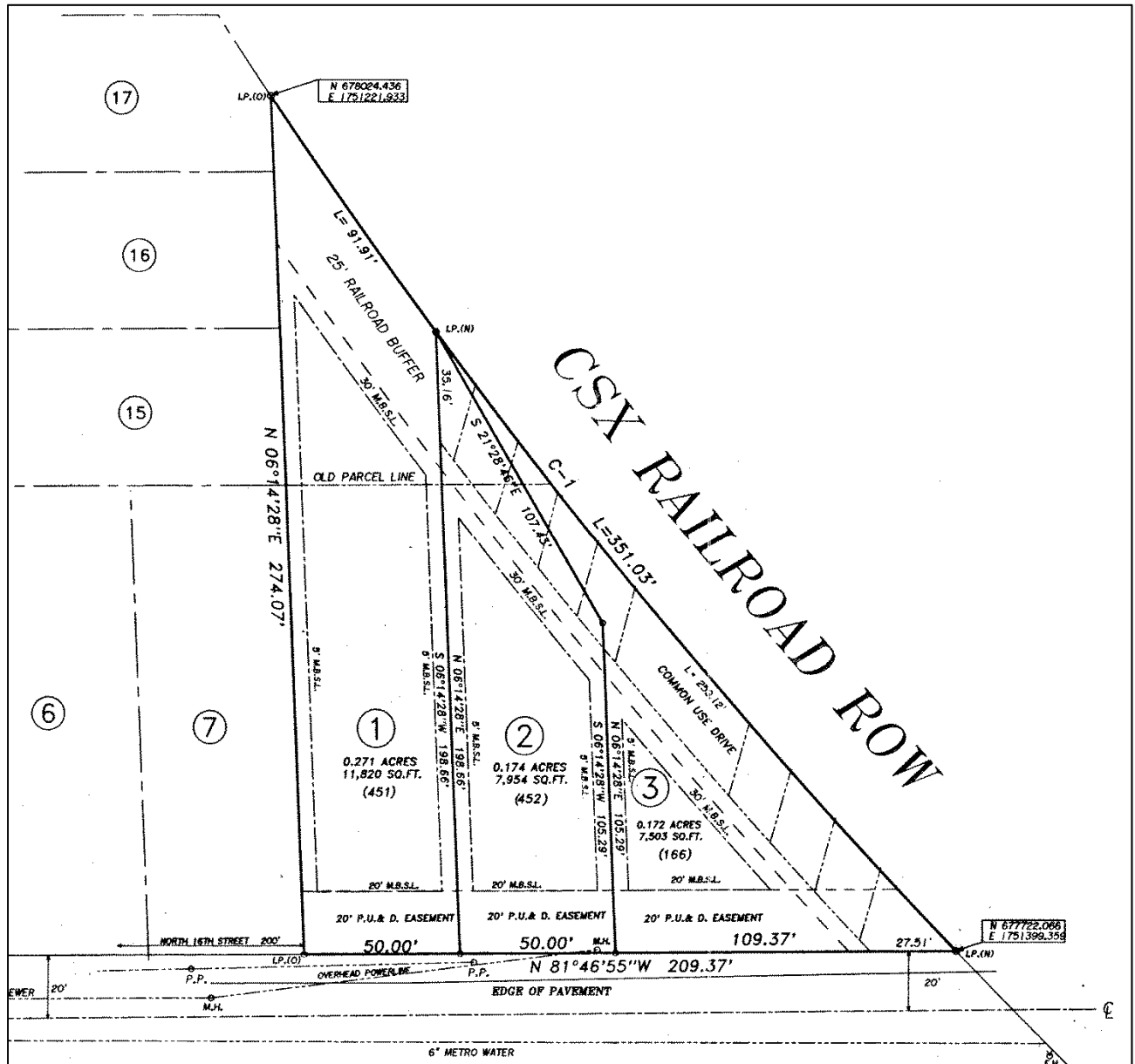
The existing lot is 26,962 square feet and is proposed to be subdivided into three lots with the following areas and street frontages:

- Lot 1: 11,820 Sq. Ft., (0.27 Acres), and 50 Ft. of frontage;
- Lot 2: 7,954 Sq. Ft., (0.17 Acres), and 50 Ft. of frontage;
- Lot 3: 7,503 Sq. Ft., (0.17 Acres), and 109.37 Ft. of frontage.

Sidewalks are proposed along the entire frontage of the subdivision. A shared access drive is proposed along the CSX Railroad right-of-way. All lots will have rear access from the shared access drive.



# Metro Planning Commission Meeting of 09/24/2015



**Proposed Subdivision**





## Metro Planning Commission Meeting of 09/24/2015

### ANALYSIS

#### Lot Compatibility

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

#### Zoning Code

Both lots meet the minimum standards of the R6 zoning district.

