

# Metropolitan Planning Commission



Staff Reports

**October 22, 2015**



## Metro Planning Commission Meeting of 10/22/2015

*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.*

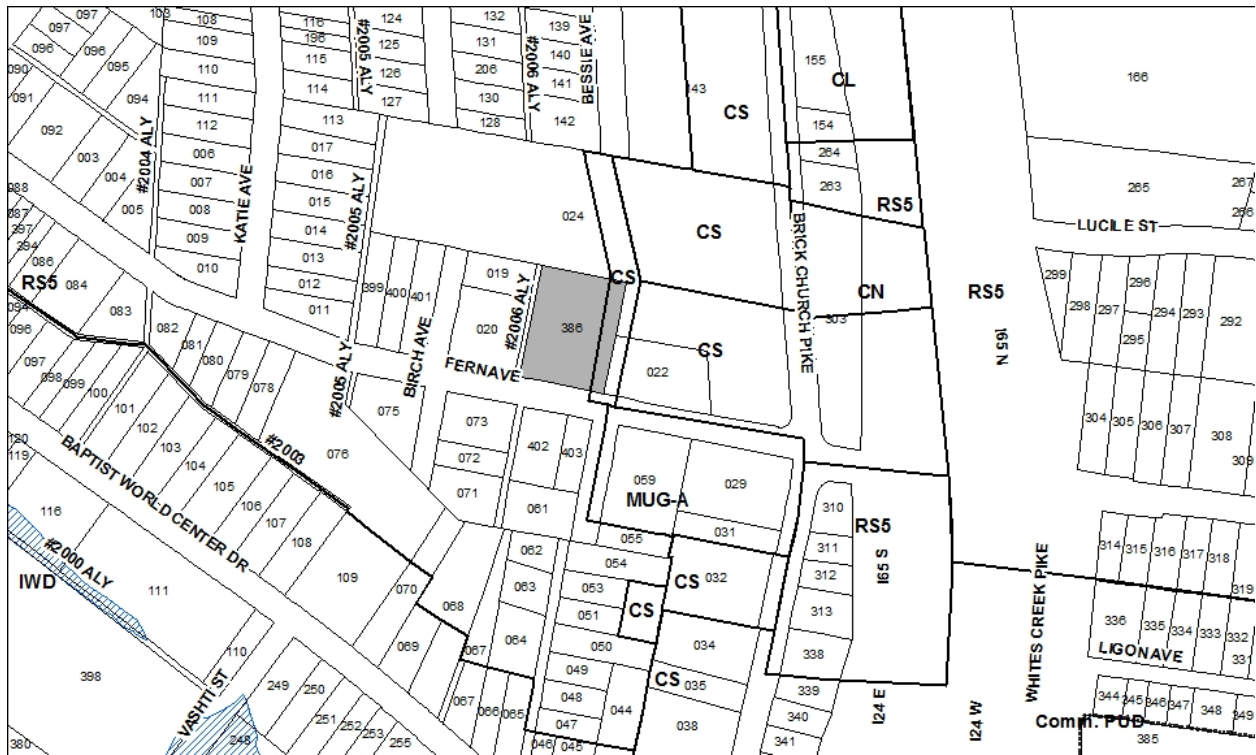


## **PREVIOUSLY CONSIDERED ITEMS**

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



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**2015SP-088-001**

101 FERN AVENUE

Map 071-14, Parcel(s) 386

03, Bordeaux - Whites Creek

02 (DeCosta Hastings)



**Project No.** **Zone Change 2015SP-088-001**  
**Project Name** **101 Fern Avenue**  
**Council District** 2 – Hastings  
**School District** 1 – Gentry  
**Requested by** Dale and Associates, applicant; Capital Homes, L.P. owner.

**Deferrals** This request was deferred from the September 24, 2015, and the October 8, 2015, Planning Commission meetings at the request of the applicant.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Disapprove or defer.*

**APPLICANT REQUEST**  
**Rezone to permit nine residential units.**

Zone Change  
 A request to rezone from Single-Family Residential (RS5) and Commercial Service (CS) 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.

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

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

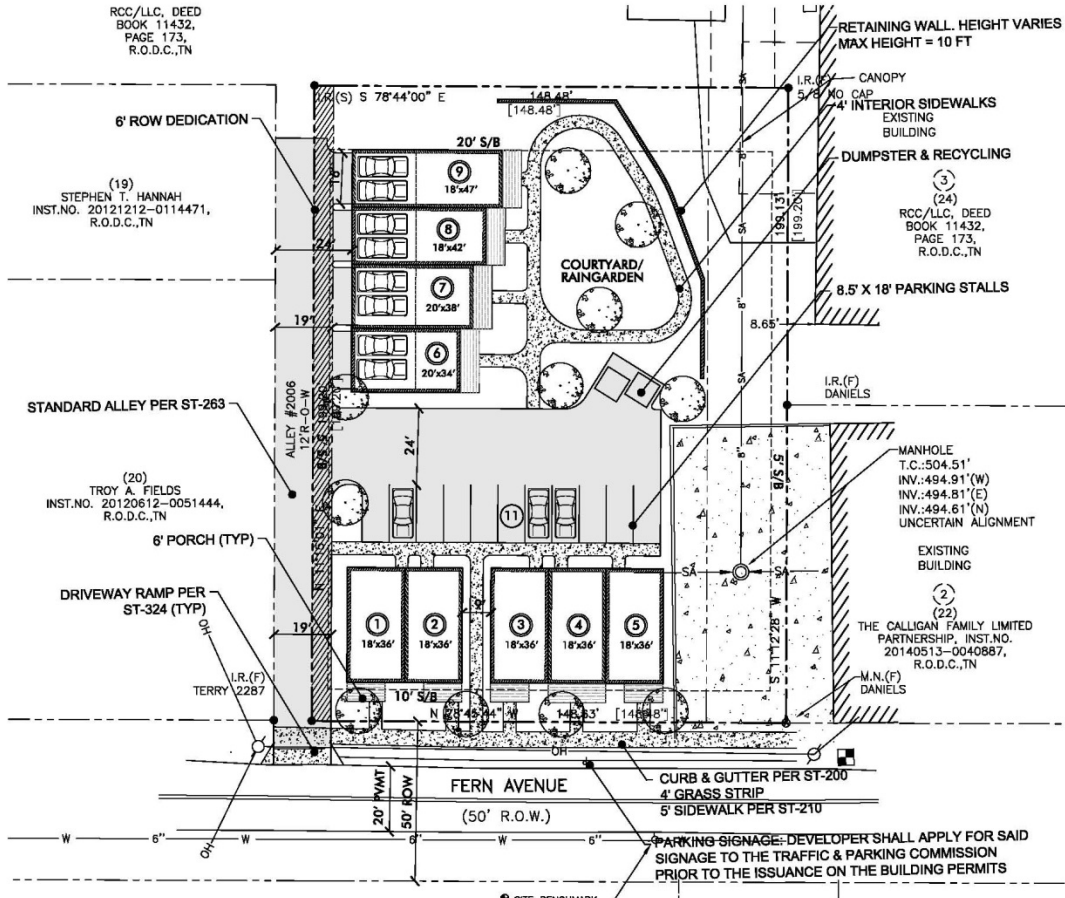
**Proposed Zoning**  
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one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

- CRITICAL PLANNING GOALS**
- Supports Infill Development
  - Provides a Range of Housing Choices
  - Creates Walkable Neighborhoods
  - Supports a Variety of Transportation Choices

This area is served by adequate infrastructure including roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure. The request provides for an additional housing option in the area with a higher



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Proposed Layout (1"=30')

Proposed Site Plan



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density than what is permitted under the existing single-family zoning district which covers a majority of the site. Additional housing options are important to serve a wide range of people with different housing needs. Higher densities foster walkability and better public transportation. A bus line runs along Brick Church Pike and a bus stop is located at the intersection of Brick Church Pike and Fern Avenue, which is near the proposed development.

### **BORDEAUX-WHITES CREEK COMMUNITY PLAN**

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 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?

The request is consistent with the T4 NE policy. The policy supports a change in the overall development pattern from commercial and lower density residential to higher density residential that is more urban in form. The SP will allow for additional density and a more urban building form, and is consistent with the policy.

### **PLAN DETAILS**

The 0.68 acre site is located on the north side of Fern Avenue, approximately 350 feet west of Brick Church Pike. The site is listed as vacant; however, aerial photographs indicate that the site may have been used for nonresidential activities in the past. Commercial and light industrial uses border the property on the north and east. The property to the west contains a single-family home and the property across the street is residentially zoned but is currently vacant.

#### Site Plan

The plan calls for nine residential units. Five units address Fern Avenue while the remaining four units front an internal open space. All units are limited to a maximum of three stories in 35 feet. The plan provides some architectural guidelines relating to building orientation, building entry, glazing, finished floor elevations and porches. The plan also prohibits vinyl siding, EFIS and untreated wood finishes.

Access is provided from a public alley that is located along the western property line. The plan also provides a four foot right-of-way dedication along the alley, which will bring the overall width of the alley to 16 feet. Surface parking is provided for the units fronting Fern Avenue and all spaces are located behind the units and screened from view from the right-of-way. The four units fronting the open space include garages that are accessed from the improved public alley. The plan provides a five foot wide sidewalk and four foot planting strip along Fern Avenue.



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### ANALYSIS

Staff recommends approval of this request as the proposed plan provides an additional housing option and a design that is consistent with the T4 NE land use policy. The proposal also meets several critical planning goals.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered and the locations of the hydrants may not be adequate.

### STORMWATER RECOMMENDATION

#### Approve with conditions

- Offsite improvements may be required (to be determined during Final SP review).

### PUBLIC WORKS RECOMMENDATION

#### Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Verify the available sight distance at the proposed alley connection to Fern Ave meets the AASHTO design standard. Submit field run survey indicating findings.

### TRAFFIC AND PARKING RECOMMENDATION

#### Returned for corrections

- Verify the available sight distance at the proposed alley connection to Fern Ave meets the AASHTO design standard. Submit field run survey indicating findings.

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)	0.68	8.71 D	5 U	48	4	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.68	-	9 U	67	6	7

Traffic changes between maximum: **RS5** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4 U	+19	+2	+1





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### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

Approved as a Preliminary SP only. Public construction plans must be submitted and approved prior to Final SP approval.

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed SP-R zoning district would not generate any additional students than what is typically generated under the existing RS5 zoning district. Students would attend Lillard Elementary, Joelton Middle School, and Whites Creek High School. There is additional capacity for elementary, middle school and high school students. This information is based upon data from the school board last updated October 2014.

### **STAFF RECOMMENDATION**

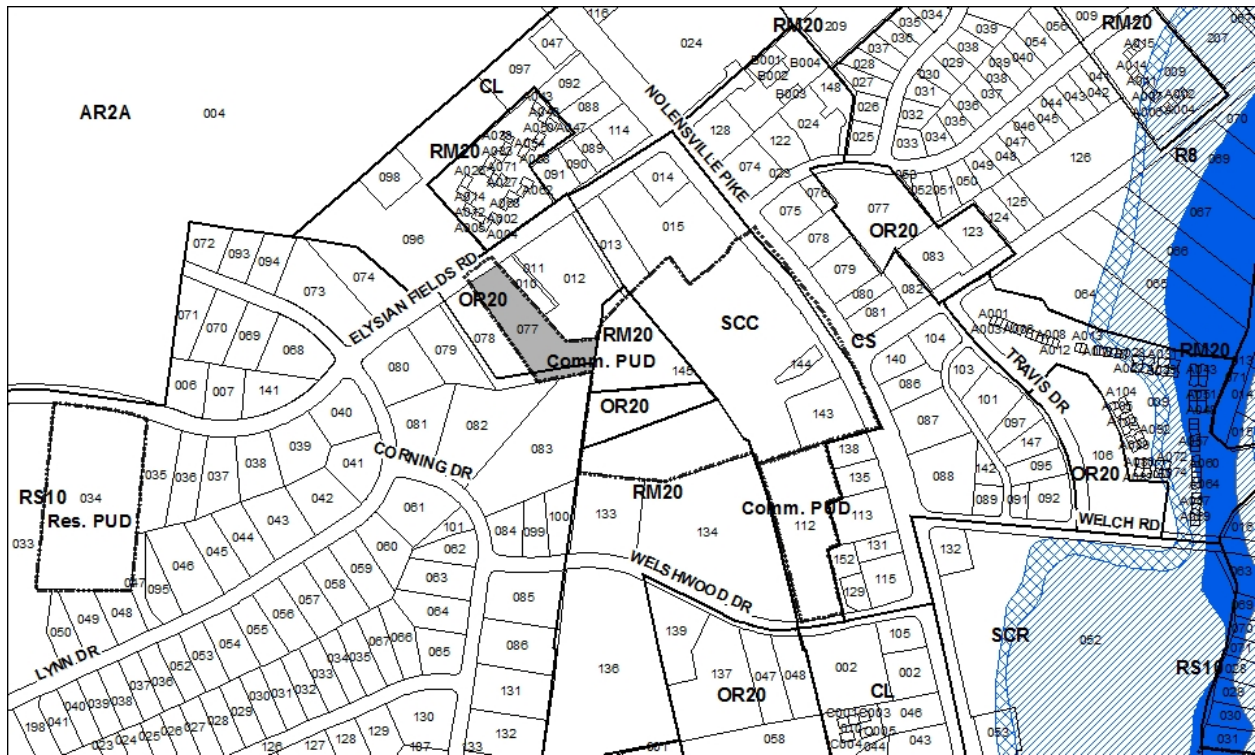
Staff recommends disapproval or deferral. While the proposed SP is consistent with the T4NE policy for the Bordeaux-Whites Creek community plan and meets several critical planning goals, Public Works' concerns regarding sight distance have not been adequately addressed. Staff would recommend approval with conditions if these issues were resolved to Public Works satisfaction and Public Works recommended approval.

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

1. Uses are limited to a maximum of nine residential units.
2. Porches shall not encroach any further into the front setback than what is shown on the preliminary plan.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. The 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.
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.



# Metro Planning Commission Meeting of 10/22/2015



**75-83P-003**

ELYSIAN FIELDS

Map 133-14, Parcel(s) 077

12, Southeast

26 (Jeremy Elrod)



**Project No.** PUD Amendment 75-83P-003  
**Project Name** Elysian Fields  
**Associated Case** 2015Z-064PR-001  
**Council District** 26 – Elrod  
**School District** 7 – Pinkston  
**Requested by** Dean Design Group, applicant; JMM, LLC, owner.

**Deferrals** This item was deferred from the June 11, 2015, and June 25, 2015, Planning Commission meetings.

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

**APPLICANT REQUEST**  
**Amend PUD to permit a parking lot.**

PUD Amendment

A request to amend a portion of the Commercial Planned Unit Development Overlay District for property located at 451 Elysian Fields Road, approximately 720 feet west of Nolensville Pike, zoned Office/Residential (OR20) and Single-Family Residential (RS10), (1.63 acres), to permit a parking lot.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *Permitted uses on this site are controlled by the approved PUD.*

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *Permitted uses on this site are controlled by the approved 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 conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. This PUD plan In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

**CRITICAL PLANNING GOALS**

N/A





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### **SOUTHEAST COMMUNITY PLAN**

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that are intense mixed use areas. T3 Suburban Community Center areas fit in with the general character of suburban neighborhoods. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Community Centers are pedestrian friendly areas, generally located at prominent intersections.

Conservation (CO) is 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 PUD amendment is consistent with the Suburban Community Center policy. The requested parking will serve as employee parking for an existing use within the Community Center, improving the functionality of the Center. A sidewalk is being added to connect the proposed parking area to the existing principal building, improving the pedestrian environment. The Conservation policy located on the property is the result of the installation of the entrance drive and is not a naturally occurring feature.

### **PLAN DETAILS**

The site is located on the west side of Nolensville Pike, south of Elysian Fields Road. The original Council approved Planned Unit Development was approved in 1983 for 110,265 square feet of various commercial uses and was revised in January 2015 to permit a 5,050 square foot expansion. No new uses were proposed at that time, and the plan met the parking requirements of the Zoning Code. The requested amendment is to provide 99 parking spaces on the parcel that fronts Elysian Fields Road to provide additional employee parking for the Plaza Mariachi. This parcel currently serves only as an access drive for the shopping center and has not been previously approved for parking or any other uses. The plan provides landscaping that meets the standards of the Zoning Code.

### **ANALYSIS**

Although the currently approved PUD meets the parking requirements of the Zoning Code, the area proposed will provide additional employee parking for the Plaza Mariachi center leaving the main parking area for the use of customers. A sidewalk connection is being provided from Elysian Fields Road through the new parking area, enhancing the pedestrian environment of the center.

Landscaping is proposed to screen the proposed parking area from Elysian Fields Road and from the adjacent property. The property immediately adjacent to the west is zoned OR20 and currently serves as an office. While the building is residential in character, the site features a large surface parking area that takes up most of the front yard. The proposed parking area will include a retaining wall along the western property line.



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As the PUD amendment will provide for increased functionality for Plaza Mariachi, provide for enhanced pedestrian connectivity, and because landscaping is being provided to screen the parking from the street, staff recommends approval of the request.

