

Metropolitan Planning Commission



Staff Reports

November 12, 2015



Metro Planning Commission Meeting of 11/12/2015

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.

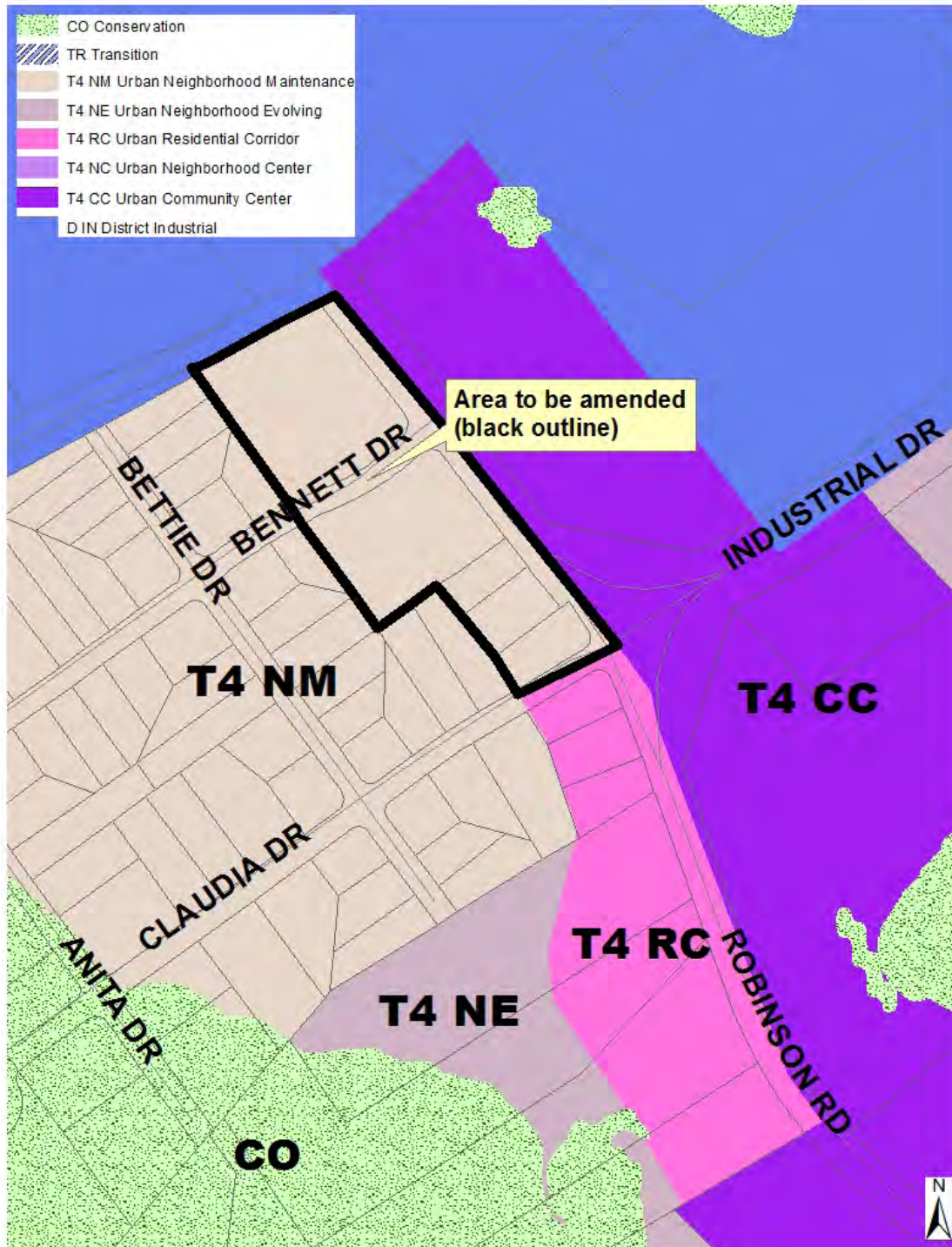


PREVIOUSLY CONSIDERED ITEMS

- **Community Plans**
- **Specific Plans**
- **Subdivision: (Concept)**



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2015CP-014-002
DONELSON HERMITAGE COMMUNITY PLAN
Map 044-13, Parcel(s) 043-047
14, Donelson - Hermitage
11 (Larry Hagar)



**Project No.
Project Name**

**Major Plan Amendment 2015CP-014-002
Donelson-Hermitage-Old Hickory Community
Plan – Amendment**

**Associated Case
Council District
School Districts
Requested by**

2015SP-112-001
11 – Hagar
4 – Shepherd
Lisa Grimes, applicant and owner.