#### Street Frontage

All lots have frontage on a public street.

#### Community Character

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. In this case, the lots must be equal to or greater than a frontage of 50 feet, which is the smallest lot frontage of the surrounding lots. All lots have at least 50 feet of frontage.

<b>Lot Frontage Analysis</b>	
Minimum Proposed	50'
70% of Average	35'
<b>Smallest Surrounding Parcel</b>	<b>50'</b>

2. Lot area: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater. In this case, the minimum lot area must be at least 7,500 square feet, which is the smallest lot area of the surrounding lots. All lots have a lot area of at least 7,500 square feet.

<b>Lot Area Analysis</b>	
Minimum Proposed	7,503 SF
70% of Average	5,250 SF
<b>Smallest Surrounding Parcel</b>	<b>7,500 SF</b>

3. Street setback: The plat proposes a setback of 20 feet from the property line. In order to be consistent with the existing development pattern, the street setback should be as per the minimum requirements of the base zoning district.

4. Lot orientation: All lots orient toward Straightway Avenue which is consistent with the existing lot pattern.

#### Agency Review

All reviewing agencies have recommended approval.



## **Metro Planning Commission Meeting of 09/24/2015**

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

#### **Conditions if approved**

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

### **STORMWATER RECOMMENDATION**

**Approved**

### **TRAFFIC & PARKING RECOMMENDATION**

**No exception taken**

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

- Approval is contingent on construction and completion of Metro Project #'s 14-SL-100. Please set bond at \$8,000; which has been reduced for construction already completed.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

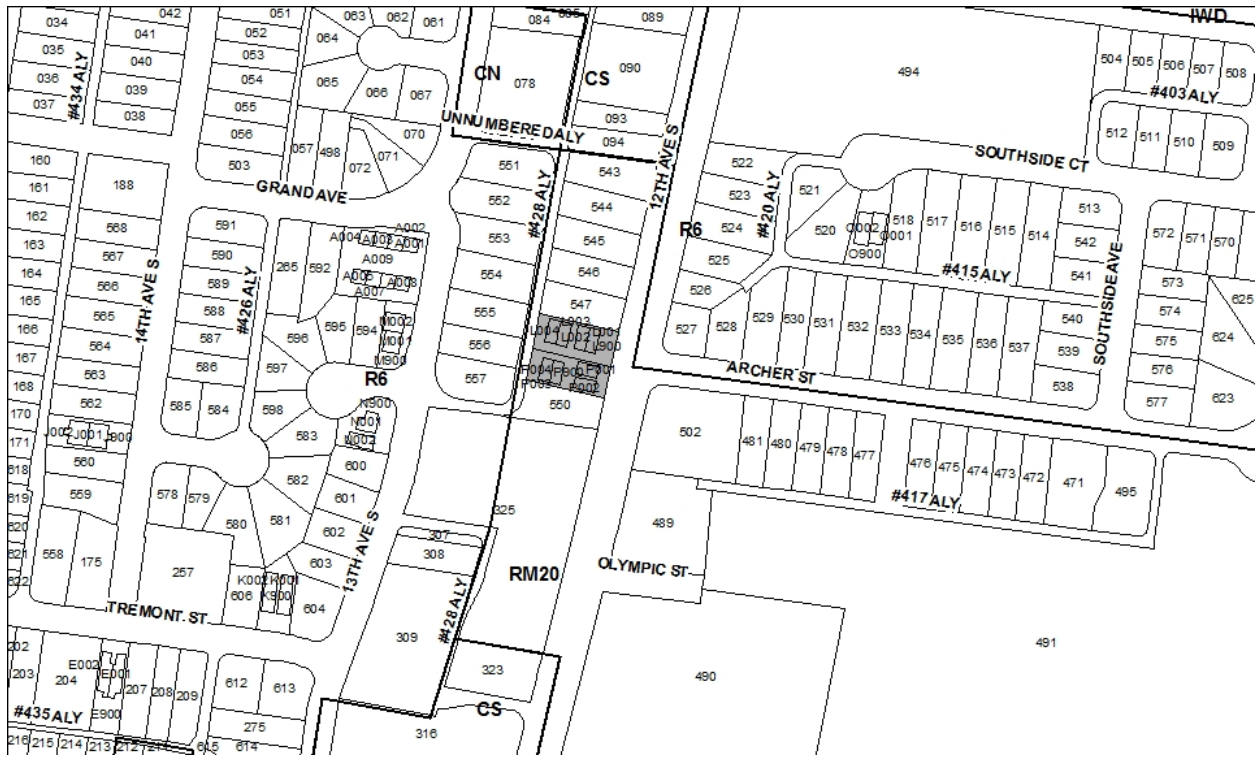
1. Show and label the sidewalks on the plat per Public Works standards. Remove the note stating that sidewalks are to be shown.
2. Prior to recordation of the plat sidewalk either must be constructed and accepted by Public Works; OR post a bond for required public improvements.
3. Remove the platted front setback and update the note in regards to the setbacks to state that all setbacks shall be as per the Zoning Ordinance.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 09/24/2015