### **FIRE MARSHAL RECOMMENDATION**

**N/A**

### **STORMWATER RECOMMENDATION**

**Approved**

### **TRAFFIC & PARKING RECOMMENDATION**

**No exception taken**

### **WATER SERVICES RECOMMENDATION**

**Approved**

### **PUBLIC WORKS RECOMMENDATION**

**No exception taken**

No traffic table was prepared for this case, as it is not expected to generate additional traffic.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

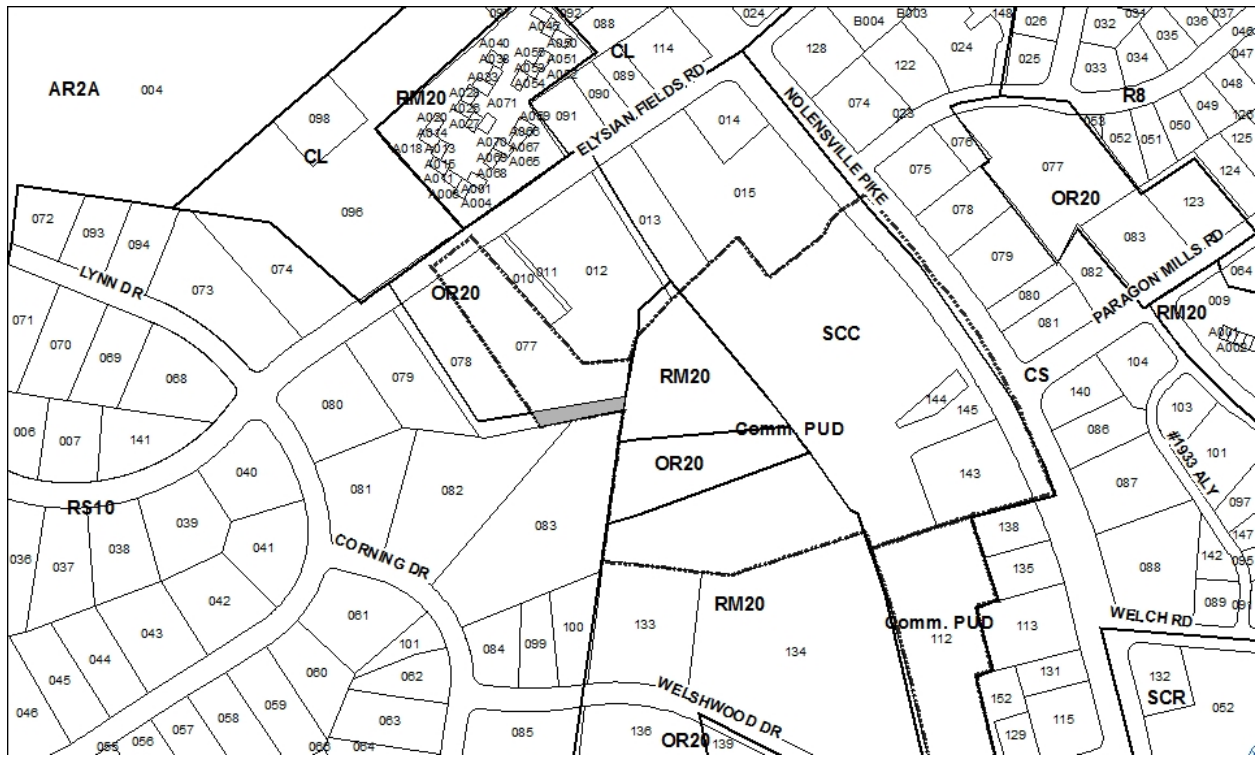
1. Proposed sidewalk shall extend to Elysian Fields Road and sidewalk shall be a minimum of 5 feet in width.
2. Provide striped pedestrian walkway to connect from new sidewalk to building.
3. Provide additional landscaping to screen the parking area from adjacent properties and from Elysian Fields Road. Additional landscaping to be consistent with proposed landscaping to screen proposed parking spaces from Elysian Fields Road.
4. On Elysian Fields Road, there shall be no pole signs allowed, and all free standing signs shall be monument type not to exceed five feet in height. Changeable LED, video signs or similar signs allowing automatic changeable messages shall be prohibited. All other signs shall meet the base zoning requirements, and must be approved by the Metro Department of Codes Administration.
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. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
7. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan



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# Metro Planning Commission Meeting of 10/22/2015



**2015Z-064PR-001**

Map 133-14, Part of Parcel(s) 077

12, Southeast

26 (Jeremy Elrod)





**Project No.** **Zone Change 2015Z-064PR-001**  
**Associated Case** 75-83P-003  
**Council District** 26 – Elrod  
**School District** 7 – Pinkston  
**Requested by** Dean Design Group, applicant; JMM, LLC, owner.

**Deferred** This item was deferred from the June 11, 2015, and June 25, 2015, Planning Commission meetings.

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

**APPLICANT REQUEST**  
**Zone change from RS10 to OR20.**

Zone Change

A request to rezone from Single-Family Residential (RS10) to Office/Residential (OR20) zoning for a portion of property located at 451 Elysian Fields Road, approximately 735 feet west of Nolensville Pike (0.14 acres).

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *Permitted uses on this site are controlled by the approved 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 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.

**Proposed Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *Permitted uses on this site are controlled by the approved PUD.*

**CRITICAL PLANNING GOALS**

N/A

**SOUTHEAST COMMUNITY PLAN**

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that are intense mixed use areas. T3 Suburban Community Center areas fit in with the general character of suburban neighborhoods. Infrastructure and transportation networks may be



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enhanced to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Community Centers are pedestrian friendly areas, generally located at prominent intersections.

### Consistent with Policy?

Yes. The uses permitted within OR20 are consistent with the Suburban Community Center policy. Additionally, the majority of the parcel is currently zoned OR20.

### **ANALYSIS**

The rezoning request is for a 0.143 acre portion of a 1.63 acre site. The remaining 1.49 acres are currently zoned OR20. The uses permitted within OR20 zoning are consistent with the T3 Suburban Community Center policy. Additionally, there is a Planned Unit Development Overlay on the property. There is an associated application to amend the PUD with a site plan for the property.

### **PUBLIC WORKS RECOMMENDATION**

#### **No exception taken**

No traffic table was prepared for this case, as it is not expected to generate additional traffic.

### **STAFF RECOMMENDATION**

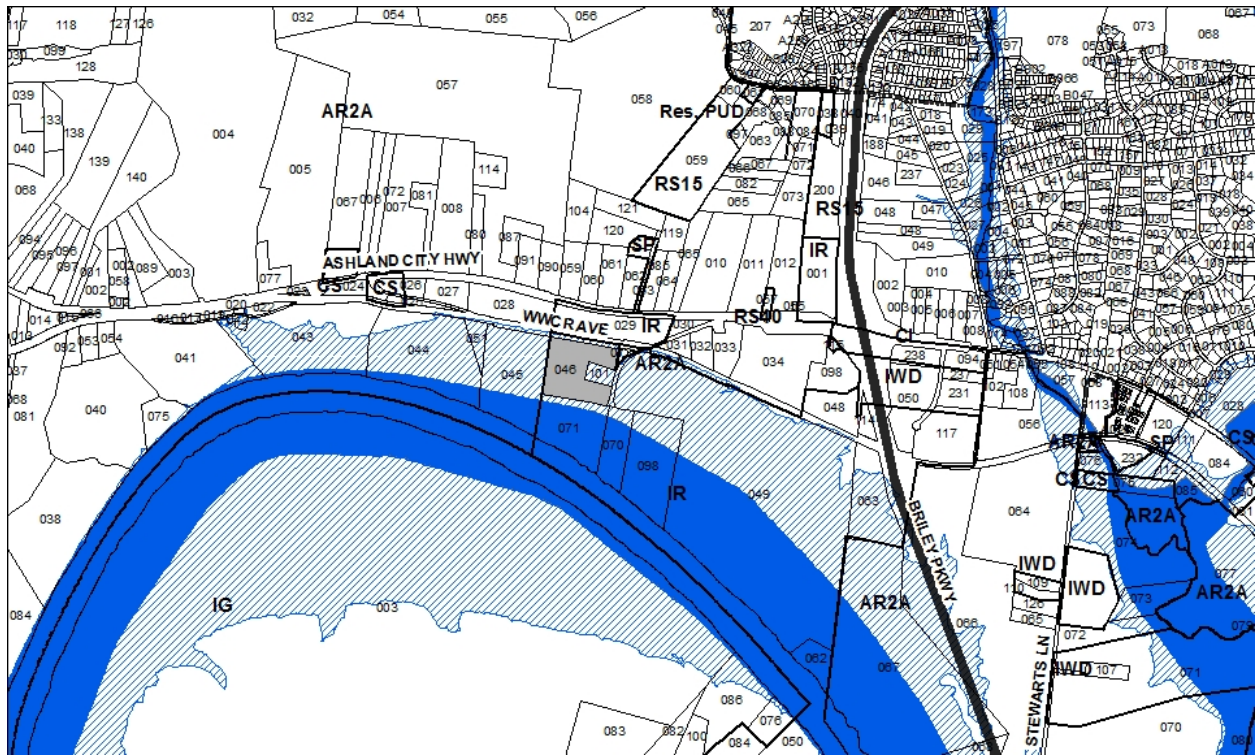
Staff recommends approval of the request.



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# Metro Planning Commission Meeting of 10/22/2015



**2015Z-076PR-001**

Map 068, Parcel(s) 046

03, Bordeaux - Whites Creek

01 (Loniel Greene, Jr.)



<b>Project No.</b>	<b>Zone Change 2015Z-076PR-001</b>
<b>Council District</b>	1 – Greene
<b>School District</b>	1 – Gentry
<b>Requested by</b>	SEC, Inc., applicant; Smyrna Ready Mix, LLC, owner.
<b>Deferred</b>	This item was deferred from the September 10, 2015, Planning Commission meeting.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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

Zone Change

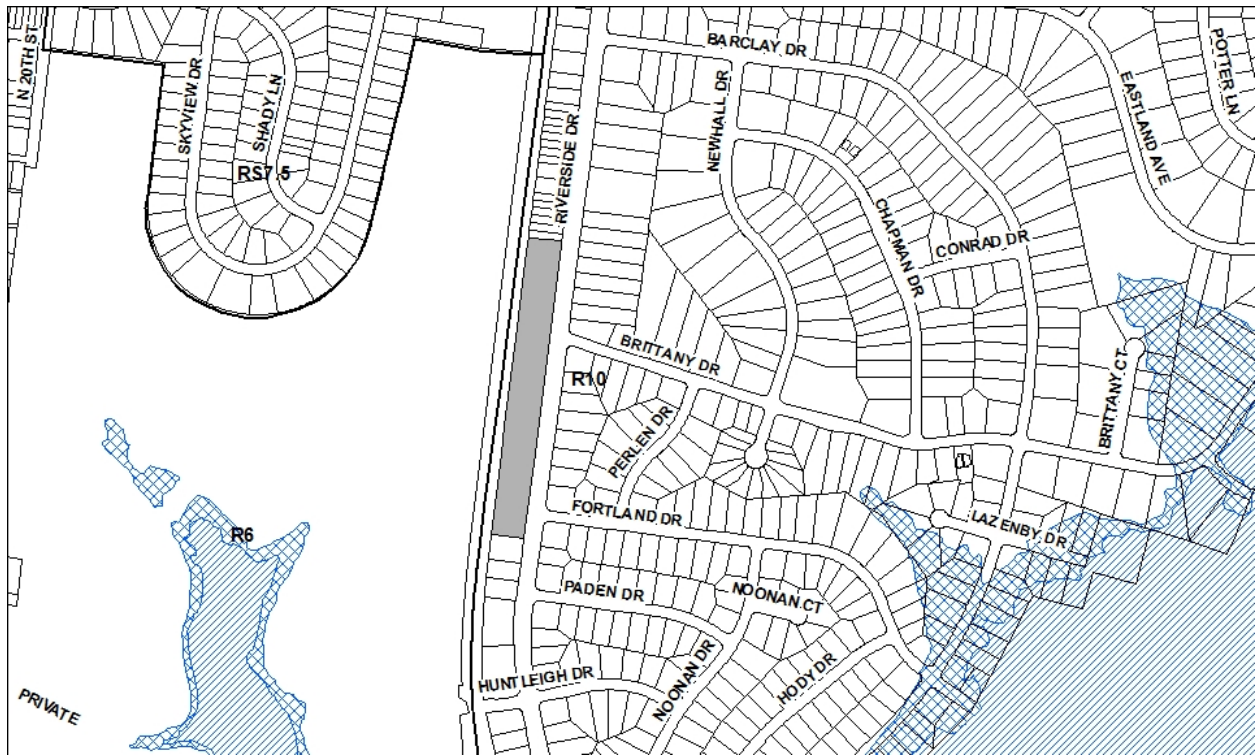
A request to rezone from Industrial Restrictive (IR) to Industrial General (IG) zoning for property located at Amy Lynn Drive (unnumbered), approximately 1,100 feet west of Jennie Brown Lane (14.61 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral as requested by the applicant.



# Metro Planning Commission Meeting of 10/22/2015



**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, the August 27, 2015, and the September 24, 2015, Planning Commission meetings at the request of the applicant.

<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**  
**Create 17 single-family lots.**

Concept Plan

A request for concept plan approval to create 17 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).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 19 lots with four duplex lots for a total of 23 units.*

**CRITICAL PLANNING GOALS**

- Supports Infill development

The proposed subdivision is located within a developed area and will provide additional housing opportunities where a majority of needed infrastructure is in place.

**PLAN DETAILS**

The property is located on the west side of Riverside Drive, just north of the entrance into Shelby Bottoms Park. The property is currently vacant. While there are no natural constraints on the property, manmade constraints include a high voltage power line that runs parallel to Riverside Drive and bisects the property and a CSX rail line that runs along the back of the property.

History

The Planning Commission previously approved a subdivision on this site, which also included another parcel to the south. The previous concept plan was approved on







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July 24, 2008, for 18 single-family lots. The Commission then approved two concept plan extensions for the previous plan with the last extension being approved on January 26, 2012. The applicant later submitted a new concept plan for the area south of this site. That plan included four single-family lots and was approved by the Planning Commission on October 25, 2012. A final plat for those four lots has been recorded, and homes have been constructed on three of the four lots.

### Site Plan

The plan calls for 17 single-family lots. Lots range in size from 10,458 square feet to 12,553 square feet. Building envelopes are shown. The building envelopes are approximately fifty feet in depth and range in width from 55 feet to 84 feet. All lots will be accessed from Riverside Drive with nine shared access driveways provided between lots with the exception of lot 16, which is not adjacent to another lot. The plan currently shows a five foot wide sidewalk along Riverside Drive and a five foot wide planting strip. The required sidewalk width is six feet and also requires a six foot wide planting strip.

### Variance Request (Section 3-4.2.f.1)

Section 3-4.2.f.1 of the Subdivision Regulations requires a setback of at least 25 feet in depth *in addition to* the setback required by the Zoning Code for lots adjacent to a railroad. This would require the rear setback to be 45 feet. This requirement coupled with the 100 foot wide easement associated with the high-voltage power line would reduce the building envelope depths to approximately 30 feet. The applicant has stated that homes could be built within the small envelopes; however, staff recommends a variance from Section 3-4.2.f.1 in order to create a larger building envelope which would permit the construction of homes that are more in keeping with the character of the area. The applicant has requested the variance from Section 3-4.2.f., and is proposing a 25 foot rear setback in lieu of the required 45 foot setback (20' zoning setback + 25' rail road setback).

If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance from these regulations may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Planning Commission shall make findings based upon the evidence presented to it in each specific case that:

- a) The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
- b) The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
- c) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
- d) The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

### **ANALYSIS**

Staff recommends approval with conditions, including that a variance from Section 3-4.2.f.1 of the Subdivision Regulations be granted. Staff finds that the request meets all requirements for the



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Commission to grant the variance and recommends that the granting of the variance will not be detrimental to surrounding properties. In fact, the variance would permit larger building envelopes that are more consistent with the surrounding development pattern. With the variance the building envelopes are approximately 50 feet deep. Without the variance the building envelopes would be about 25 feet deep. While the site constraints necessitating this variance request can likely be found elsewhere in Davidson County, it is likely that this is not a prevalent condition. A similar variance was granted in 2012 when the Commission approved the four-lot concept plan south of this site. Due to the 100-foot wide easement associated with the high-voltage power line, staff finds that the combined Zoning Code rear setback and the additional railroad setback effectively limits development in a manner that is consistent with the overall area creating a hardship. Furthermore, staff finds that the variance would not vary from the General Plan or the Metro Zoning Code.

The policy is Suburban Neighborhood Maintenance (T3 NM). Since the policy is T3 NM, then lots must meet the infill requirements of the Subdivision Regulations in regards to lot size and width at street. All 17 lots are consistent with the infill requirements.

### Lot Compatibility

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

### Zoning Code

All lots meet the minimum standards of the R10 zoning district.

### Street Frontage

All lots have frontage on a public street.

### Density

Suburban Neighborhood Maintenance land use policy supports density up to 20 dwelling units per acre. The proposed infill subdivision provides a density of 3.8 dwelling units per acres which falls well within the range supported by policy.

### Community Character

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. In this case, the lots must be equal to or greater than 57' which is 70% of the average lot frontage of the surrounding lots. All lots have at least 70' of frontage; therefore, all lots meet the community character for lot frontage.

<b>Lot Frontage Analysis</b>	
Minimum Proposed	70'
<b>70% of Average</b>	<b>57'</b>
Smallest Surrounding Parcel	34'



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2. Lot size: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. In this case, the minimum lot area must be at least 9,147 square feet, which is 70% of the average for the surrounding lots. However, in order to meet minimum lot size requirements of the Zoning Code, all lots must be at least 10,000 square feet. The smallest lot proposed is 10,458 square feet.; therefore, all lots meet the community character for lot area.

<b>Lot Size Analysis</b>	
Minimum Proposed	10,458 SF
<b>70% of Average</b>	<b>9,147 SF</b>
Smallest Surrounding Parcel	5,227 SF

3. Street setback: Due to a 100 foot wide TVA easement homes will be setback approximately 75' from Riverside. This is consistent with other lots on the same side of Riverside that are encumbered with the TVA easement.
4. Lot orientation: All lots are oriented toward Riverside Drive which is consistent with the existing lot pattern on the street.

### Agency Review

All review agencies recommend approval.

Sidewalks are required with this subdivision. Because there is no sidewalk network adjacent to the site the applicant has the option to construct the required sidewalks or make a payment to the sidewalk fund in-lieu of construction. This requirement must be satisfied prior to the final plat being recorded.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMENDATION**

#### **Approved with conditions**

If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, they should be shown and labeled on the plan per Public Works standards. This includes curb and gutter, grass strip, sidewalk, and a minimum of 20 feet of street pavement width. Final construction plans must be submitted that address any related drainage improvements, grading, utility relocation(s), and tree removal, prior to commencing work.