Deferral

This case was deferred from the October 22, 2015, Planning Commission meeting.

**Staff Reviewer
Staff Recommendation**

McCaig
Approve.

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).

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices

The application of Transition policy in this area along Robinson Road creates opportunities for infill development by allowing a mixture of housing types and offices in an already developed area with existing infrastructure. Additional housing choices help to create a community where all points of the life-cycle can be accommodated by incorporating a range of building sizes, building types, and housing costs.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN – AMENDMENT

Current Policy

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle or vehicular connectivity.

Proposed Policy

Transition (TR) is intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods



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while providing opportunities for small-scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints.

BACKGROUND

The community plan amendment was requested in conjunction with Zone Change application 2015SP-112-001, which seeks to change the zoning from R10 to SP-MU zoning for property located at 921 Robinson Road. Planning staff analyzed the area and enlarged the proposed amendment area to include four additional properties along Robinson Road as part of the Transition policy area.

The NashvilleNext General Plan was adopted on June 22, 2015, after an extensive three-year public participation process. All 14 community plans and the Community Character Manual were updated and re-adopted as part of NashvilleNext. In this area of Old Hickory, NashvilleNext shows an infill corridor along Old Hickory Boulevard and Robinson Road.

COMMUNITY PARTICIPATION

Community meeting and public hearing notices were mailed out to property owners within 1,300 feet of the amendment area on September 24, 2015. A copy of the notice was placed on the Planning Department website. The community meeting was held on October 12, 2015, at the Old Hickory Community Center. It was attended by 6 people in addition to Councilmember Larry Hagar, the property owner, and Metro Planning staff. Attendees were accepting of the plan amendment and proposed Transition policy. However, there were some concerns regarding zone changes as property is redeveloped. The major topics of discussion were:

- Impacts of increased development intensity on the single-family neighborhood;
- Increased traffic on Old Hickory Boulevard and numerous access points; and
- Concerns about the potential for apartments that attendees thought were often neglected by owners and allowed to deteriorate.

ANALYSIS

As Nashville continues to grow, additional growth along the city’s major corridors is appropriate and expected. Properties in the amendment area are located along Robinson Road (part of the Old Hickory Boulevard corridor), which is a wide arterial street (five lanes) and a heavily traveled corridor, including heavy truck traffic. Across Robinson Road to the east is a large industrial area. The proposed amendment area consists of five properties – four single-family houses and a mobile home park. Homes in this area were built in the 1960s and 1970s. These properties access Robinson Road.

In Old Hickory, this section of the corridor is the only portion not in a Community Center or Residential Corridor policy. Transition policy applied in this location is appropriate to provide a transition between a major thoroughfare and the established single-family neighborhood to the west and southwest. Transition areas are envisioned to contain a mix of small-scale offices and a mixture of housing types.