## 2015S-098A-001

SOUTHSIDE PARK ESTATES, SEC 1 LOTS 45 & 46  
SETBACK AMENDMENT

Map 105-01-0-L, Parcel(s) 001-004, 900

Map 105-01-0-P, Parcel(s) 001-004, 900

10, Green Hills - Midtown

17 (Colby Sledge)



<b>Project No.</b>	<b>Subdivision 2015S-098A-001</b>
<b>Project Name</b>	<b>Southside Park Estates, Sec. 1, Lots 45 &amp; 46 Setback Amendment</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dale & Associates, Inc., applicant; various property owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Remove 30 foot platted setback.**

Setback Amendment

A request to remove a 30' platted setback for properties located at 1013A, B, C, D, and E 12th Avenue South and 1015A, B, C, D, and E 12th Avenue South, approximately 680 feet south of South Street, (0.42 acres), zoned Multi-Family Residential (RM20).

**Existing Zoning**

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

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods

The reduced setback encourages infill development, as it allows for a more urban development that frames the street, whereas development under the existing, platted setback may lead to a more suburban development that fails to properly address the street. A sidewalk network exists along both sides of 12<sup>th</sup> Avenue South, and additional development will assist in the creation of a walkable neighborhood.

**PLAN DETAILS**

The request is to remove a 30 foot platted front setback. The subdivision creating the lots was recorded in 1971 and included a total of 54 lots. The plat included a platted front setback on all lots in the subdivision. The setback along this portion of the subdivision (12<sup>th</sup> Avenue South) is 30 feet.

**ANALYSIS**

The request is to remove a platted setback. As currently platted, no structure on the subject lot can be closer than 30 feet to 12<sup>th</sup> Avenue South. The request does not alter any lot lines or propose any development. If the setback is removed, then the required front setback will have to comply with Metro Zoning Code requirements. In this particular case, the required setback would likely be ten feet, though the final determination will be made during a site plan review undertaken by the Metro Codes Administration Department.



## **Metro Planning Commission Meeting of 09/24/2015**

The property is located in an Urban Neighborhood Evolving (T4 NE) land use policy within the Green Hills – Midtown Community Plan. The T4 NE acknowledges urban areas and areas that are intended to develop with a more urban form. This policy supports a shallower setback than the 30 foot minimum that is currently required.

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

N/A

### **PUBLIC WORKS RECOMENDATION**

**No Exceptions Taken**

### **TRAFFIC & PARKING**

**No Exceptions Taken**

### **STORMWATER RECOMMENDATION**

**Approved**

### **WATER SERVICES**

**Approved**

### **STAFF RECOMMENDATION**

Staff recommends that the setback amendment be approved with conditions as it is consistent with the T4 NE policy and meets two critical planning goals.

### **CONDITIONS**

1. Any units developed closer than thirty feet from the front property line (12<sup>th</sup> Avenue South) shall front onto 12<sup>th</sup> Avenue South and shall have a primary entrance facing 12<sup>th</sup> Avenue South.



## Metropolitan Nashville Planning Department

Metro Office Building  
 P.O. Box 196300  
 800 Second Avenue South  
 Nashville, TN 37201

Voice: 615.862.7190  
 Fax: 615.862.7130  
 E-mail: [planningstaff@nashville.gov](mailto:planningstaff@nashville.gov)

# Item 9

### 2016 Planning Commission Filing Deadlines & Meeting Schedule

**Filing Time:**

12:00 PM filing deadline  
 Metro Planning Department

**Meeting Time:**

4:00 PM  
 Howard School Auditorium  
 700 2nd Avenue South

<u>Filing Deadline</u>	<u>Meeting Date**</u>
12/3/15	1/14/16
12/17/15	1/28/16
12/31/15	2/11/16
1/14/16	2/25/16
1/28/16	3/10/16
2/11/16	3/24/16
3/3/16	4/14/16
3/17/16	4/28/16
3/31/16	5/12/16
4/14/16	5/26/16
4/28/16	6/9/16
5/12/16	6/23/15
6/2/16	7/14/16
6/16/16	7/28/16
6/30/16	8/11/16
7/14/16	8/25/16
7/28/16	9/8/16
8/11/16	9/22/16
9/1/16	10/13/16
9/15/16	10/27/16
9/29/16	11/10/16
10/6/2016	11/17/16
10/27/16	12/8/16*
12/1/16	1/12/17

\*Only a single commission meeting will be held in December 2016

\*\*Major Plan Amendments require an additional two weeks to process and will appear on the next available meeting date.