### **TRAFFIC & PARKING RECOMMENDATION**

**No Exceptions Taken**

### **STORMWATER RECOMMENDATION**

**Approved**



## **Metro Planning Commission Meeting of 10/22/2015**

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

Approved as a Concept Plan only. Public sewer construction plans must be submitted and approved before the Final Site Plan can be approved. The required capacity fees must be paid before the Final Plat can be approved.

### **STAFF RECOMMENDATION**

Staff recommends that the concept plan be approved with conditions including approval of a variance from Section 3-4.2.f.1 of the Subdivision Regulations.

### **CONDITIONS**

1. Driveways shall be limited to the locations shown on the plan. Additional driveways are not permitted.
2. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to a 16' driveway, and access points shall be located as shown on the concept plan.
3. While sidewalks are shown on the plan, the Subdivision Regulations allow for a contribution to be made to Pedestrian Benefit Zone 2-A. The sidewalk requirements of the Subdivision Regulations shall be met prior to the final plat being recorded. If sidewalks are to be constructed or bonded, then the sidewalk shall be six feet in width and include a six foot planting strip.

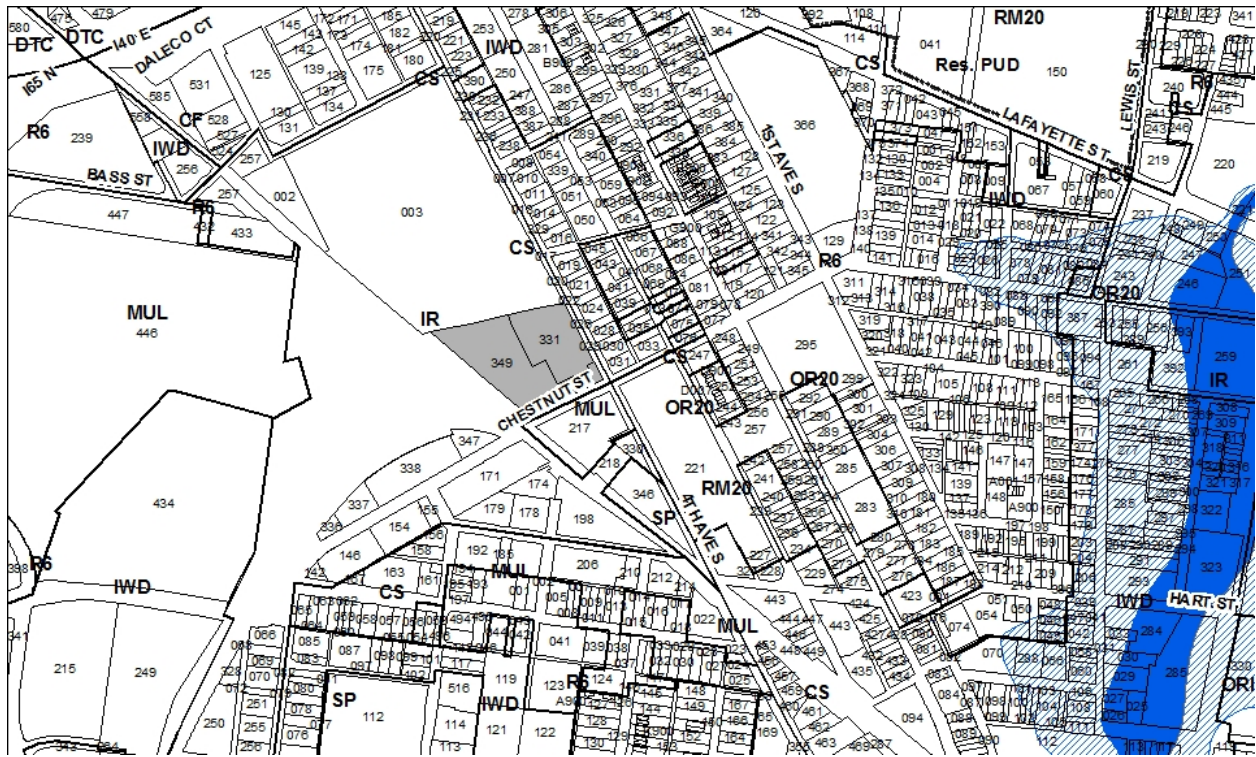


## **COMMUNITY PLAN POLICY CHANGES and ASSOCIATED CASE**

- **Plan Amendment**
- **Specific Plan**



# Metro Planning Commission Meeting of 10/22/2015



**2015CP-011-003**

**SOUTH NASHVILLE PLAN AMENDMENT**

Map 105-03, Parcel(s) 331, 349

11, South Nashville

17 (Colby Sledge)



**Project No.** 2015CP-011-003  
**Project Name** South Nashville community Plan 2015 Outpost Nashville  
**Associated Case** 2015SP-092-001  
**Council District** 17 – Sledge  
**School District** 5 – Kim  
**Requested by** Outpost Nashville, applicant; William and Sara Bass, owners.  
  
**Staff Reviewer** McCullough  
**Staff Recommendation** *Defer to the November 12, 2015, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Amend the South Nashville Community Plan.**

Major Plan Amendment

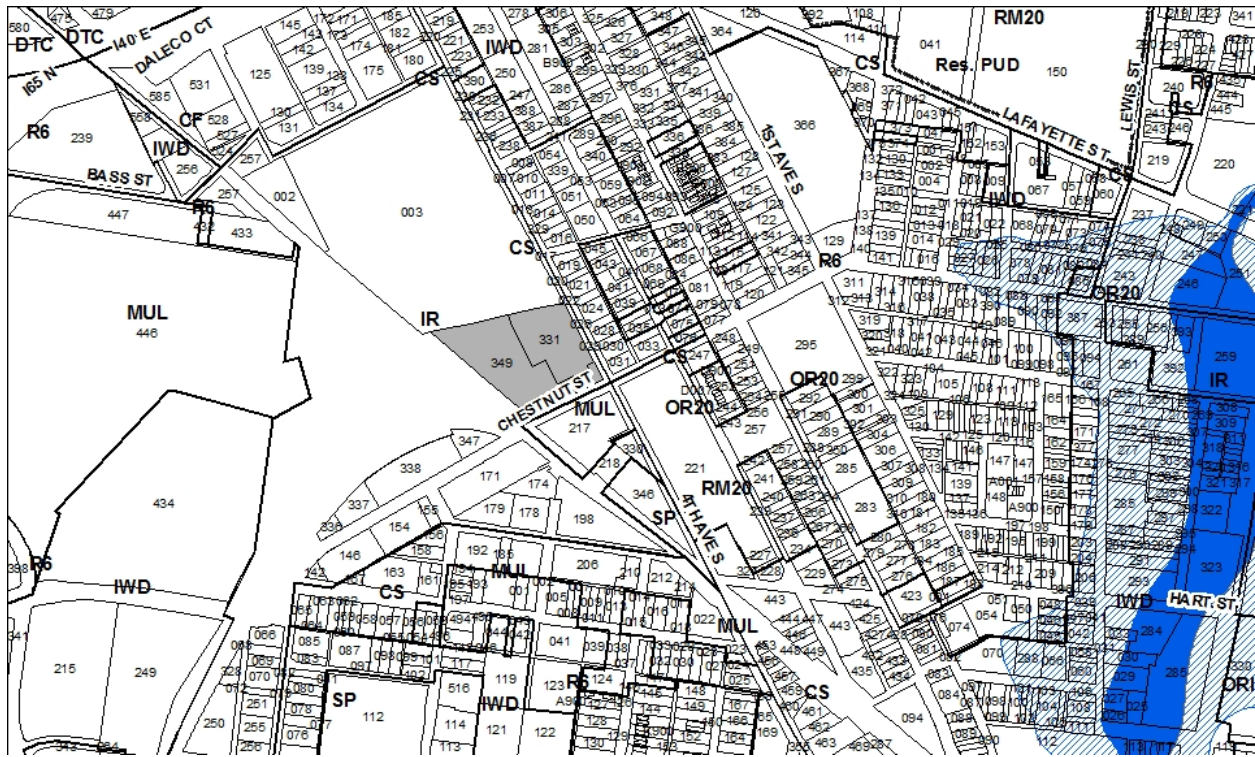
A request to amend the South Nashville Community Plan by amending the Community Character policy to allow 10 stories in height for a portion of the T4 Urban Mixed Use Neighborhood Policy Area for properties located at 1131 and 1137 4th Avenue South, at the northwest corner of 4th Avenue South and Chestnut Street (5.2 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the November 12, 2015, Planning Commission meeting as requested by the applicant.



# Metro Planning Commission Meeting of 10/22/2015



**2015SP-092-001**

**OUTPOST NASHVILLE**

Map 105-03, Parcel(s) 331, 349

11, South Nashville

17 (Colby Sledge)





<b>Project No.</b>	<b>Specific Plan 2015SP-092-001</b>
<b>Project Name</b>	<b>Outpost Nashville</b>
<b>Associated Case</b>	2015CP-011-003
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Kim
<b>Requested by</b>	Hastings Architecture Associates, LLC, applicant; William and Sara Bass, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the November 12, 2015, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Rezone to permit a mixed-use development.**

Preliminary SP

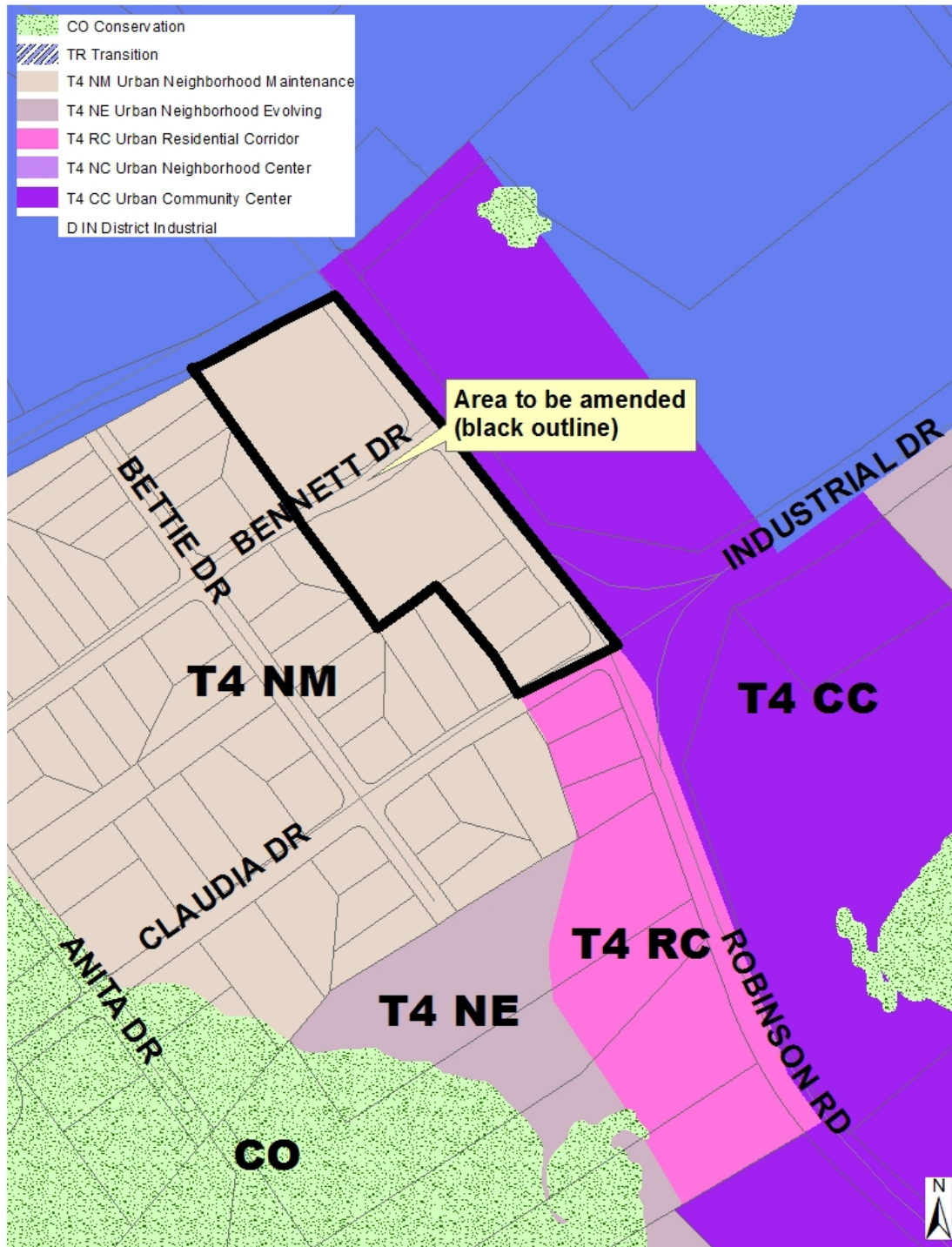
A request to rezone from Industrial Restrictive (IR) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 1131 and 1137 4th Avenue South, at the northwest corner of Chestnut Street and 4th Avenue South (5.2 acres), to permit a mixed use development.

**STAFF RECOMMENDATION**

Staff recommends that the concept plan be deferred to the November 12, 2015, meeting as requested by the applicant.



# Metro Planning Commission Meeting of 10/22/2015



**2015CP-014-002**  
DONELSON HERMITAGE COMMUNITY PLAN  
Map 044-13, Parcel(s) 043  
14, Donelson - Hermitage  
11 (Larry Hagar)



<b>Project No.</b>	<b>Major Plan Amendment 2015CP-014-002</b>
<b>Project Name</b>	<b>Donelson-Hermitage-Old Hickory Community Plan – Amendment</b>
<b>Associated Case</b>	2015Z-079PR-001
<b>Council District</b>	11 – Hagar
<b>School Districts</b>	4 – Shepherd
<b>Requested by</b>	Lisa Grimes, applicant and owner.
<b>Staff Reviewer</b>	McCaig
<b>Staff Recommendation</b>	<i>Defer to the November 12, 2015, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Amend the Community Character policy to change from Urban Neighborhood Maintenance to a Transition policy.**

Major Plan Amendment

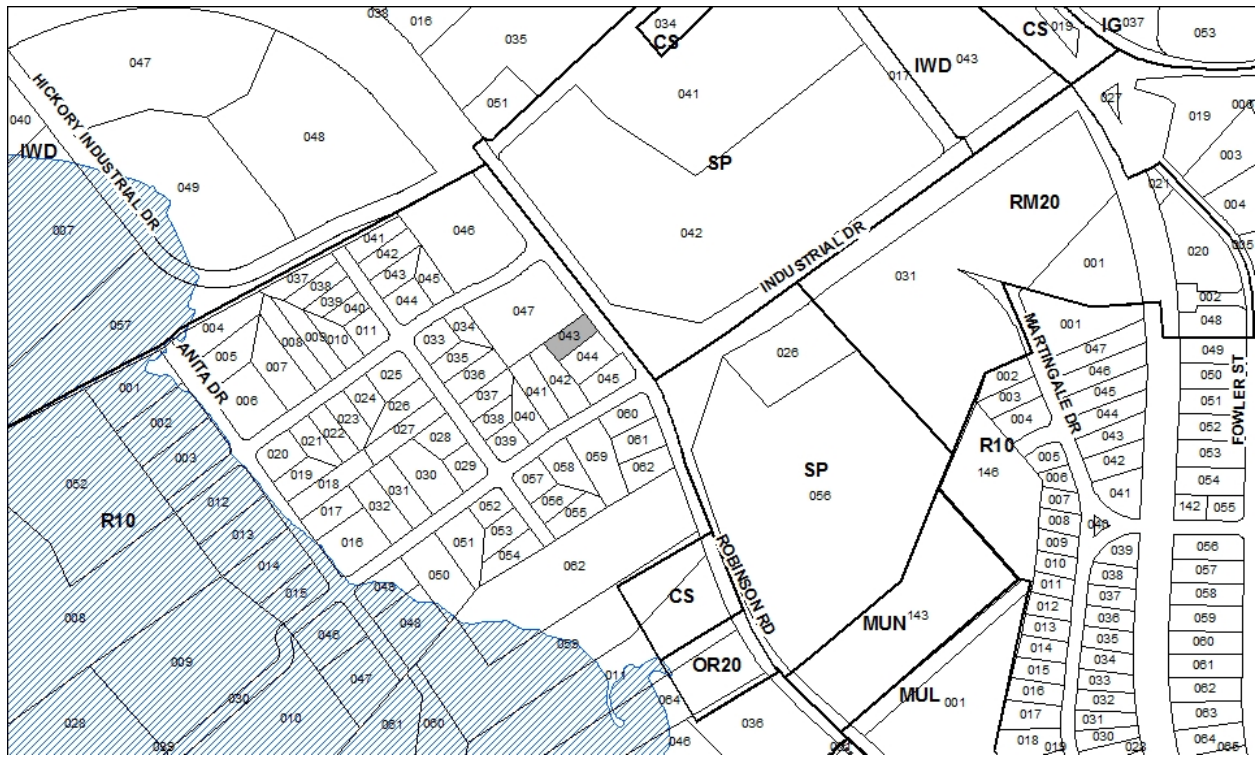
A request to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the Community Character policy from T4 Urban Neighborhood Maintenance to a Transition policy, to permit a mixture of offices and residential uses for an area along Robinson Road in Old Hickory (5.53 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the November 12, 2015, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 10/22/2015



**2015Z-079PR-001**

Map 044-13, Parcel(s) 043

14, Donelson - Hermitage

11 (Larry Hagar)



<b>Project No.</b>	<b>Zone Change 2015Z-079PR-001</b>
<b>Associated Case</b>	2015CP-014-002
<b>Council District</b>	11 - Hagar
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Lisa Grimes, applicant and owner.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Defer to the November 12, 2015, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Zone change from R10 to OR20-A.**

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Office/Residential-Alternative (OR20-A) zoning for property located at 912 Robinson Road, approximately 300 feet east of Bennett Drive (0.32 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the November 12, 2015, Planning Commission meeting at the request of the applicant.