STAFF RECOMMENDATION

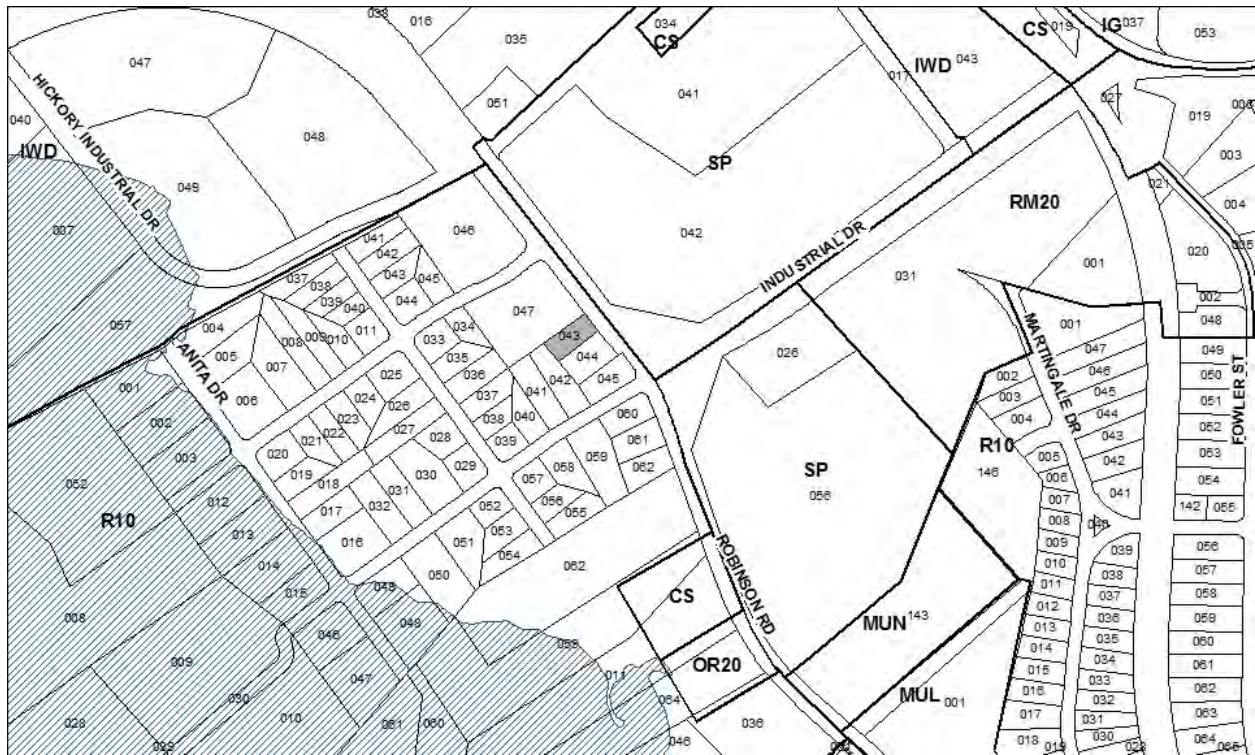
Staff recommends approval of the amendment.



SEE NEXT PAGE



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2015SP-112-001

ROBINSON ROAD SP

Map 044-13, Parcel(s) 043

14, Donelson - Hermitage

11 (Larry Hagar)



Project No. 2015SP-112-001
Project Name Robinson Road SP
Associated Case 2015CP-014-002
Council District 11 - Hagar
School District 4 - Shepherd
Requested by Lisa Grimes, applicant and owner.

Deferral This case was deferred from the October 22, 2015, Planning Commission meeting.

Staff Reviewer Thomas
Staff Recommendation *Approve with conditions and disapprove without all conditions, subject to approval of the associated community plan amendment. Disapprove if proposed community plan amendment is not approved.*

APPLICANT REQUEST
Zone change from R10 to SP-MU.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 912 Robinson Road, approximately 250 feet north of Claudia Drive (0.32 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 1 lot with 1 duplex unit for a total of 2 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

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



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Robinson Road Specific Plan (SP)

Development Summary	
SP Name	Robinson Road Specific Plan
SP Number	2015SP-112-001
Council District	11

Site Data Table	
Site Data	0.32
Zoning	
Existing:	R10
Proposed:	SP
Allowable Land Uses	Single-Family Residential General Office Medical Office

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to single-family residential, general office, and medical office in the existing building.
2. Parking shall be permitted only at the sides and rears of the existing building.
3. Vehicular access is limited to one access point.
4. The SP shall meet the landscape requirements of Section 17.24 of the Metro Zoning Code.
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 ON zoning district as of the date of the applicable request or application.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

General Plan Consistency Note

The proposed Specific Plan is located within the Donelson - Hermitage - Old Hickory Community Plan (Subarea 14). The proposed SP is located in the following policy area:

- T4 Urban Neighborhood Maintenance (T4 NM)

The property is located at 912 Robinson Road and is approximately 0.32 acres in size. A zone change from R10 to SP is not consistent with the current T4 NM land use policy, as the rezoning would allow for nonresidential uses within a residential policy.

A community plan amendment is in process that proposes to amend the policy to Transition (TR). The proposed SP zoning is consistent with the proposed TR policy as it would allow small scale office to serve as a transition between higher intensity uses and lower density residential neighborhoods along a major thoroughfare.