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**MEMORANDUM**

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**TO:** PLANNING COMMISSIONERS  
**FROM:** ANDREW COLLINS, METRO NASHVILLE PLANNING DEPARTMENT  
**SUBJECT:** CERTIFICATION OF BONUS HEIGHT COMPLIANCE WITHIN THE DTC  
**DATE:** SEPTEMBER 17, 2015

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**PROJECT NAME** **BRIDGESTONE TOWER – DTC, SOBRO SUBDISTRICT**  
**Parcel(s)** 09306002400, 09306002500, 09306009200,  
09306009300 and 09306009400  
**Requested by** Ted Kromer, Giarratana Development, applicant;  
Industrial Dev. Board of the Metro Gov't of  
Nashville & Davidson County, owners

**BACKGROUND**

**The Downtown Code requires Planning Commission certification of compliance with the provisions of the Bonus Height Program (when those provisions are utilized for a development), before building permits can be issued.**

**APPLICANT REQUEST**

Certification of compliance with the Downtown Codes (DTC's) Bonus Height Program (BHP) for Bridgestone office building development, consisting of the block bounded by Demonbreun Street, Almond Street, Molloy Street, and 4<sup>th</sup> Avenue South, in the SoBro Subdistrict of the DTC. The applicant has utilized the Underground Parking provisions to propose one additional story of bonus height, bringing the total height of the project to 31 stories (30 stories by-right, and one story via the BHP), per the Downtown Code.

**ANALYSIS**

The DTC Bonus Height Program allows bonus height to be permitted if certain public benefit uses are met. One of the public benefits that may be provided in exchange for bonus height is Underground Parking. Per the DTC Bonus Height Program:

“The number of square feet of Bonus Height shall be equal to the number in square feet in Underground Parking. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.”

The Bonus Height Program Chart (BHP) allows up to eight bonus stories within the SoBro Subdistrict of the DTC. The applicant is providing approximately 155,500 GSF of underground parking (across 4.5 below grade levels), and is utilizing the derived bonus square footage towards one bonus story of approximately 24,459 GSF. This utilization is compliant with the DTC Bonus Height Program. Per the Downtown Code, the remaining un-used bonus square footage would be eligible for the BHP transfer of development rights, upon the project receiving its final certificate of occupancy. Additional Bonus Height for LEED may be certified by the Planning Commission upon LEED pre-certification documentation being obtained.



**STAFF RECOMMENDATION**

*Approve Certification of Compliance.* Staff has reviewed the project's utilization of the DTC's Bonus Height Program provisions, and finds it to be fully compliant. Staff recommends the Planning Commission certify compliance with the DTC's Bonus Height Program provisions.

Parcel Map





September 16, 2015

VIA EMAIL

Mr. Andrew Collins, Design Studio  
Metro Nashville Planning Department  
800 Second Avenue South  
Nashville, TN 37219

Dear Andrew:

I am sending this communication and the attached documentation in response to your request that we verify our compliance with the Downtown Code regarding the Bonus Height Program. It is my understanding that this would be an administrative consent agenda item and ask that this matter be heard at the September 24<sup>th</sup> meeting.

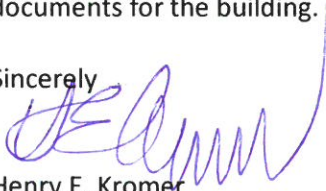
Bridgestone Headquarters is a 31-level office building located at the corner of Demonbreun and Fourth Avenue South. The building contains 1,081,000 square feet of gross floor area, 1,149 parking spaces and up to 10,000 GSF of retail. The building will seek a LEED Gold rating.

Below grade parking consists of 4.5 levels of approximately 35,000 GSF on L01-L04L for a total of 155,500 GSF of below grade parking. The Downtown Code provides the opportunity to match this below grade square footage in additional above grade levels. The additional level is only 26,459 GSF. (Based on the area of below grade parking and the size of our above grade levels the building is eligible for an additional 5.8 levels).

Other ways in which height may be increased are thru public parking and LEED. The upper level parking consisting of 727 spaces may be available to the public after hours (two times the square footage of parking permitted in additional levels) and the building will be a LEED Gold building (8 additional levels).

The attached exhibits describe the square footages shown above and as shown on the construction documents for the building.

Sincerely



Henry E. Kromer  
Development Director  
Giarratana Nashville