**SEE NEXT PAGE**



## **RECOMMENDATIONS TO METRO COUNCIL**

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



**NO SKETCH**





<b>Project No.</b>	<b>Zone Change 2015Z-016TX-001</b>
<b>Project Name</b>	<b>Mineral Extraction</b>
<b>Council Bill</b>	BL2015-13
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Larry Hagar
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with amendments.</i>

**APPLICANT REQUEST**

**Amend Chapters 17.08 and 17.16 of the Metropolitan Code, Zoning Regulations, pertaining to mineral extraction.**

**ZONING TEXT AMENDMENT**

A request to amend Chapters 17.08 and 17.16 of the Metropolitan Code, Zoning Regulations, designating “mineral extraction” as a use permitted with conditions in the IG zoning district and adding conditions applicable to this use.

**CRITICAL PLANNING GOALS**

N/A

**HISTORY**

The similar text amendment was proposed during the previous Council term. The bill passed first reading on July 7, 2015. The bill was later withdrawn prior to being referred to the Commission for review and recommendation to Council.

**PROPOSED AMENDMENT**

As proposed the amendment would make changes to Section 17.08 and 17.16. The changes pertain to mineral extraction which is a use specified in the Zoning Code. Mineral extraction is defined as “The extraction of metallic and nonmetallic minerals or materials, including rock crushing, screening and the accessory storage of explosives.”

Currently Mineral extraction is permitted (P) in the IG (industrial general) zoning district and as a special exception (SE) in the Agricultural (AG), Agricultural and Residential (AR2a) and Industrial Restrictive (IR) Districts.

Districts requiring a Special Exception must be approved by the Board of Zoning Appeals (BZA). Requirements that must be met under the SE pertain to the following:

- Lot size;
- Street standards;
- Location;
- Separation;
- Setbacks;
- Residential encroachment;
- Landscape buffer yards;



## Metro Planning Commission Meeting of 10/22/2015

- Performance standards;
- Blasting; and
- Reclamation.

The proposed amendment would permit with conditions (PC) mineral extraction uses in the IG district where the use is currently permitted (P) by right. As proposed some conditions are similar to the existing Special Exception conditions required for mineral extraction uses in the AR, AR2a and IR districts. Unlike the Special Exception designation, uses permitted with conditions do not require review by the BZA. As proposed the conditions with which mineral extraction is to be permitted in the IG Zoning District are as follows:

1. **Street Standard.** At a minimum, this use shall have driveway access on a nonresidential collector street.
2. **Setback.** No mineral extraction activity, including the transport of material extracted, shall occur within 500 feet of any property line, within 1,250 feet of a residential structure, or within 2,000 feet of the property line of a park or community education facility.
3. **Landscape Buffer Yard.** Where the site abuts a residential zone district, screening in the form of landscape buffer yard Standard D shall be applied continuously within the setback area required in subdivision 2 of this subsection placed either on the property boundary or along the perimeter of the operation, or both. This screening shall consist of six feet in height densely planted shrubs and/or trees which are of an evergreen type that provide year-round screening, or an opaque wall or barrier of six feet in height. An earthen berm may supplement this screening. All screening shall be maintained in good condition at all times. Areas of hazardous equipment and quarry pits shall be completely enclosed by fencing.
4. **Performance Standards.** The operation shall minimize disturbances and adverse impacts on surrounding lands using best available current technology. The operation shall comply with the performance standards of the industrial zone district regulations and measures shall be taken to control windborne materials in accordance with Section 10.56.190 of the Metropolitan Code. The application shall demonstrate the methodology necessary to ensure that the operation complies with all applicable federal, state and local laws.”

### **ANALYSIS**

Staff recommends that the proposed bill be approved with amendments. The subject use is a high impact use and can have detrimental impacts on surrounding properties. Currently, the use is permitted by right in IG districts; therefore, the Zoning Code provides minimal measures to protect neighboring residential properties or public parks areas. The proposed amendment would reduce the negative impacts this use may have on surrounding properties. The amendment recommended by staff is to exclude residential structures, parks and community education facilities on the opposite side of a significant natural feature such as the Cumberland River from being included in the setback calculation. Staff finds that the impact of the subject use would have less of an impact on properties on the opposite sides of significant natural features such as the Cumberland River because the natural feature itself can provide the appropriate buffer. Staff is also recommending one other minor amendment to the requirement regarding access (Street Standard). Staff is recommending that the requirement reference the Major and Collector Street Plan in regards to street type.



## Metro Planning Commission Meeting of 10/22/2015

### CODES RECOMMENDATION

Approve as amended.

### STAFF RECOMMENDATION

Staff recommends that the proposed bill be approved with amendments.

### STAFF RECOMMENDED AMENDMENTS

1. Residential structures, parks and community education facilities on the opposite side of significant natural feature such as the Cumberland River from any proposed mineral extraction use should not be included in the calculation for setbacks.
2. The condition regarding access should reference the Major and Collector Street Plan in regards to street type. It should read "1. Street Standard. At a minimum, this use shall have driveway access on a nonresidential collector street".

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### ORDINANCE NO. BL2015-13

**An Ordinance amending Chapters 17.08 and 17.16 of Title 17 of the Metropolitan Code, Zoning Regulations, designating "mineral extraction" as a use permitted with conditions in the IG zoning district and adding conditions applicable to this use, all of which is more particularly described herein (Proposal No. 2015Z-016TX-001).**

WHEREAS, mineral extraction can pose environmental and health concerns to the community, including the release of particulate matter into the air, removal of vegetation, physical disturbances to the landscape that can contribute to the decline of wildlife and plant species in an area, and water pollution; and

WHEREAS, the Metropolitan Council deems it necessary for the protection of the public health, safety, and welfare that there be certain restrictions on the location and operation of mineral extraction sites in the IG zoning district, especially near residences, parks, schools, and recreation areas.

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

Section 1. That Section 17.08.030, District Land Use Tables, is hereby amended by designating "mineral extraction" as a use permitted with conditions (PC) in the IG zoning district.

Section 2. That Section 17.16.130, Other Uses, is hereby amended by adding the following new subsection C.:

C. Mineral Extraction.

1. Street Standard. At a minimum, this use shall have driveway access on a nonresidential collector street.

2. Setback. No mineral extraction activity, including the transport of material extracted, shall occur within 500 feet of any property line, within 1,250 feet of a residential structure, or within 2,000 feet of the property line of a park or community education facility.



## Metro Planning Commission Meeting of 10/22/2015

3. Landscape Buffer Yard. Where the site abuts a residential zone district, screening in the form of landscape buffer yard Standard D shall be applied continuously within the setback area required in subdivision 2 of this subsection placed either on the property boundary or along the perimeter of the operation, or both. This screening shall consist of six feet in height densely planted shrubs and/or trees which are of an evergreen type that provide year-round screening, or an opaque wall or barrier of six feet in height. An earthen berm may supplement this screening. All screening shall be maintained in good condition at all times. Areas of hazardous equipment and quarry pits shall be completely enclosed by fencing.

4. Performance Standards. The operation shall minimize disturbances and adverse impacts on surrounding lands using best available current technology. The operation shall comply with the performance standards of the industrial zone district regulations and measures shall be taken to control windborne materials in accordance with Section 10.56.190 of the Metropolitan Code. The application shall demonstrate the methodology necessary to ensure that the operation complies with all applicable federal, state and local laws.”

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

Sponsored by: Larry Hagar, DeCosta Hastings, Karen Johnson, Kevin Rhoten, Jeff Syracuse



**SEE NEXT PAGE**



**NO SKETCH**



<b>Project No.</b>	<b>Zone Change 2015Z-017TX-001</b>
<b>Project Name</b>	<b>Concrete &amp; Asphalt Plants</b>
<b>Council Bill</b>	BL2015-14
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Larry Hagar
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with amendments.</i>

**APPLICANT REQUEST**

**Amend Chapters 17.08 and 17.16 of the Metropolitan Code, Zoning Regulations, pertaining to asphalt and concrete plants.**

**ZONING TEXT AMENDMENT**

A request to amend Chapters 17.08 and 17.16 of the Metropolitan Code, Zoning Regulations, establishing “asphalt plant” and “concrete plant” as uses permitted with conditions in the IG zoning district and adding conditions applicable to these uses.

**CRITICAL PLANNING GOALS**

N/A

**PROPOSED AMENDMENT**

Currently, the Zoning Code does not include concrete or asphalt plants as a specific use, nor does it include a definition for either use. Under the current code, both of these uses would fall under “manufacturing heavy”. The amendment proposes to establish concrete plant and asphalt plant as specific uses in the Zoning Code. The amendment would further establish which zoning districts a concrete or asphalt plant would be permitted and under which conditions the uses would be permitted.

**Chapter 17.04 – General Provisions and Definitions**

Section 17.04.060 of the Metropolitan Zoning Code specifies the following definition for heavy manufacturing uses which include asphalt plants and concrete plants:

"Heavy manufacturing" means the manufacture or compounding process of raw materials. These activities or processes would necessitate the storage of large volumes of highly flammable, toxic matter or explosive materials needed for the manufacturing process. These activities may involve outdoor operations as part of their manufacturing process. Typical heavy manufacturing uses include but are not limited to: concrete batch plants; concrete, tile, or brick manufacturing; automobile, truck, and tire assembly; ammonia or chlorine manufacturing; metal casting or foundries; gas manufacturing; grain milling or processing; metal or metal ore production, refining, smelting, or alloying; petroleum or petroleum product refining; boat, pool and spa manufacturing; slaughtering of animals; glass manufacturing; paper manufacturing; and wood or lumber processing.



## Metro Planning Commission Meeting of 10/22/2015

The amendment proposes that the definition for heavy manufacturing be amended by deleting “concrete batch plants” and “concrete” from the current definition, and adding a definition in the code for “asphalt plant” and “concrete plant”. The proposed definition for each use is as follows:

“Asphalt plant” means the manufacturing asphalt-type roofing materials, asphalt and tar paving mixtures, paving block made of asphalt and various compositions of asphalt or tar with other materials, and the recycling of old asphalt into asphalt-type material. This use also includes the stockpiling of bulk materials required for the process and the storage of the required equipment use in the operation.

“Concrete plant” means the production of concrete that uses a manufacturing process involving the mixing of a number of aggregates, sand, water, cement, and/or other components. This use also includes the stockpiling of bulk materials required for the process and the storage of the required equipment use in the operation.

### **Chapter 17.08 – Zoning Districts and Land Uses**

Section 17.08.030, District bulk table, contains the Land Use Table. This table specifies which uses are permitted in each zoning district found within Davidson County.

The amendment proposes that “asphalt plant” and “concrete plant” be added to the list of uses in the table. The amendment further proposes that the table show that both uses are permitted with conditions (PC) within the IG (Industrial General) zoning district. Neither use is proposed to be permitted in any other zoning district.

### **Chapter 17.16 – Land Use Development Standards**

Chapter 17.16.130 – Other uses, specifies conditions for certain uses that are permitted with conditions.

The amendment proposes to add the following conditions for “asphalt plant” and “concrete plant”:

#### **Asphalt Plant.**

1. Street Standard. At a minimum, this use shall have driveway access on a nonresidential collector street.
2. Setback. No asphalt plant activity shall occur within 1,250 feet of a residential structure or within 2,000 feet of the property line of a park or community education facility.
3. Landscape Buffer Yard. Where the site abuts a residential zone district, screening in the form of landscape buffer yard Standard D shall be applied continuously within the setback area required in subdivision 2 of this subsection placed either on the property boundary or along the perimeter of the operation, or both. This screening shall consist of six feet in height densely planted shrubs and/or trees which are of an evergreen type that provide year-round screening, or an opaque wall or barrier of six feet in height. An earthen berm may supplement this screening. All screening shall be maintained in good condition at all times. Areas of hazardous equipment shall be completely enclosed by fencing.
4. Performance Standards. The operation shall minimize disturbances and adverse impacts on surrounding lands using best available current technology. The operation shall comply with the performance standards of the industrial zone district regulations and measures shall be taken to control windborne materials in accordance with Section 10.56.190 of the Metropolitan Code. The





## Metro Planning Commission Meeting of 10/22/2015

application shall demonstrate the methodology necessary to ensure that the operation complies with all applicable federal, state and local laws.

### Concrete Plant.

1. Street Standard. At a minimum, this use shall have driveway access on a nonresidential collector street.
2. Setback. No concrete plant activity shall occur within 1,000 feet of a residential structure or within 2,000 feet of the property line of a park.
3. Landscape Buffer Yard. Where the site abuts a residential zone district, screening in the form of landscape buffer yard Standard D shall be applied continuously within the setback area required in subdivision 2 of this subsection placed either on the property boundary or along the perimeter of the operation, or both. This screening shall consist of six feet in height densely planted shrubs and/or trees which are of an evergreen type that provide year-round screening, or an opaque wall or barrier of six feet in height. An earthen berm may supplement this screening. All screening shall be maintained in good condition at all times. Areas of hazardous equipment shall be completely enclosed by fencing.
4. Performance Standards. The operation shall minimize disturbances and adverse impacts on surrounding lands using best available current technology. The operation shall comply with the performance standards of the industrial zone district regulations and measures shall be taken to control windborne materials in accordance with Section 10.56.190 of the Metropolitan Code. The application shall demonstrate the methodology necessary to ensure that the operation complies with all applicable federal, state and local laws.

### **ANALYSIS**

Staff recommends that the proposed bill be approved with amendments. The subject uses are high impact uses and can have detrimental impacts on surrounding properties. The proposed amendment would reduce the negative impacts these uses may have on surrounding properties. The amendment recommended by staff is to exclude residential structures, parks and community education facilities on the opposite side of a significant natural feature such as the Cumberland River from being included in the setback calculation. Staff finds that the impact of the subject uses would have less of an impact on properties on the opposite sides of significant natural features such as the Cumberland River because the natural feature itself can provide the appropriate buffer. Staff is also recommending one other minor amendment to the requirement regarding access (Street Standard). Staff is recommending that the requirement reference the Major and Collector Street Plan in regards to street type.

### **CODES RECOMMENDATION**

**Approve as amended.**

### **STAFF RECOMMENDATION**

Staff recommends that the proposed bill be approved with amendments.

### **STAFF RECOMMENDED AMENDMENTS**

1. Residential structures, parks and community education facilities on the opposite side of significant natural feature such as the Cumberland River from any proposed asphalt or concrete plant use should not be included in the calculation for setbacks.



## Metro Planning Commission Meeting of 10/22/2015

2. The condition regarding access should reference the Major and Collector Street Plan in regards to street type. It should read “1. Street Standard. At a minimum, this use shall have driveway access on a nonresidential collector street as specified on the Major and Collector Street Plan”.

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### ORDINANCE NO. BL2015-14

**An Ordinance amending Chapters 17.08 and 17.16 of Title 17 of the Metropolitan Code, Zoning Regulations, establishing “asphalt plant” and “concrete plant” as uses permitted with conditions in the IG zoning district and adding conditions applicable to these uses, all of which is more particularly described herein (Proposal No. 2015Z-017TX-001).**

WHEREAS, asphalt plants and concrete plants can pose environmental and health concerns to the community, including the release of fumes and particulate matter that can cause respiratory problems when such facilities are located in close proximity to residential and recreation areas; and

WHEREAS, the Metropolitan Council deems it necessary for the protection of the public health, safety, and welfare that there be certain restrictions on the location and operation of asphalt and concrete plants in the IG zoning district.

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

Section 1. That Section 17.04.060, Definitions of General Terms, is hereby amended as follows:

1. By amending the definition of “manufacturing, heavy” by deleting the phrase “concrete batch plants; concrete, tile, or brick manufacturing” and substituting with the phrase “tile or brick manufacturing”.
2. By adding the following new definitions for “asphalt plant” and “concrete plant”:

“Asphalt plant” means the manufacturing asphalt-type roofing materials, asphalt and tar paving mixtures, paving block made of asphalt and various compositions of asphalt or tar with other materials, and the recycling of old asphalt into asphalt-type material. This use also includes the stockpiling of bulk materials required for the process and the storage of the required equipment use in the operation.

“Concrete plant” means the production of concrete that uses a manufacturing process involving the mixing of a number of aggregates, sand, water, cement, and/or other components. This use also includes the stockpiling of bulk materials required for the process and the storage of the required equipment use in the operation.

Section 2. That Section 17.08.030, District Land Use Tables, is hereby amended by designating “asphalt plant” and “concrete plant” as uses permitted with conditions (PC) in the IG zoning district.



## Metro Planning Commission Meeting of 10/22/2015

Section 3. That Section 17.16.130, Other Uses, is hereby amended by adding the following new subsections D and E.:

### D. Asphalt Plant.

1. Street Standard. At a minimum, this use shall have driveway access on a nonresidential collector street.
2. Setback. No asphalt plant activity shall occur within 1,250 feet of a residential structure or within 2,000 feet of the property line of a park or community education facility.
3. Landscape Buffer Yard. Where the site abuts a residential zone district, screening in the form of landscape buffer yard Standard D shall be applied continuously within the setback area required in subdivision 2 of this subsection placed either on the property boundary or along the perimeter of the operation, or both. This screening shall consist of six feet in height densely planted shrubs and/or trees which are of an evergreen type that provide year-round screening, or an opaque wall or barrier of six feet in height. An earthen berm may supplement this screening. All screening shall be maintained in good condition at all times. Areas of hazardous equipment shall be completely enclosed by fencing.
4. Performance Standards. The operation shall minimize disturbances and adverse impacts on surrounding lands using best available current technology. The operation shall comply with the performance standards of the industrial zone district regulations and measures shall be taken to control windborne materials in accordance with Section 10.56.190 of the Metropolitan Code. The application shall demonstrate the methodology necessary to ensure that the operation complies with all applicable federal, state and local laws.