Proposed Site Standards



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DONELSON - HERMITAGE - OLD HICKORY COMMUNITY PLAN

Current Policy

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Proposed Policy

Transition (TR) is intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints.

Consistent with Policy?

The rezoning to SP-MU is not consistent with the current T4 Neighborhood Maintenance policy. The rezoning would allow for nonresidential uses within a residential policy. The SP-MU zoning is consistent with the proposed Transition policy as it allows for compatibly scaled office uses.

PLAN DETAILS

The site is approximately 0.32 acres in size and consists of an existing single-family residence on one lot with frontage along Robinson Road. The SP limits uses to single-family residential, general office, and medical office within the existing structure. Access for the site is limited to one access point and parking is limited to the side and rear of the structure.

ANALYSIS

The requested SP-MU zoning is not consistent with the current policy for the area; however, it is consistent with the proposed Transition policy. The SP-MU zoning would allow small scale office to serve as a transition between higher intensity uses and lower density residential neighborhoods along a major thoroughfare.

If the proposed community plan amendment is approved, then staff recommends that the rezoning be approved with conditions and disapproved without all conditions. If the proposed community plan amendment is not approved, then staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- Traffic study may be required at time of development.



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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)	0.32	4.35 D	2 U*	20	2	3

*Based on one two-family lot.

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.32	0.4 F	1,654 SF	57	8	8

Traffic changes between maximum: R10 and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+37	+6	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High

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

The proposed SP-MU zoning is not expected to generate more students than the existing R10 zoning. Students would attend Dupont Elementary School, Dupont Hadley Middle School and McGavock High School. All three schools are over capacity. There is capacity for additional elementary and middle school students within the cluster and there is capacity for additional high school students within an adjacent cluster. 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, if the associated community plan amendment is approved; disapproval if the associated community plan amendment is not approved.

CONDITIONS

1. Uses within this SP shall be limited to single-family residential, general office, and medical office in the existing building.
2. Parking shall be permitted only at the sides and rears of the existing building.
3. Vehicular access is limited to one access point.
4. The SP shall meet the landscape requirements of Section 17.24 of the Metro Zoning Code.
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 ON zoning district as of the date of the applicable request or application.