### E. Concrete Plant.

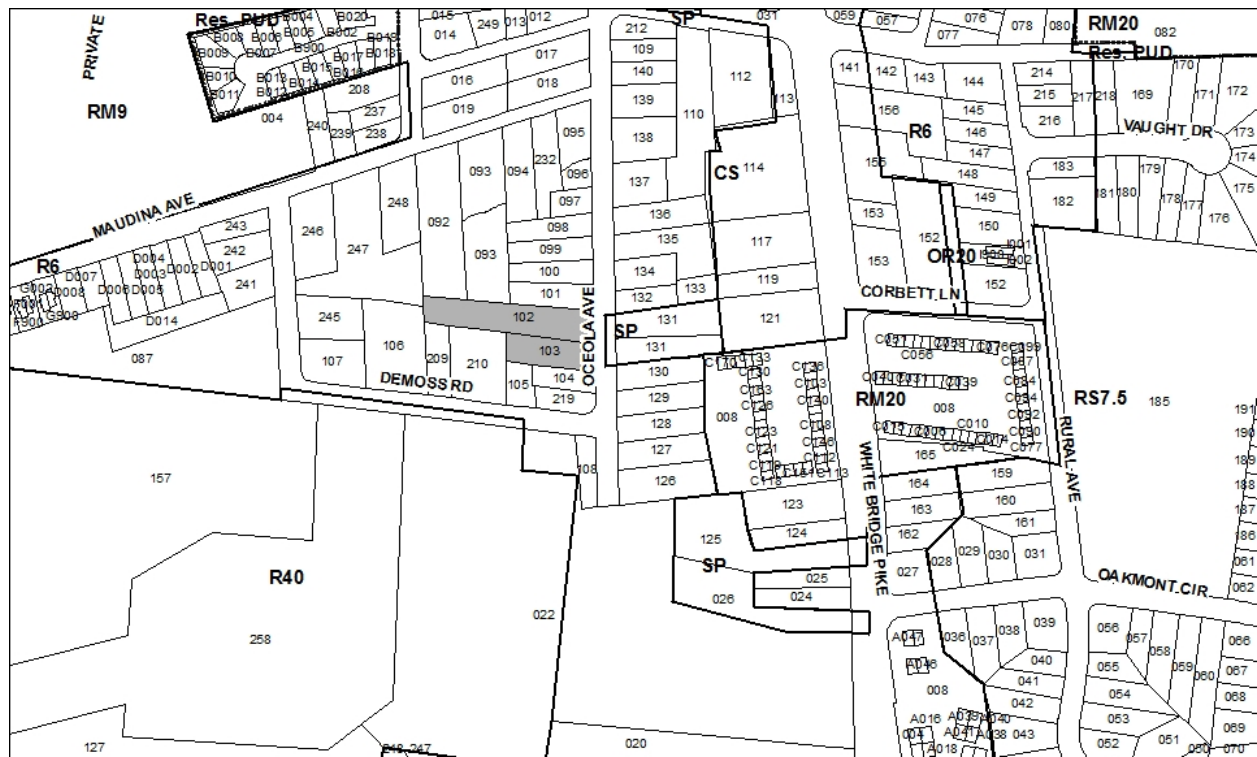
1. Street Standard. At a minimum, this use shall have driveway access on a nonresidential collector street.
2. Setback. No concrete plant activity shall occur within 1,000 feet of a residential structure or within 2,000 feet of the property line of a park.
3. Landscape Buffer Yard. Where the site abuts a residential zone district, screening in the form of landscape buffer yard Standard D shall be applied continuously within the setback area required in subdivision 2 of this subsection placed either on the property boundary or along the perimeter of the operation, or both. This screening shall consist of six feet in height densely planted shrubs and/or trees which are of an evergreen type that provide year-round screening, or an opaque wall or barrier of six feet in height. An earthen berm may supplement this screening. All screening shall be maintained in good condition at all times. Areas of hazardous equipment shall be completely enclosed by fencing.
4. Performance Standards. The operation shall minimize disturbances and adverse impacts on surrounding lands using best available current technology. The operation shall comply with the performance standards of the industrial zone district regulations and measures shall be taken to control windborne materials in accordance with Section 10.56.190 of the Metropolitan Code. The application shall demonstrate the methodology necessary to ensure that the operation complies with all applicable federal, state and local laws.

Section 4. Be it further enacted that this Ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Larry Hagar, DeCosta Hastings, Karen Johnson, Kevin Rhoten, Jeff Syracuse



# Metro Planning Commission Meeting of 10/22/2015



**2015SP-090-001**

OCEOLA PLACE SP

Map 103-02, Parcel(s) 102-103

07, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>2015SP-090-001</b>
<b>Project Name</b>	<b>Oceola Place SP</b>
<b>Council District</b>	20 - Roberts
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Dale & Associates, Inc., applicant; High Definition Homes, LLC, owner.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone to permit up to 8 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 107 and 109 Oceola Avenue, approximately 100 feet north of Demoss Road, (0.9 acres), to permit up to eight residential units.

**Existing Zoning**

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

**Proposed Zoning**

Specific Plan-Residential (SP-R) provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods

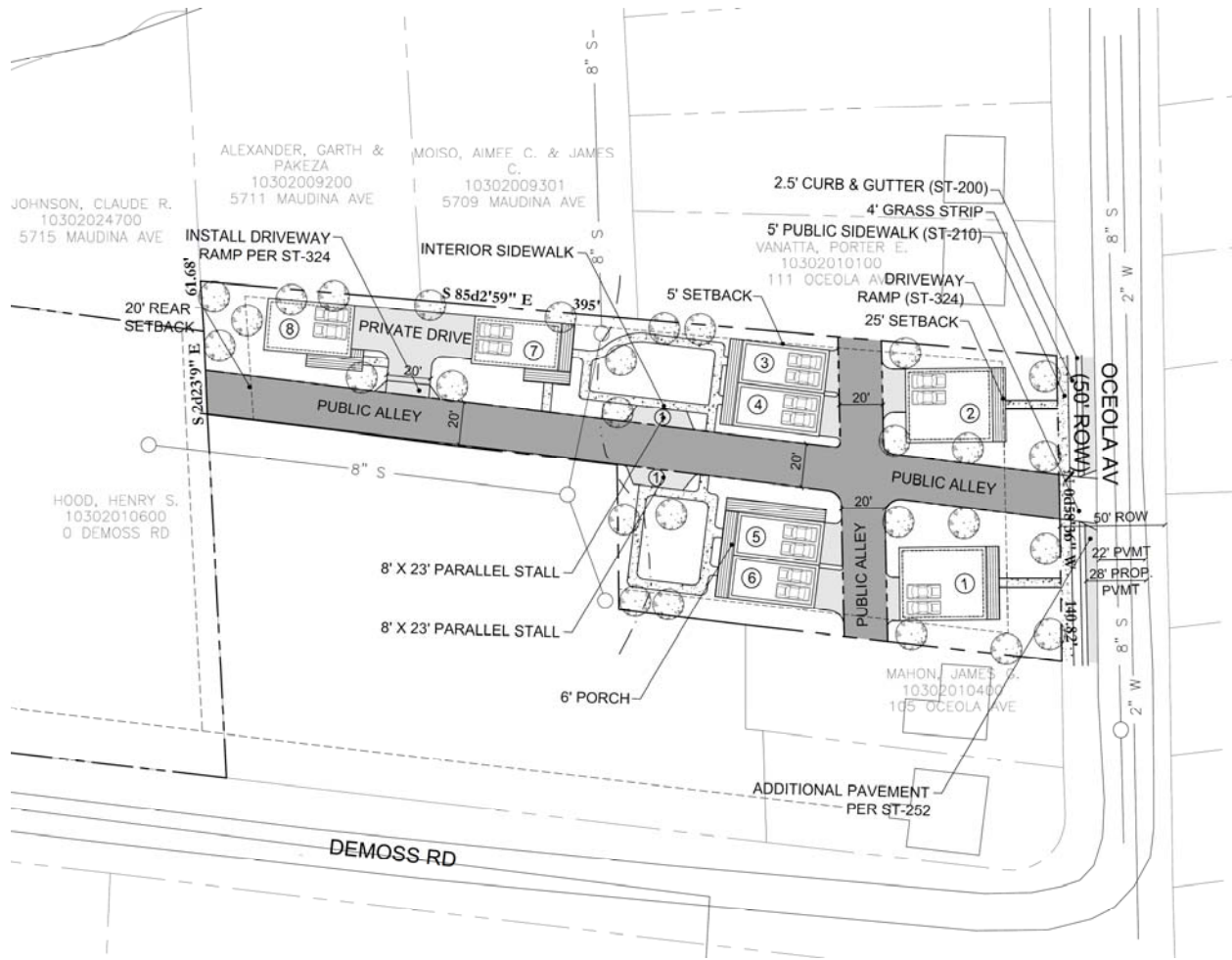
This proposal meets two critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Sidewalks are being provided along Oceola Avenue to help establish a pedestrian network.

**WEST NASHVILLE COMMUNITY PLAN**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 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



# Metro Planning Commission Meeting of 10/22/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 10/22/2015

and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

### Consistent with Policy?

Yes. The proposed SP is consistent with the T3 Suburban Neighborhood Evolving Policy. The proposed plan is compatible with the general character of the surrounding neighborhood. The proposed development is intensifying underutilized urban lots and provides for additional housing choice within the neighborhood. The development is also respectful of the existing land use patterns in the area by keeping a consistent setback along Oceola Avenue. The proposed public alleys promote greater connectivity and complement the existing public street network.

### **PLAN DETAILS**

The site is located at 107 and 109 Oceola Avenue, on the west side of Oceola Avenue. The site is approximately 0.9 acres in size. Single-family residences exist on both properties.

### Site Plan

The plan proposes a multi-family residential development with up to eight dwelling units. Two detached units front Oceola Avenue, with a public alley running north to south across the rear of these two units. Two additional detached units are located at the far western portion of the site along an east-west public alley that traverses the entire site from Oceola Avenue to the westernmost property boundary. There are two 2-family structures, with a total of four units, proposed to front onto courtyards interior to the site.

The proposed public alleys provide for future connections to the north, west, and south of the site. An application for another development is under review for the property to the west, and the proposed public alley would continue through that site and ultimately connect with Demoss Road.

All units have two garage parking spaces and additional parking spaces are provided for guest parking.

The developer has proposed architectural guidelines for the project. Buildings facades facing a street or courtyard shall provide a minimum of one principal entrance and a minimum of 25% glazing. Standards are provided for window orientation, prohibited materials, raised foundations, and porch depths.

### **ANALYSIS**

The plan is consistent with the T3 Suburban Neighborhood Evolving policy as it provides additional connectivity, as well as a cohesive mix and placement of building types. By providing single-family detached units with a, generally, consistent setback along Oceola Avenue, the development is able to provide for infill development while respecting the existing development pattern of the neighborhood.



# Metro Planning Commission Meeting of 10/22/2015

## FIRE MARSHAL RECOMMENDATION

### Approve with conditions

- Spoke with the Civil engineer. The data will be provided after the installation of a new water main. Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered and the locations of the hydrants may not be adequate.

## STORMWATER RECOMMENDATION

### Approved

## WATER SERVICES

### Approved with conditions

- Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/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.
- Prior to building permit applicant is to provide Master Deed and contract with Private Hauler to confirm private haul pickup per standard note #10 on the title page.
- Project needs to indicate a temporary/ permanent turn around at the terminus of the proposed east/ west alley. Indicate that the alley is to be built per ST-263 standards. The proposed public alleys must be physically accessible to all properties that adjoin those proposed public right of ways.

## TRAFFIC AND PARKING RECOMMENDATION

### Approved with conditions

- Provide guest parking onsite, 3-4 spaces.

### 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)	0.9	7.26 D	7 U *	67	6	8

\*Based on one two-family lot.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.9	-	8 U	77	6	9





# Metro Planning Commission Meeting of 10/22/2015

Traffic changes between maximum: R6 and SP-R

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

## METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning is not anticipated to generate more students than what is typically generated under the existing R6 zoning district. Students would attend Charlotte Park Elementary School, H.G. Hills Middle School, and Hillwood High School. H. G. Hill Middle has been identified as over capacity. There is no capacity within the cluster for additional middle school students. This information is based upon data from the school board last updated October 2014.

### Fiscal Liability

The fiscal liability of 1 new middle school student is \$26,000 (1 x \$26,000 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

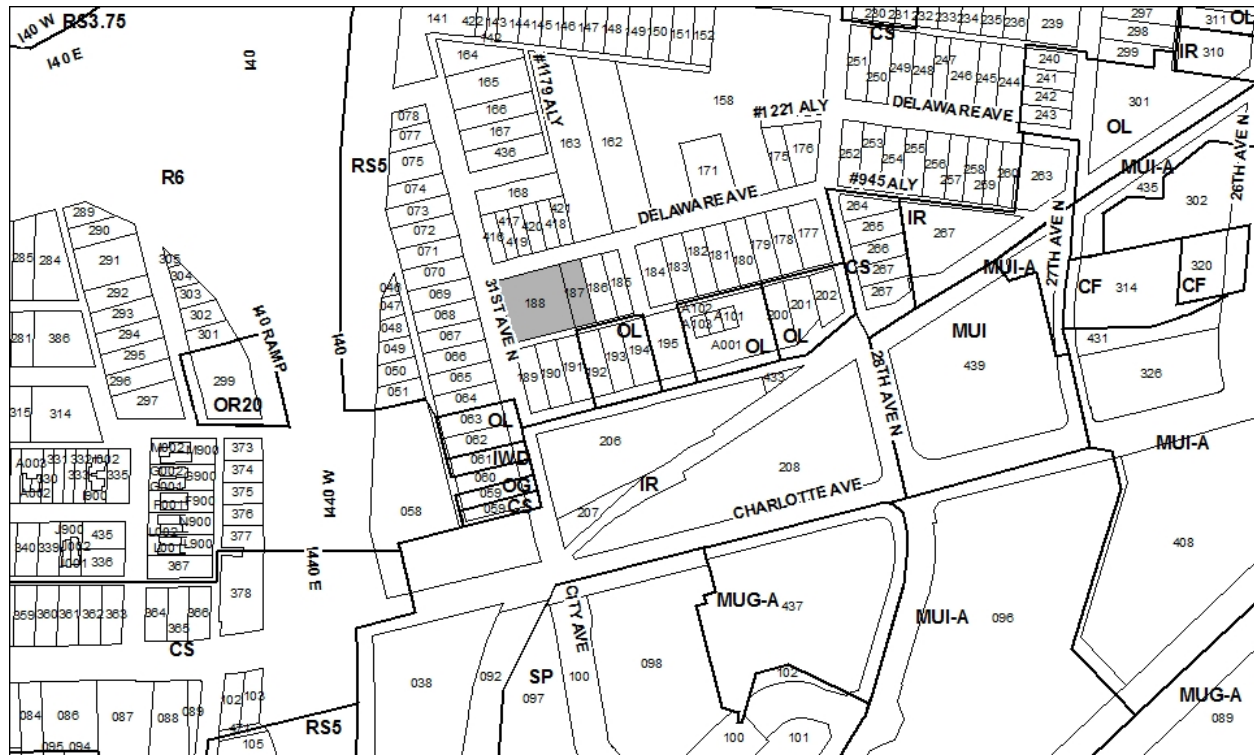
Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the policy for the area.

### CONDITIONS

1. Permitted land uses shall be limited to up to 8 residential units.
2. 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.
3. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the application request or application.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 10/22/2015



**2015SP-094-001**

THE DEL

Map 092-10, Parcel(s) 187-188

08, North Nashville

21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2015SP-094-001</b>
<b>Project Name</b>	<b>The Del</b>
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dale & Associates, applicant; The Del Partners, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone to permit up to 17 residential units.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for properties located at 3005 Delaware Avenue and 508 31st Avenue North, at the southeast corner of 31st Avenue North and Delaware Avenue (0.69 acres), to permit up to 17 residential units.

**Existing Zoning**

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

**Proposed Zoning**

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

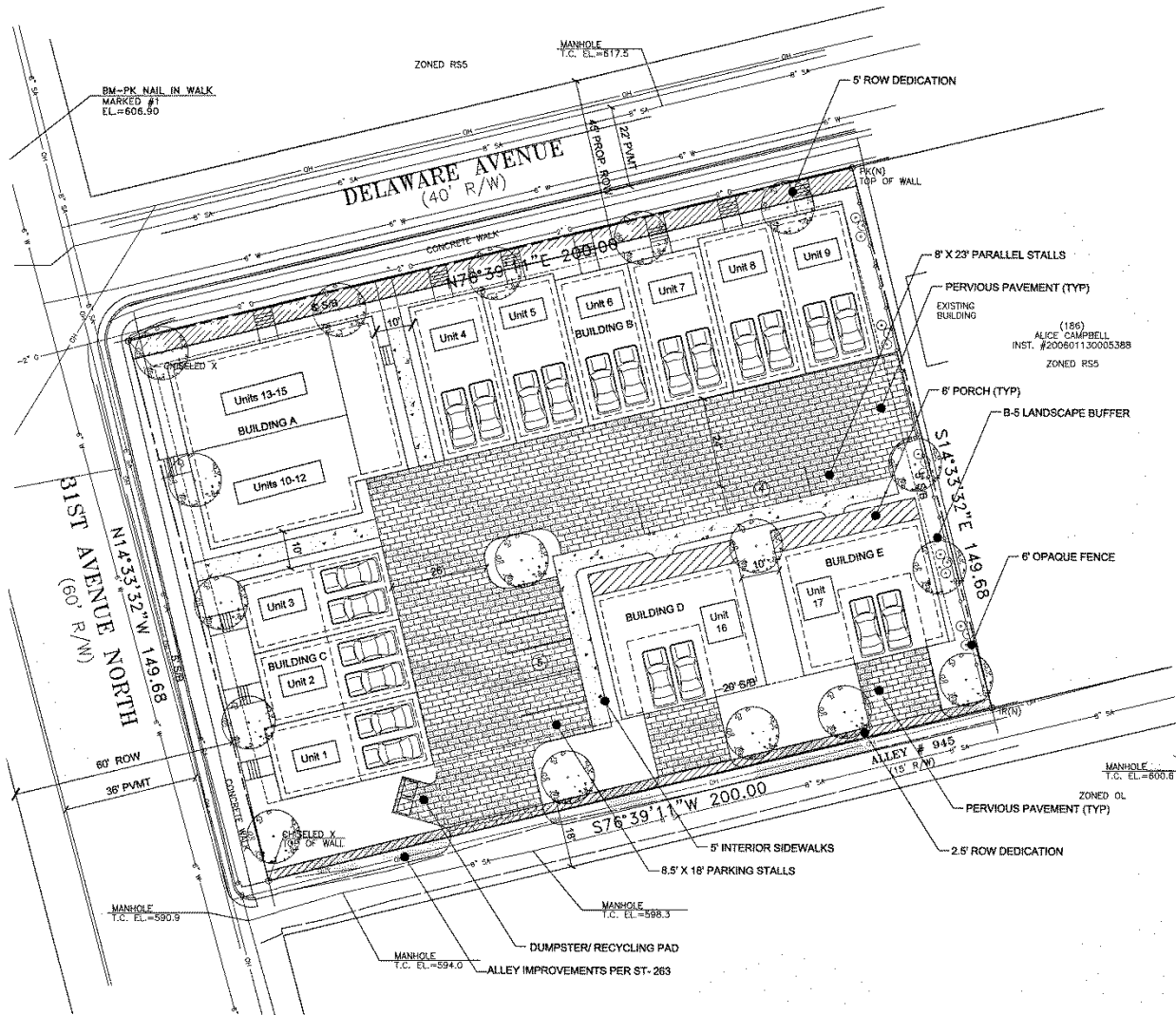
**CRITICAL PLANNING GOALS**

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

This area is served by adequate infrastructure including roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure. The request provides for an additional housing option in the area with a higher density than what is permitted under the existing single-family zoning. Additional housing options are important to serve a wide range of people with different housing needs. Higher densities foster walkability and better public transportation. A bus line runs along 28<sup>th</sup> Avenue east of the site and along Charlotte Pike south of the site. Additional density near the Charlotte corridor would also provide additional population to support the existing and planned commercial uses along Charlotte.