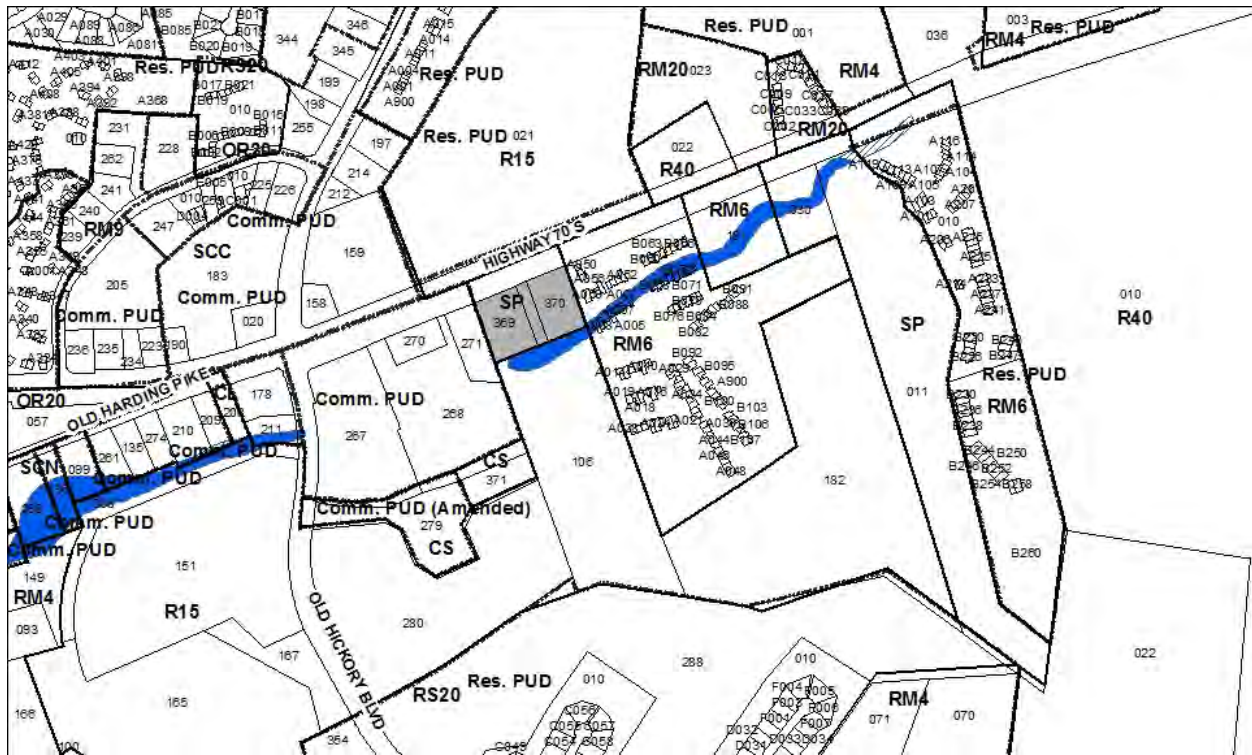


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6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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2015SP-043-002

HIGHWAY 70 RETAIL CENTER

Map 142, Parcel(s) Part of 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

Deferrals This item was deferred from the October 22, 2015, Planning Commission at the request of the applicant.

Staff Reviewer Milligan
Staff Recommendation *Approve with conditions and modifications for building square footage and an additional access point.*

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 21,825 square feet of retail 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 that the applicant work with Planning Staff to reduce the parking that was shown between the building and the street to no more than two rows, reorient the smaller building so that it addresses the street, and provide adequate interior sidewalk 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 two 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



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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.

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 South and internal sidewalks have been added to enhance pedestrian connectivity within the development.

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 South appear as storefronts. The front of the large building orients to the main entrance drive. The elevation of the larger building along Highway 70 South includes some storefront elements at the corner, nearest the entrance drive. However, the remainder of the Highway 70 South elevation is a blank façade.

As the applicant has revised the plan in regards to parking location, building orientation, and sidewalks, staff recommends that the Planning Commission approve the Final SP with conditions. Additionally, staff recommends that the Planning Commission approve modifications to the Preliminary SP to allow for the proposed square footage of 21,825 square feet and to allow for the second access drive as a truck delivery entrance only.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with Conditions

- Remaining stormwater items are not expected to affect the site layout.