# Metro Planning Commission Meeting of 10/22/2015



**Proposed Site Plan**



## Metro Planning Commission Meeting of 10/22/2015

### **NORTH NASHVILLE COMMUNITY PLAN**

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 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 plan calls for a layout that is urban in form with shallow setbacks consistent with the T4 NE policy. The urban form would enhance the streetscape along Delaware Avenue and 31<sup>st</sup> Avenue North. The plan provides a mixture of housing types which is consistent with the policy’s goal of providing more housing options. Unit types include stacked flats, townhomes and detached units. The policy on the south side of the alley which runs along the south side of this site and all the lots which front onto Delaware Avenue between 28<sup>th</sup> Avenue North and 31<sup>st</sup> Avenue North is Urban Mixed Use (T5 MU). T5 MU supports high intensity development with heights upward of 20 stories. While homes in the immediate area are much lower in height than the proposed SP, the site’s location is appropriate for additional height as it can serve as a transition from the neighboring T5 MU policy area. Also, due to the surrounding zoning pattern, including industrial, office and high intensity mixed-use zoning districts, and the site’s close proximity to Charlotte Avenue, it could be appropriate for this T4 NE policy area to develop at a much higher density with taller building heights than what is being proposed with this SP.

### **PLAN DETAILS**

The approximately 0.69 acre site is located at the southeast corner of Delaware Avenue and 31<sup>st</sup> Avenue North. The site is currently vacant. There are no streams on the site or any slopes the Metro Zoning Code identifies as sensitive. While there are no slopes on the site that the code identifies as sensitive, the site does fall from north to south. Sidewalks are located along the property boundaries abutting Delaware Avenue and 31<sup>st</sup> Avenue North. A constructed alley is located at the rear of the site and an additional 2.5 feet of right-of-way will be dedicated as part of this proposal. A majority of the zoning in the immediate area is RS5; however, there are also some nonresidential zoning districts in the area including industrial as well as an office (OL) zoning that is located on the south side of the alley.

#### Site Plan

The plan calls for a total of 17 residential units. The plan proposes three different unit types, which include stacked flats, townhomes and detached units. Six flats are shown at the corner of Delaware Avenue and 31<sup>st</sup> Avenue North. Nine townhomes are shown along both Delaware Avenue and 31<sup>st</sup> Avenue North. Six units address Delaware Avenue while three address 31<sup>st</sup> Avenue North. Two detached units are proposed at the rear of the site adjacent to the alley.

The plan provides some architectural guidelines relating to building orientation, building entry, glazing, finished floor elevations and porches. The plan also prohibits vinyl siding, EFIS and



## Metro Planning Commission Meeting of 10/22/2015

untreated wood finishes. The maximum building height for the corner flats is four stories in 65 feet. The maximum height for all other units is three stories in forty five feet.

Vehicular access is permitted only from the alley. All parking is located at the rear of the site and is screened from both public streets. As proposed all townhomes and the detached units include a garage. Nine surface parking spaces are provided with 20 garage spaces provided. The plan calls for five foot wide sidewalks with a four foot planting strip on all street frontages.

### ANALYSIS

Staff recommends approval of this request as the proposed plan is consistent with the T4 NE land use policy. The proposal also meets several critical planning goals.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered and the locations of the hydrants may not be adequate.

### STORMWATER RECOMMENDATION

#### Approve

### 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.
- Recorded ROW dedications are to be submitted to MPW prior to building permit approval.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approved with conditions

Apply to T&P to restrict parking along Delaware Ave frontage.

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)	0.69	8.71 D	6 U	58	5	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.69	-	17 U	138	13	15



# Metro Planning Commission Meeting of 10/22/2015

Traffic changes between maximum: **RS5** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 11 U	+80	+8	+8

## WATER SERVICES RECOMMENDATION

### Approved with conditions

Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

## METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district would not generate any additional students than what is typically generated under the existing RS5 zoning district. Students would attend Park Avenue Elementary, McKissack Middle School, and Pearl-Cohn High School. There is additional capacity for elementary and middle school students, but there is no additional capacity for high school students. This information is based upon data from the school board last updated October 2014.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions of the proposed SP as it is consistent with the North Nashville Community Plan and meets several critical planning goals.

## CONDITIONS

1. Uses are limited to a maximum of 17 residential units.
2. Porches shall not encroach any further into the front setback than what is shown on the preliminary plan.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. 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.
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.



# Metro Planning Commission Meeting of 10/22/2015



**2015SP-095-001**

**CARTER-PRESTON CONDOMINIUM**

Map 083-04, Parcel(s) 120.01, 120

05, East Nashville

07 (Anthony Davis)





<b>Project No.</b>	<b>Zone Change 2015SP-095-001</b>
<b>Project Name</b>	<b>Carter-Preston Condominium</b>
<b>Council District</b>	07 – A. Davis
<b>School District</b>	5 - Kim
<b>Requested by</b>	Mims Architecture PLC, applicant; John S. Blackwell, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone to permit up to 5 attached residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential District (R10) to Specific Plan-Residential (SP-R) zoning for properties located at 1210 Preston Drive and 2329 Carter Avenue, at the northwest corner of Carter Avenue and Preston Drive (0.84 acres), to permit up to five residential units in an existing structure.

**Existing Zoning**

One and Two-Family Residential District (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

This area is served by adequate infrastructure including roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure because it does not burden Metro with the cost of maintain new infrastructure. The request provides for additional housing options in an area that is predominately single-family. A sidewalk will be extended along Preston Drive to Carter Avenue providing a safe pedestrian environment and beginning a sidewalk network for the wider area. Bus service is present along Preston Drive adjacent to this SP. Increased density through infill development makes bus service and similar transit services more feasible because it generates more riders.



# Metro Planning Commission Meeting of 10/22/2015



**Proposed Site Plan**



**Proposed Elevations**



## Metro Planning Commission Meeting of 10/22/2015

### **EAST NASHVILLE COMMUNITY PLAN**

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban 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. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

#### Consistent with Policy?

Yes. The policy supports residential uses, including multifamily residential while preserving the general character of the neighborhood. The SP will provide a mixture of housing types in a strategic location within East Nashville while preserving the general character of the neighborhood. The project will also provide sidewalk improvements to enhance the pedestrian connectivity of the area.

### **PLAN DETAILS**

This site is comprised of two parcels located at the northwest corner of Carter Avenue and Preston Drive. The site contains one existing two-story masonry building that was previously used as a religious institution. The plan proposes to preserve the existing building while providing five new attached residential dwellings units generally located within the existing structure. By using the existing building to create five residential units, the development is able to maintain the character of the neighborhood.

The existing building will generally remain in its current form in order to accommodate the new residential units. The plan proposes the enclosure and enlargement of the existing porch to accommodate a larger unit to face Carter Avenue. The five units will have individual entrances and patios facing Preston Drive. Each residential unit will have two parking stalls, under the shelter of a carport, adjacent to the front patio. Carport elevations shall be provided with the final SP and shall contain similar materials as the existing building. Vehicular access will be from Preston Drive only; the plan proposes to eliminate the existing vehicular access onto Carter Avenue.

Additional guest parking will be provided along Preston Drive, at the southeastern corner of the site. The proposed plan reduces the existing surface parking on-site to a maximum of 17 parking stalls. In order to reduce the impact of parking at the corner of Carter Avenue and Preston Drive, Staff recommends that with the submittal of the Final SP, three parking spaces nearest the intersection be eliminated. The proposed plan reduces the amount of existing impervious surface on this site by approximately 65 %, creating more green space than what currently exists. The retaining wall that runs along the parking area is proposed to be approximately two feet in height. With the submittal of the final SP, the applicant will evaluate if the retaining wall can be reduced in height or eliminated.

The proposed plan includes a six foot sidewalk and six foot planting strip along Carter Avenue. A six foot sidewalk and six foot planting strip will be able to be installed on the majority of Preston Drive. The new sidewalk on Preston Drive will connect to an existing 4 foot sidewalk located along a portion of Preston Drive. This was done so as not to disturb the 50 foot stormwater buffer, on the northern portion of the property, and the existing AT&T fiber optics utility box, to the west of the sidewalk. Landscaping will be provided, including to screen the parking area at the southeast corner.



## **Metro Planning Commission Meeting of 10/22/2015**

### **ANALYSIS**

The plan is consistent with the T4 Neighborhood Maintenance policy as it preserves the existing structure and attempts to maintain the character of the neighborhood. The five multifamily residential units will provide a unique infill development and provide additional housing options within East Nashville.

The SP is consistent with the T4 Neighborhood Maintenance policy and meets three critical planning goals. While the policy calls for the existing character to remain, some change is expected over time in this policy area. The change should be respectful of the existing form of the neighborhood. By reducing the existing parking area and eliminating the access onto Carter Avenue, the development is increasing the greenspace on the property making it more consistent with the form and character of the existing residential neighborhood. The development is able to maintain the character of the neighborhood while also allowing for a mix of housing types not currently present in the immediate area.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Reviewed revised plans. Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered and the locations of the hydrants may not be adequate.

### **STORMWATER RECOMMENDATION**

#### **Approved with comments**

- Reword Standard Preliminary Note

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

- Comply with road comments and apply to T&P to restrict parking along Preston Frontage and Carter frontage.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- During Final SP review, revisions may be required to install the proposed lip of gutter on the existing edge of pavement and thus adjusting all of the roadside elements accordingly
- Indicate on the plans the solid waste and recycling plan for the site. MPW standard policy is that a dumpster is to be utilized on developments of 4 units or more. If proposal goes forward as shown a private hauler and a copy of the Master Deed will be required with the building permit approval.



## Metro Planning Commission Meeting of 10/22/2015

Maximum Uses in Existing Zoning District: **R10**

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)	0.84	4.35 D	6 U*	58	5	7

\*Based on three two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.84	-	5 U	39	4	5

Traffic changes between maximum: **R10** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	- 1 U	-19	-1	-2

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-R district: 1 Elementary 0 Middle 0 High**

The proposed SP would generate one more student than what is typically generated under the existing R10 zoning district. Students would attend Rosebank Elementary School, Bailey Middle School, and Stratford High School. None of these schools are over capacity. This information is based upon data from the school board last updated October 2014.

### STAFF RECOMMENDATION

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

### CONDITIONS

1. Uses within this SP shall be limited to a maximum of 5 multifamily residential units within the existing structure.
2. With the Final SP submittal, the applicant shall eliminate the 2 foot retaining wall along the parking area or provide evidence why the retaining wall is necessary.
3. With the Final SP submittal the parking area along Preston Avenue shall be reduced to a total of four parking stalls. The applicant shall remove the three parking stalls closest to the corner of Carter Avenue and Preston Lane.
4. With the final SP submittal, the applicant shall determine if carports will be incorporated for all units or none of the units.



## Metro Planning Commission Meeting of 10/22/2015

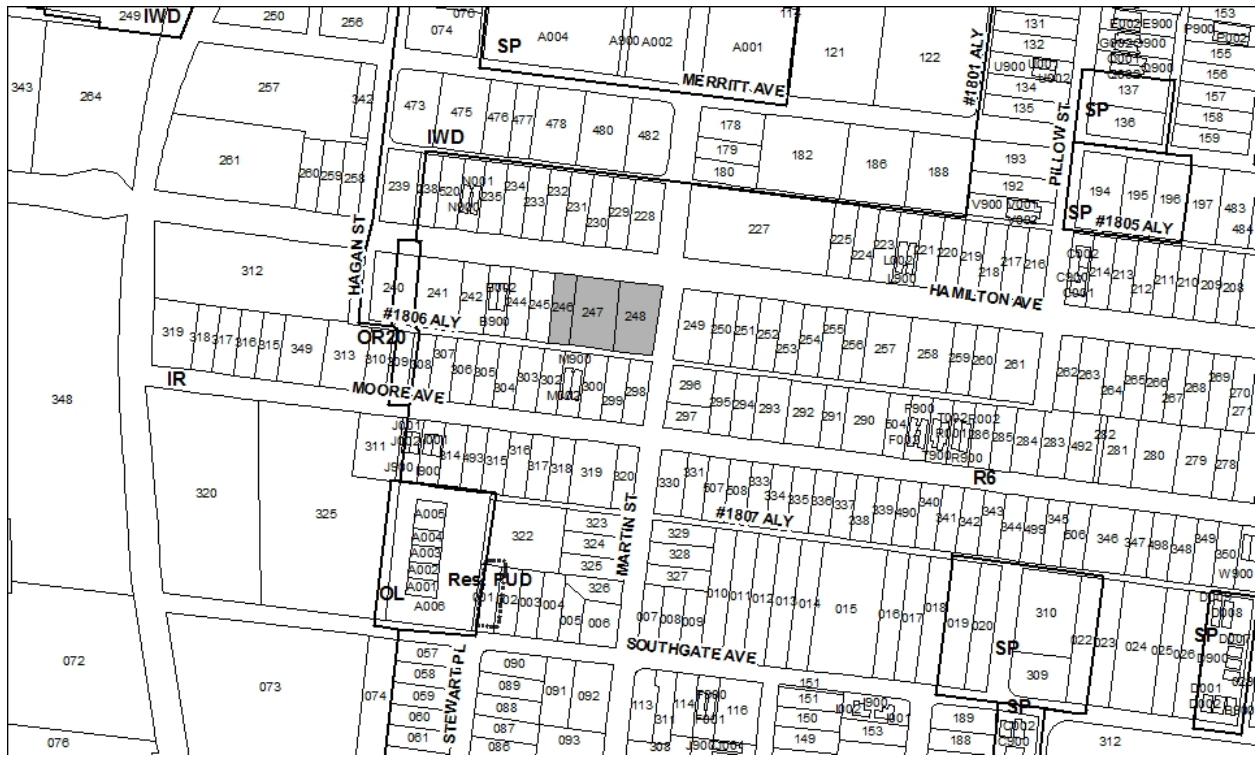
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R10-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The proposed building conversion for 5 multifamily units shall not increase the existing height. Building elevations for all facades shall be provided with the final site plan. Carport elevations shall be provided with the final SP (if proposed) and shall have similar materials as the existing building. The following standards shall be met:
  - a. EIFS, vinyl siding and untreated wood shall be prohibited.
  - b. Unit A shall have a minimum of 25% glazing on the Carter Avenue facade.
7. 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.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 10/22/2015



**2015SP-096-001**  
HAMILTON AND MARTIN RESIDENTIAL  
Map 105-07, Parcel(s) 246-248  
11, South Nashville  
17 (Colby Sledge)





<b>Project No.</b>	<b>2015SP-096-001</b>
<b>Project Name</b>	<b>Hamilton and Martin Residential</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	5 - Kim
<b>Requested by</b>	Civil Site Design Group, PLLC, applicant; June Lavender, owner.
<b>Staff Reviewer</b>	Thomas
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone to permit up to 29 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) for properties located at 607 and 609 Hamilton Avenue, at the southwest corner of Hamilton Avenue and Martin Street (0.93 acres), to permit up to 29 residential units.

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

This proposal meets several critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project will intensify development on an infill site and provide for a variety of building types. Sidewalks are being provided along Hamilton Avenue and Martin Street and will create a more walkable neighborhood. In addition, the development is on a bus route and will provide bicycle parking facilities for residents and their guests.





## Metro Planning Commission Meeting of 10/22/2015

### **SOUTH 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 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 proposed SP is consistent with the T4 Neighborhood Evolving policy. The proposed development intensifies underutilized urban infill lots and will create a stronger streetscape than currently exists. The request provides two housing types which will allow for additional housing choice within the neighborhood. In addition, the proposed development is located along existing transit lines and will improve pedestrian connectivity by providing sidewalks along Hamilton Avenue and Martin Street.

### **PLAN DETAILS**

The site is located at 607 and 609 Hamilton Avenue, at the southwest corner of Hamilton Avenue and Martin Street. The site is approximately 0.93 acres in size. The site currently contains three single-family detached units.

#### Site Plan

The plan proposes a multi-family residential development with up to 29 residential dwelling units. There are two residential dwelling types included in the proposed plan: seven single-family attached townhomes; and 22 stacked flats. The single-family attached townhomes are proposed to address Hamilton Avenue and each includes an attached two-car garage. There are six stacked flats proposed at the intersection of Hamilton Avenue and Martin Street, with another six stacked flats proposed to the south along Martin Street. An additional ten stacked flats are proposed in the rear of the development along the alley.

Vehicular access will be limited to a public alley that is to be improved. A surface parking lot is located interior to the site, with pedestrian connections to both Hamilton Avenue and Martin Street. Sidewalks are being provided along Hamilton Avenue and Martin Street. Internal sidewalks are also provided throughout the development. The plan will be required to meet the standards of the Bicycle Parking Ordinance and provide 7 bicycle parking spaces.

The developer has proposed architectural guidelines for the project. All buildings must address either the street or green space with architectural treatments that may include windows, stoops and entrances, balconies, and porches. Street facing fronts of stacked flat buildings are proposed to have a minimum of 15% glazing. Raised foundations are proposed to be a minimum of 18" and a maximum of 36", with minor reductions possible due to topography and ADA requirements. The maximum for single-family attached townhome units is 3 stories in 48 feet and 3.5 stories in 48 feet



## Metro Planning Commission Meeting of 10/22/2015

for the stacked flats along Hamilton Avenue and Martin Street. The stacked flats interior to the site are proposed to be a maximum of 2.5 stories in 30 feet.

### ANALYSIS

The plan is consistent with the T4 Neighborhood Evolving policy as it provides for additional housing options on an underutilized urban site while improving pedestrian connectivity. The townhome units provide a transition between the existing single-family detached residences along Hamilton Avenue and the more intense stacked flats to be located at the intersection. By locating the surface parking interior to the site, the proposed development will maintain the pattern of the neighborhood while providing an appropriate mix of building types.

### FIRE MARSHAL RECOMMENDATION

#### Approved with conditions

- Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered and the locations of the hydrants may not be adequate.

### STORMWATER RECOMMENDATION

#### Approved

### WATER SERVICES

#### Approved with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval. This approval only applies if all of these 29 units remain rentals. If any units are to be sold off to different owners, than an approved public sewer extension and revised availability study will be needed prior to Final SP approval.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Submit ROW dedication(s) prior to building permit approval, alley and radius return

### TRAFFIC AND PARKING RECOMMENDATION

#### Conditions if approved

- Locate curb and gutter to allow a smooth travel transition through intersection and provide a 24ft minimum width for adequate turning movements at Martin and Hamilton intersection.

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)	0.93	7.26 D	7 U*	67	6	8

\*Based on one two-family lot.



# Metro Planning Commission Meeting of 10/22/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.93	-	29 U	300	18	34

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 22 U	+233	+12	+26

## METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 1 Elementary 1 Middle 1 High**  
**Projected student generation proposed SP-R district: 6 Elementary 3 Middle 3 High**

The proposed SP-R zoning could generate 9 more students than what is typically generated under the existing R6 zoning district. Students would attend Fall-Hamilton Elementary School, Cameron Middle School, and Glencliff High School. Glencliff High has been identified as over capacity; however, there is capacity for additional high school students within an adjacent cluster. This information is based upon data from the school board last updated October 2014.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the T4 Neighborhood Evolving policy in the South Nashville Community Plan.

## CONDITIONS

1. Permitted land uses shall be limited to up to 29 residential units.
2. Provide detailed landscaping plans with the submittal of the Final SP.
3. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
4. 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 RM40-A zoning district as of the date of the application request or application.
5. 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.
6. 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.
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 Planning Commission Meeting of 10/22/2015**

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

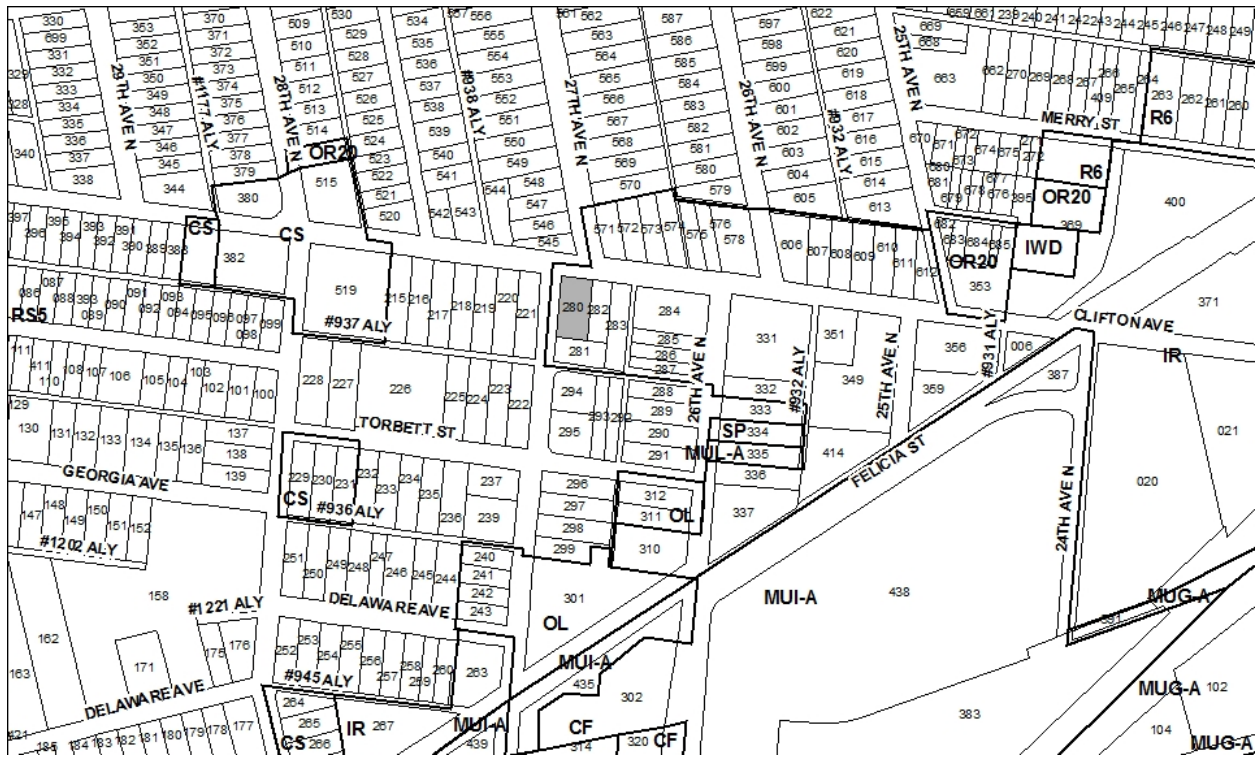
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 10/22/2015



**2015Z-084PR-001**

Map 092-10, Parcel(s) 280

08, North Nashville

21 (Ed Kindall)





<b>Project No.</b>	<b>Zone Change 2015Z-084PR-001</b>
<b>Council District</b>	21 - Kindall
<b>School District</b>	5 - Kim
<b>Requested by</b>	Dewey-Estes Engineering, applicant; 2611 Clifton Ave. Partners, owners.
<b>Staff Reviewer</b>	Moukaddem
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IR to MUL-A**

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 2611 Clifton Avenue, at the southeast corner of Clifton Avenue and 27<sup>th</sup> Avenue North (0.21 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Limited-Alternative (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**

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

This request creates an opportunity for a mixed-use development in an area served by existing infrastructure. The proposed mixed-use zoning would complement the variety of uses present along this corridor and create a walkable destination for the area. The complete sidewalk network along Clifton Avenue also connects the site to an existing transit route along 28<sup>th</sup> Avenue North, providing access for residents and visitors to a new destination on this currently vacant site. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure.

**NORTH NASHVILLE COMMUNITY PLAN**

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; 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.



## Metro Planning Commission Meeting of 10/22/2015

### Consistent with Policy?

Yes. The proposed MUL-A zoning is consistent with the T4 Urban Mixed Use Corridor (T4 CM) policy. The existing IR zoning is inconsistent with the goals of the policy as it does not permit the mixture of uses envisioned by the T4 Urban Mixed Use Corridor policy. A rezoning to MUL-A would encourage mixed use development promoted by this policy and hold redevelopment of the site to alternative zoning design standards that favor a pedestrian-oriented streetscape.

### **ANALYSIS**

Staff recommends approval of this request as the proposed rezoning is consistent with T4 Urban Mixed Use Corridor policy and the vacant site will redevelop in compliance with the MUL-A guidelines. This rezoning request offers potential for infill development to occur in a way that would enhance the pedestrian streetscape and meet the goals of the policy. MUL-A zoning design standards would create prominent connections between building entrances and a sidewalk network in this neighborhood, contributing to an urban, pedestrian-friendly streetscape conducive to the goals of this policy.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development.

### **STAFF RECOMMENDATION**

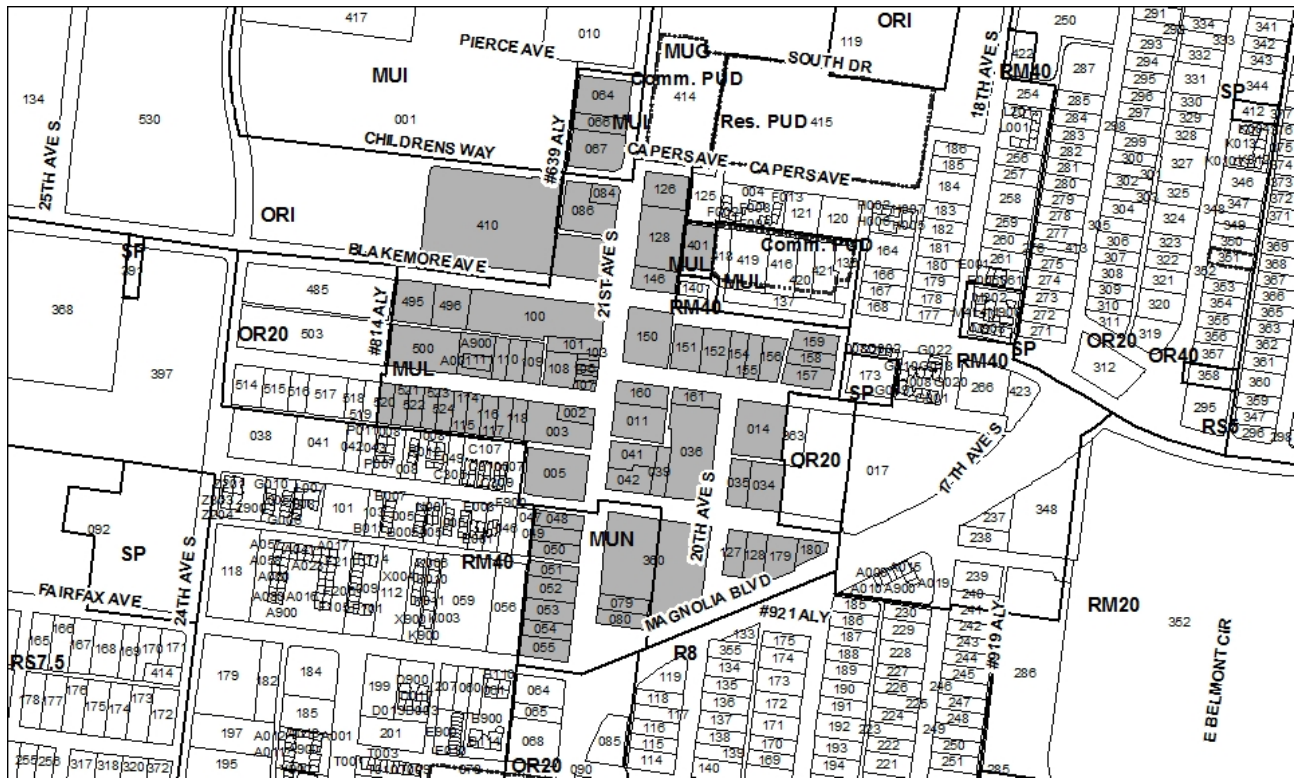
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 10/22/2015



**2005UD-009-004**  
HILLSBORO VILLAGE UDO  
Various Maps, Various Parcels  
10, Green Hills - Midtown  
17 (Colby Sledge), 18 (Burkley Allen)



**Project No.** UDO Text Amendment 2005UD-009-004  
**Project Name** Hillsboro Village UDO  
**Council Bill** BL2015-25  
**Council District** 17 – Sledge, 18 – Allen  
**School District** 8 – Pierce  
**Requested by** Metro Planning Department; Councilmember Allen, applicants; various property owners.

**Staff Reviewer** Wallace  
**Staff Recommendation** *Defer to the November 19, 2015, Planning Commission meeting.*

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**APPLICANT REQUEST**

**A request to amend the Hillsboro Village Urban Design Overlay (UDO) to add text to the Building Façade standard, for all subdistricts, to reflect appropriate window and door opening orientation and alignment, and to add a definition of a mezzanine and a requirement that mezzanines are to be counted as an individual story (26.91 acres).**

**Existing Zoning**

Mixed Use Intensive (MUI) is intended for a high intensity mixture of residential, retail, and office uses.

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

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.

Hillsboro Village UDO: the intent of the Urban Design Overlay is to preserve and enhance the special character of Hillsboro Village by encouraging rehabilitation and new construction that is sensitive to the existing urban form.

**STAFF RECOMMENDATION**

Staff recommends deferral to the November 19, 2015, Planning Commission meeting



**SEE NEXT PAGE**

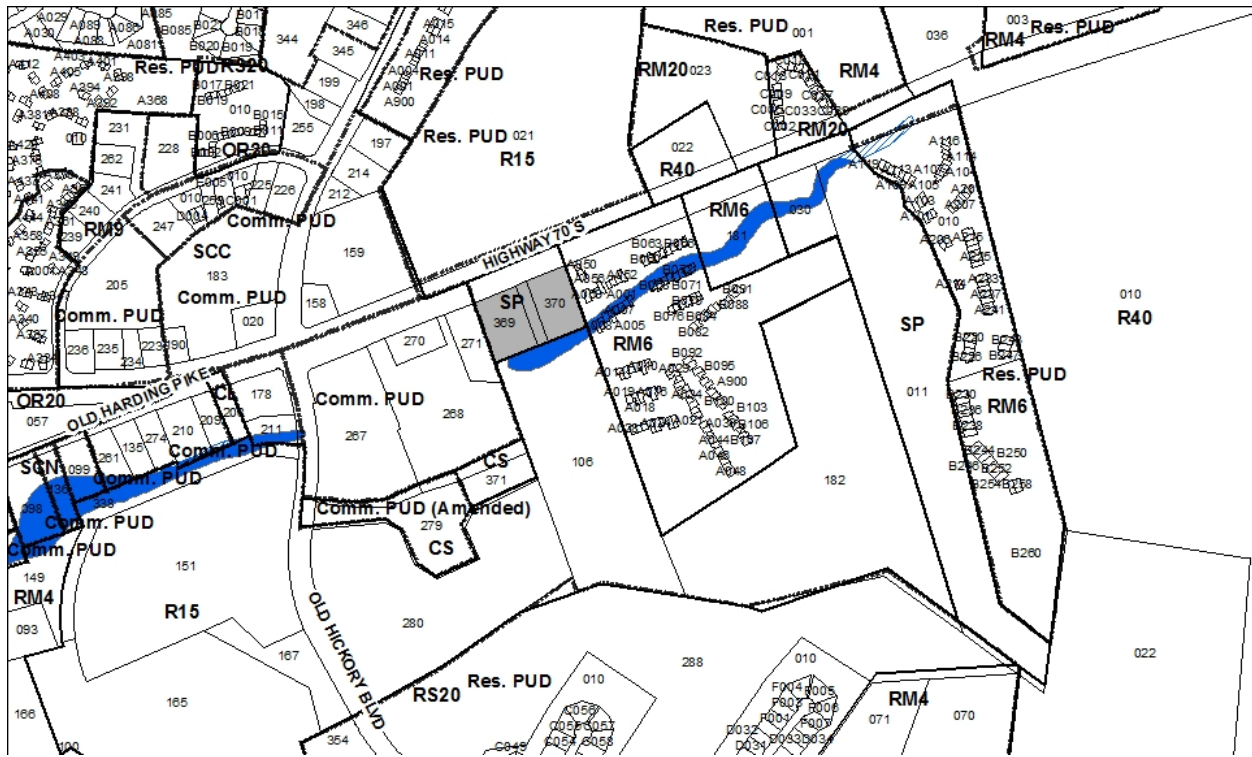


## **PLANNING COMMISSION ACTIONS**

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



# Metro Planning Commission Meeting of 10/22/2015



**2015SP-043-002**

**HIGHWAY 70 RETAIL CENTER**

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

06, Bellevue

34 (Angie Henderson)





**Project No.** 2015SP-043-002  
**Project Name** Highway 70 Retail  
**Council District** 34 - Henderson  
**School District** 9 - Frogge  
**Requested by** Civil Design Consultants, Inc., applicant; Hicks Family Bellevue, LLC

**Staff Reviewer** Milligan  
**Staff Recommendation** *Disapprove or defer until such time that required plans have been submitted and adequate time has been given for review and approval by all reviewing agencies.*

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**APPLICANT REQUEST**

**Approve final site plan.**

Final Site Plan

A request for final site plan approval for property located at Highway 70 South (unnumbered) and a portion of property located at 7037 Highway 70 South, approximately 1,065 feet east of Old Hickory Boulevard (3.17 acres), to permit up to 23,500 square feet of commercial/office uses in two structures.

**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.

**CRITICAL PLANNING GOALS**

N/A

**HISTORY**

The Planning Commission recommended approval of the Preliminary SP for the Highway 70 Retail Center at the July 23, 2015, Planning Commission meeting. Metro Council approved the SP on August 19, 2015. The Council Bill approving the SP included the requirement that the Final SP be reviewed and approved by the Planning Commission and at that the applicant work with Planning Staff to reduce the parking that was shown between the building and the street to no more than 2 rows, reorient the smaller building so that it addresses the street, and provide adequate interior sidewalks connections. Also, the addition of square footage in excess of 17,000 square feet or any vehicular access points not present or approved on the Preliminary SP must be approved by Public Works and the Planning Commission as a modification to the Preliminary SP.