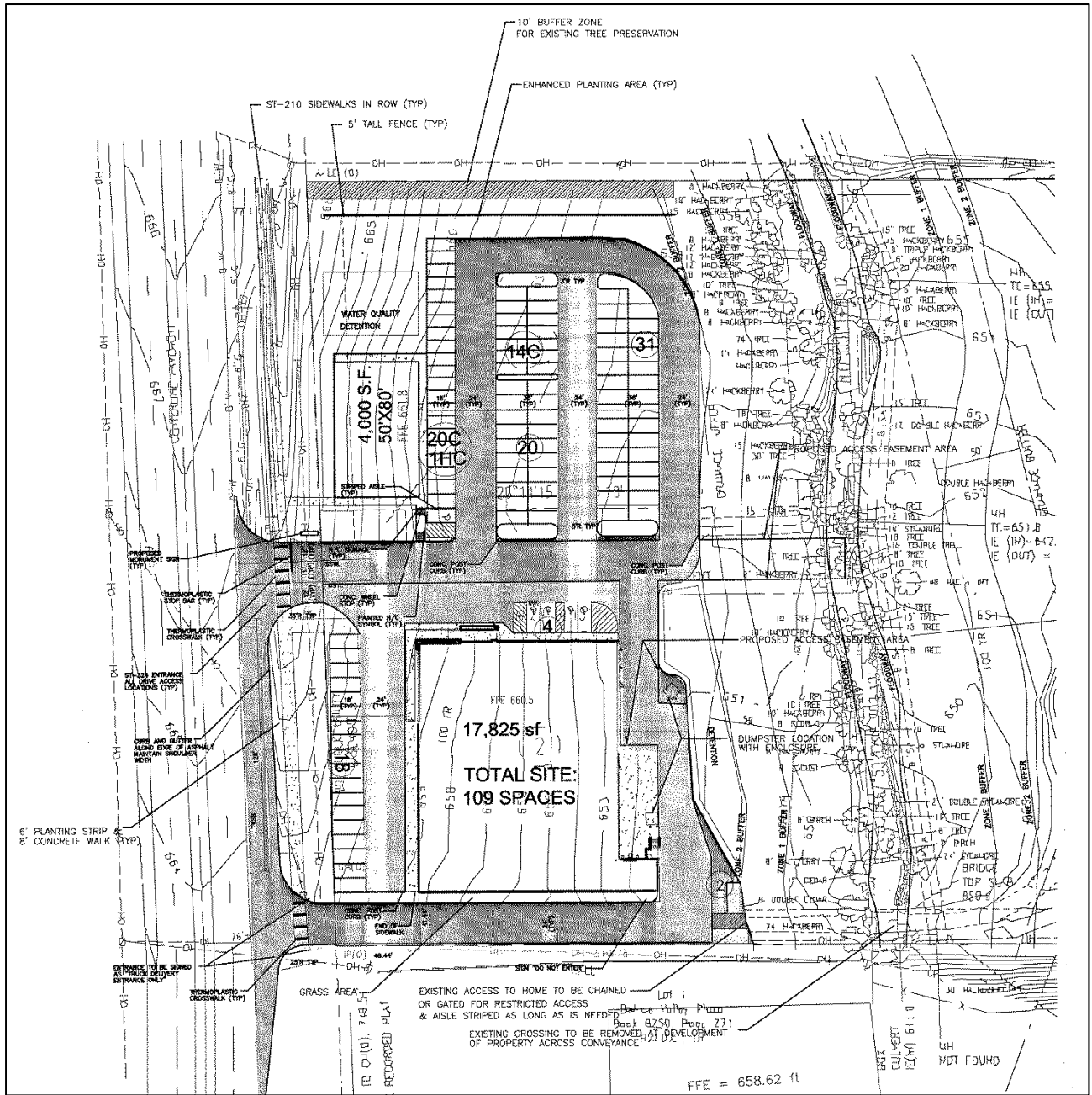
PUBLIC WORKS RECOMMENDATION

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.



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Final SP



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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.
- 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 approval with conditions and modifications for building square footage and an additional access point.

CONDITIONS

1. Provide joint access easements across all drives for use by Lots A, B, and C. Access easements shall be platted or recorded by instrument prior to building permit issuance.
2. Provide a striped crosswalk from the main parking area to the sidewalk running along the east side of the large building.
3. A total of 109 parking spaces are required. Only 30% (33 spaces) are permitted to be compact spaces. Revise the parking layout to provide 109 parking spaces with a maximum of 33 compact spaces.
4. With the submittal of the corrected copy, provide specifications for the 5 foot tall screen fence.
5. Correct Site Date Note 1 on Sheet C1 as follows: Subject property is presently shown as Parcels 106, 369, and 370 of the Davidson County Property Tax Map 142.
6. A corrected copy of the SP final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with final plat or permit application.
7. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



Metro Planning Commission Meeting of 11/12/2015



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, the October 8, 2015, and the October 22, 2015, Planning Commission meetings at the request of the applicant.

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

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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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 private drive located along the western property boundary. While there is an unimproved public alley located adjacent to the proposed private drive, Metro Public Works will not allow for the improvement of the alley due to sight distance issues and the concern that properties to the north may redevelop and use this alley for access to Fern Avenue, resulting in a significant safety hazard. 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 private drive aisle. 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. While there is an unimproved alley located along the western property line, Public Works will not approve the utilization and construction of this alley due to sight distance issues.

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

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 AND PARKING RECOMMENDATION

Approved with conditions

Developer shall apply to T&P staff to approve installation of an intersection warning sign with appropriate speed plaque an appropriate distance per MUTCD standards in advance of project driveway.

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



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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

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 approval with conditions and disapproval without all conditions of the proposed SP as it is consistent with the Bordeaux-Whites Creek Community Plan and meets several critical planning goals.

CONDITIONS

1. Uses are limited to a maximum of nine residential units.
2. Untreated wood is not permitted as an exterior finish.
3. Porches shall not encroach any further into the front setback than what is shown on the preliminary plan.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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 requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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2015SP-090-001

OCEOLA PLACE SP

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

07, West Nashville

20 (Mary Carolyn Roberts)



Project No. 2015SP-090-001
Project Name Oceola Place SP
Council District 20 - Roberts
School District 9 - Frogge
Requested by Dale & Associates, Inc., applicant; High Definition Homes, LLC, owner.

Deferral This case was deferred from the October 22, 2015, Planning Commission meeting.

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

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. *As only one of the three parcels is duplex eligible, R6 would permit a maximum of 9 lots with 1 duplex lot for a total of 10 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 existing infrastructure is more appropriate than development in areas not served with existing 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



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between buildings. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “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, 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 development is redeveloping underutilized urban lots and provides for additional housing choice within the neighborhood. The development is also respectful of the existing development patterns in the area as it proposes to keep a consistent setbacks 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 two-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 parallel parking spaces are provided for guest parking along the alley.

The applicant has proposed architectural standards for the SP. Building 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.



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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 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



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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.

STAFF RECOMMENDATION

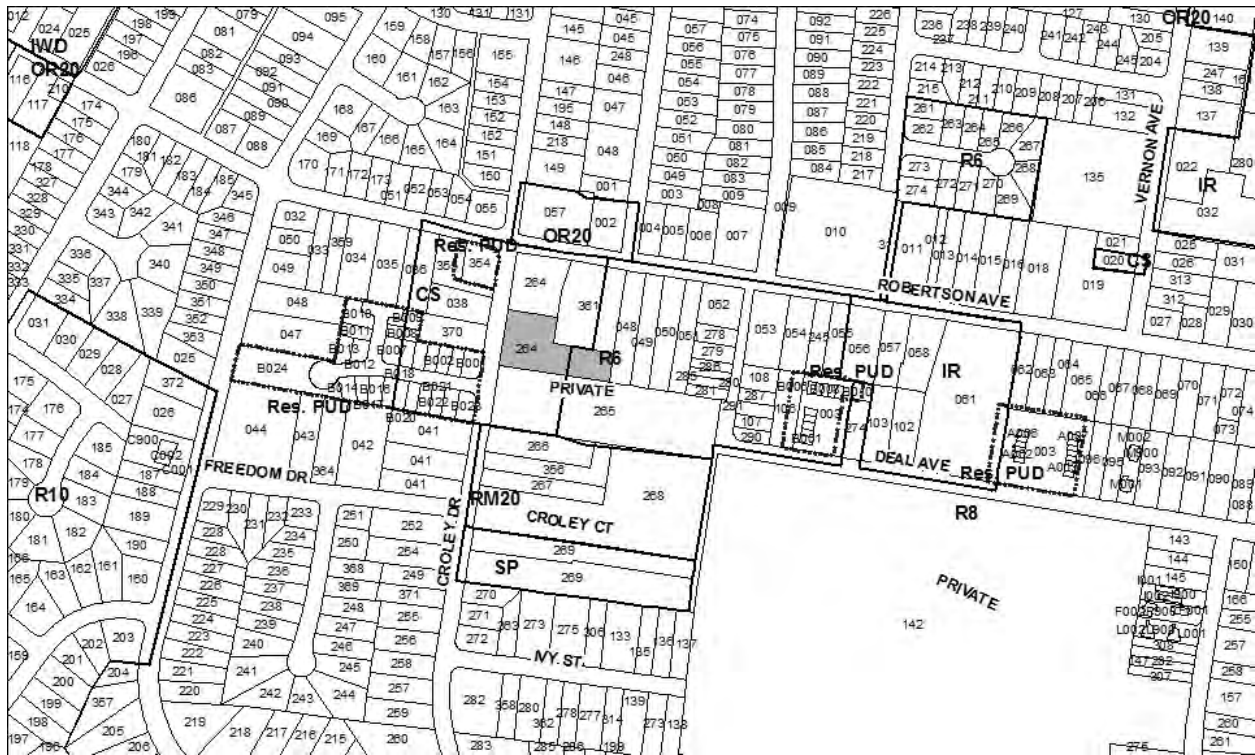
Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the policy for the area.