**ANALYSIS**

The proposed Final SP includes 21,825 square feet in 2 buildings. The layout of the buildings has been revised from the Preliminary SP to place the larger building (17,825 square feet) on the western side of the main entrance drive and the smaller building (4,000 square feet) has been moved closer to the street and is now located on the eastern side of the main entrance drive. A secondary entrance has also been added to the plan along the western property boundary.





## **Metro Planning Commission Meeting of 10/22/2015**

The applicant has revised the plan to place all of the parking, except for one row, behind the smaller building. Sidewalks are provided along Highway 70 S and internal sidewalks have been added. An additional internal sidewalk connection is needed from the sidewalk along Highway 70 S to the smaller building.

Building elevations have been provided for both buildings. The smaller building has been designed in such a way that the elevation fronting on both the parking area and Highway 70 S appear as storefronts. The front of the large building is facing the main entrance drive. The elevation of the larger building along Highway 70 S includes some storefront elements at the corner, nearest the entrance drive. However, the remainder of the Highway 70 S elevation is a blank façade.

The stormwater plans were deemed sufficient for technical review on October 8, 2015, and went in line for technical review. Once plans are deemed sufficient, there is currently a 3 to 4 week wait time until the technical review begins. Comments from the technical review can result in changes to the layout. The Final SP cannot be thoroughly reviewed until plans have been reviewed and approved by Stormwater. Additionally, the Public Works department is awaiting the submittal of construction plans for proposed improvements. A recommendation cannot be made for the Final SP until all agencies have reviewed and approved construction plans.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Plans are currently in line for technical 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
- Prior to building permit issuance, indicate on the plans the installation of ST-210 sidewalks in ROW.
- Prior to building permit issuance, indicate on the plans the installation of ST-324 driveway ramp into the site.
- Prior to building permit issuance, include a "turn out" for the future driveway connection across the creek to the future phase.
- Prior to building permit issuance, indicate on the plans installation of proposed curb and gutter at the proposed edge of pavement, maintain the existing shoulder width.

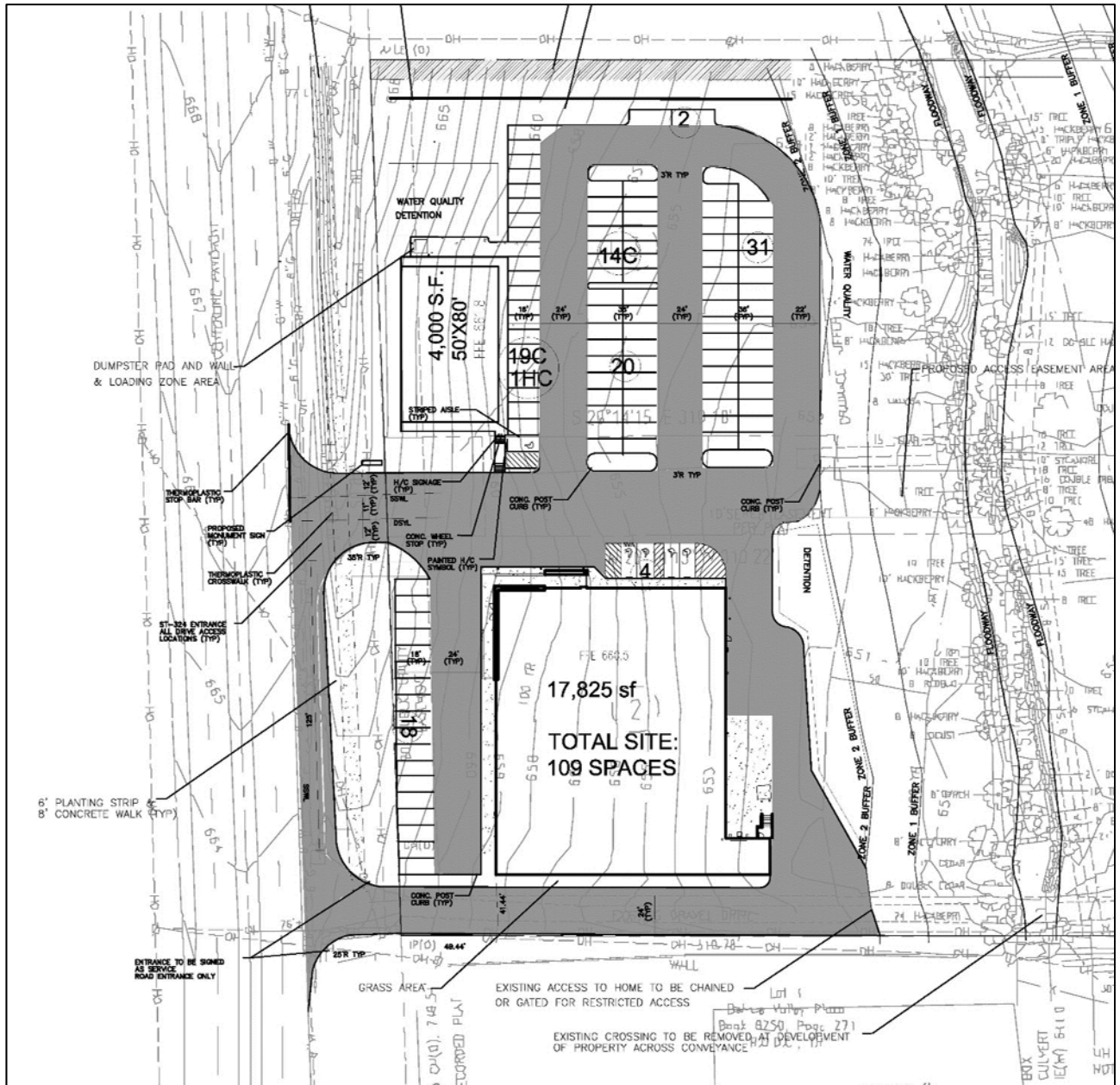
### **TRAFFIC & PARKING RECOMMENDATION**

#### **Conditions if approved**

- Comply with TIS dated 9/2015 recommendations.
- Developer shall construct an EB right turn lane on Hwy 70 at main commercial driveway with a minimum of 125 ft of storage and transition per AASHTO standards.



# Metro Planning Commission Meeting of 10/22/2015



Final SP



## **Metro Planning Commission Meeting of 10/22/2015**

- Submit roadway construction plans with adequate transition design. Identify Bike lane location with new right turn lane. Submit signage and striping plan. Relocate stop bar on commercial drive before cross walk.
- Submit sight distance exhibit.
- Truck service driveway shall be designed as entrance only with the minimum radius required for truck turning movement. Show path of truck movement. Sign service drive “TRUCK DELIVERY ENTRANCE ONLY”.
- 2 exiting lanes on main drive shall provide a minimum 75ft of storage and transition per AASHTO standards.
- Adequate sight distance shall be provided at driveways. This may include trimming vegetation and berm removal.
- Provide parking per metro code at a minimum. Identify cross access easements to parcel C from Parcel A and B.

### **HARPETH VALLEY UTILITIES DISTRICT RECOMMENDATION**

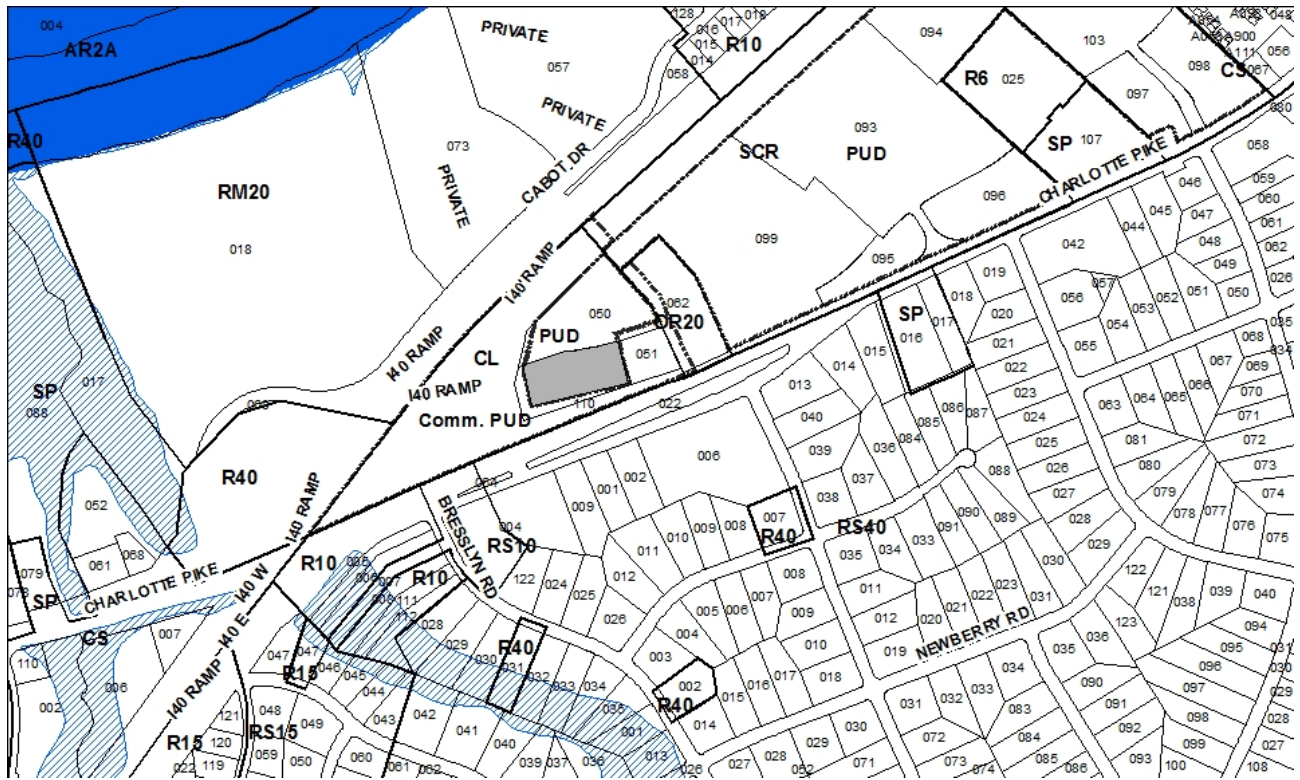
Harpeth Valley Utilities District will be the water and sewer provider and approves the proposed Highway 70 Retail Center. Before any water or sewer construction can start, construction plans will need to be submitted and approved by Harpeth Valley Utilities District.

### **STAFF RECOMMENDATION**

Staff recommends a disapproval or deferral until such time that plans meeting all requirements for approval have been submitted to reviewing agencies and adequate time has been provided for review of the plans prior to publishing of the staff report.



# Metro Planning Commission Meeting of 10/22/2015



**144-66P-004**

OVERLOOK AT NASHVILLE WEST

Map 102, Part of Parcel 110

07, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Planned Unit Development 144-66P-004</b>
<b>Project Name</b>	<b>Overlook at Nashville West</b>
<b>Council District</b>	20 - Roberts
<b>School District</b>	09 - Frogge
<b>Requested by</b>	Littlejohn, applicant; Nashville West Shopping Center, LLC, 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 revise the layout of restaurants two and three and to increase the size of restaurant three by 450 square feet.**

Revise PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Overlook at Nashville West Commercial Planned Unit Development Overlay District for a portion of property located at 6834 Charlotte Pike and a portion of property located at Charlotte Pike (unnumbered), approximately 525 feet west of Templeton Drive, zoned Commercial Limited (CL), (5.31 acres), to permit up to 10,250 square feet of restaurant uses where 9,800 square feet of restaurant uses were previously approved.

**Existing Zoning**

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

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well- planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating 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. *This PUD is approved for commercial uses.*

**CRITICAL PLANNING GOALS**

N/A

**REQUEST DETAILS**

This property is located at 6834 Charlotte Pike and a portion of Charlotte Pike (unnumbered); the PUD covers 5.31 acres. This request is for a revision to the preliminary and for final site plan approval for a portion of the PUD to allow for an additional 450 square feet for restaurant three and to revise the orientation of buildings.







## Metro Planning Commission Meeting of 10/22/2015

### ANALYSIS

This PUD was originally approved by Metro Council in 1966. It subsequently has been revised a number of times. In 2008, BL2008-193 was approved by Council as an amendment to the PUD to permit the development of two hotels totaling 133,500 square feet. In 2009, there was a request to revise the preliminary and for final site plan approval to alter the approved layout and to permit the construction of a 10,101 square foot restaurant where a hotel had previously been approved. In 2014, an additional revision to the preliminary PUD was submitted and final site plan approval was granted to permit the development of 9,800 square feet of restaurant uses.

This request would revise the orientation of two of the restaurants and increase the square footage of restaurant three by 450. The total floor area of this request does not increase more than ten percent beyond the total floor area last approved by Council. 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;



## Metro Planning Commission Meeting of 10/22/2015

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with Conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with Conditions**

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

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Conditions if Approved**

- Provide commercial loading zone per metro code.



## Metro Planning Commission Meeting of 10/22/2015

### **WATER SERVICES RECOMMENDATION**

#### **Approve with Conditions**

- 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. (Please make sure Permits receives and approves the new restaurant service line layout before their construction begins).

### **STAFF RECOMMENDATION**

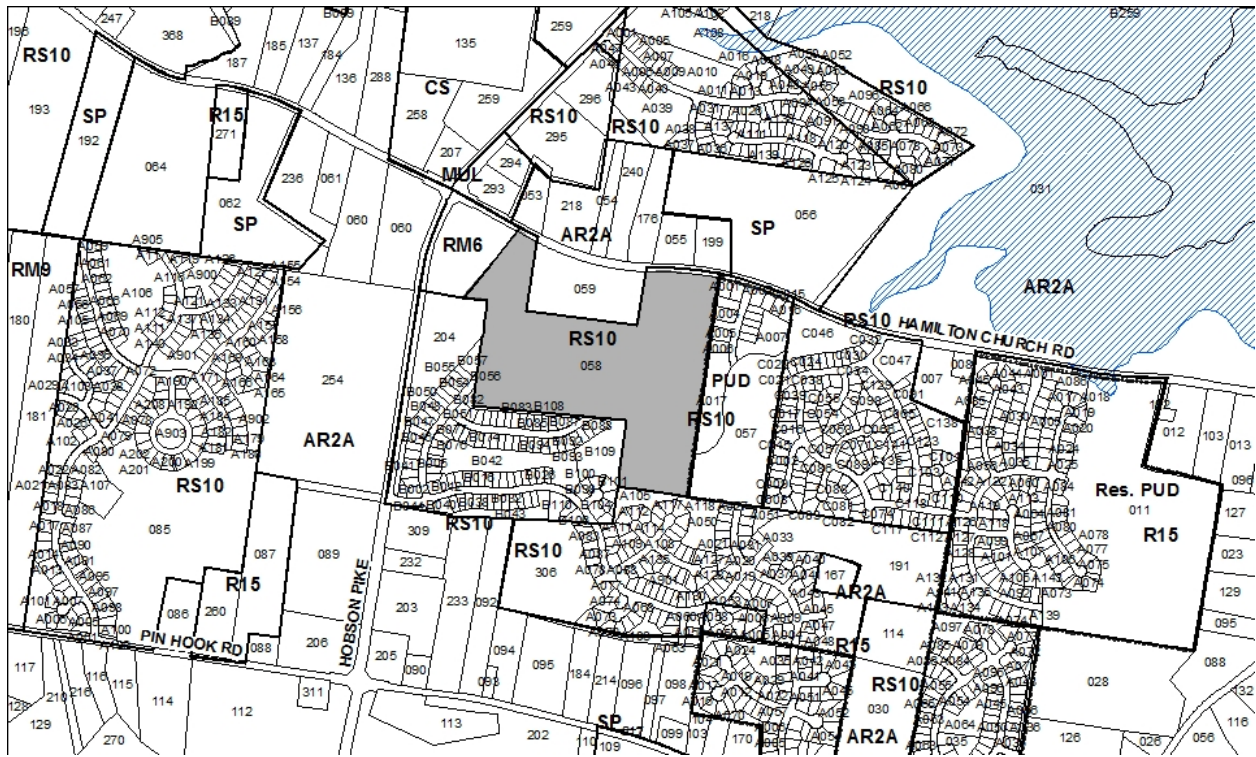
Staff recommends approval with conditions.

### **CONDITIONS**

1. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
3. This approval does not include any signs 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.
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. 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.
6. 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 10/22/2015



**2015S-147-001**

**HOBSON PIKE AND HAMILTON CHURCH ROAD**

Map 164, Part of Parcel(s) 058

13, Antioch - Priest Lake

33 (Sam Coleman)



<b>Project No.</b>	<b>Subdivision 2015S-147-001</b>
<b>Project Name</b>	<b>Hobson Pike and Hamilton Church Road</b>
<b>Council District</b>	33 – Coleman
<b>School District</b>	6 – Hunter
<b>Requested by</b>	Dale and Associates, applicant; Craighead Development, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the November 12, 2015, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Create 132 single-family cluster lots.**

Concept Plan

A request for concept plan approval to create 132 clustered lots on a portion of property located at Hamilton Church Road (unnumbered), at the southeast corner of Hobson Pike and Hamilton Church Road, zoned Single-Family Residential (RS10) (36.2 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the November 12, 2015, Planning Commission meeting as requested by the applicant.



**METROPOLITAN GOVERNMENT  
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department  
Metro Office Building  
800 Second Avenue South  
Nashville, Tennessee 37201

**Item # 20**

To: Metropolitan Planning Commission

From: Justin Wallace, Planner I

Re: Clarification of Action for 2013UD-002-005, UDO Major Modification, Murfreesboro Pike UDO Thorton's at Mt. View Rd. and Murfreesboro Pike, September 10, 2015

Date: October 22, 2015

This memo is intended to clarify the record and to correct the minutes for case 2013UD-002-005 (Thorton's) that was heard on the September 10, 2015 agenda. The requested modification was for a maximum setback of up to 152 feet from Murfreesboro Pike and Mt. View Road, not 148 feet as was indicated in the staff report.