CONDITIONS

1. Permitted land uses shall be limited to up to 8 residential units.
2. One additional parallel parking space shall be provided for guest parking adjacent to the parallel parking space closest to Unit 7.
3. 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.
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 RM9 zoning district as of the date of the application request or application.
5. 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.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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2015SP-093-001

CROLEY HOMES DEVELOPMENT SP

Map 090-12, Parcel(s) 264

07, West Nashville

20 (Mary Carolyn Roberts)



Project No. 2015SP-093-001
Project Name Croley Homes Development SP
Council District 20 - Roberts
School District 9 - Frogge
Requested by Lukens Engineering Consultants, applicant; Croley Homes Development, LLC, owner.

Deferrals This request was deferred from the October 8, 2015, Planning Commission meeting at the request of the applicant.

Staff Reviewer Milligan
Staff Recommendation *Reopen the public hearing and approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit up to 13 dwelling units.

Preliminary SP

A request to rezone from Commercial Services (CS) and One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located at 630 Croley Drive, approximately 200 feet south of Robertson Avenue (0.95 acres), to permit up to 13 residential units.

Existing Zoning

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

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. *The R6 portion of the lot would permit a maximum of 1 lot with 1 duplex lot for a total of 2 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.

DEFERALS AND PUBLIC HEARING

This request was deferred at the October 8, 2015 Planning Commission meeting to allow for more time for community input. Staff is recommending that the public hearing be reopened.

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development

This proposal meets two critical planning goals. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads,



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water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project proposes development on an infill site. Sidewalks are being provided along Croley Drive to create a more pedestrian friendly and walkable area.

WEST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Center (T4 NC) policy is intended to preserve, enhance, and create urban neighborhood centers that fit in with the general character of urban neighborhoods. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity. T4 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses.

Consistent with Policy?

Yes. The plan is consistent with the T4 NC policy. This property lies within a larger policy area that is designated as Neighborhood Center south of the intersection of Croley Drive and Robertson Avenue. The plan provides for a housing element within the Neighborhood Center that would serve existing and future non-residential uses. Sidewalks are proposed along Croley Drive, allowing for future residents to walk to nearby non-residential uses adding to the functionality of the area as a Neighborhood Center.

PLAN DETAILS

The site is located at 630 Croley Drive, on the east side of Croley Drive. The site is approximately 0.95 acres in size and currently contains a single-family residence.

Site Plan

The plan proposes up to 13 residential dwelling units, including nine attached units and four detached. The Croley Drive frontage will be fronted with six attached units. The remainder of the units will front on an internal drive.

There is one access point proposed from Croley Drive. Parking is provided through a combination of garage spaces along with surface parking. A sidewalk will be constructed along Croley Drive. Internal sidewalks are provided to connect the units within the development to the sidewalks proposed along Croley Drive. Stoops are proposed for all units.

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, and raised foundations.

ANALYSIS

The plan is consistent with the T4 Urban Neighborhood Center policy. The plan provides for an additional housing option within an existing Neighborhood Center. Sidewalks are provided to create a more walkable community and homes are proposed to orient Croley Drive, creating a strong streetscape that furthers the goals of the Neighborhood Center policy. Future residents will be able to walk to nearby non-residential uses, including an existing corner market, increasing the functionality of the Neighborhood Center policy area.



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FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review. 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 water and sewer construction plans must be submitted and approved prior to Final SP approval. Also, the required capacity fees must be paid prior to Final SP approval.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Dedicate ROW to the back of sidewalk.
- Indicate on the plans the installation of ground mount signs and sign blades that indicate now entering private property.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.63	0.6 F	16,465 SF	743	21	61

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)	0.24	7.26 D	2 U*	20	2	3

*Based on one two family lot.

Maximum Uses in Proposed Zoning District: SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.87	-	13 U	110	11	12



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Traffic changes between maximum: CS, 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
-	-	-	-	-653	-12	-52

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district could generate 4 more students than what is typically generated under the existing R6 zoning district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. Cockrill Elementary School has been identified as over capacity but there is capacity within the cluster. Pearl-Cohn High School has been identified as over capacity and while there is no capacity within the cluster, there is capacity within adjacent clusters. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted land uses shall be limited to up to 13 residential units.
2. Provide a detailed landscape plan with the submittal of the Final SP. Include screening of utility equipment located on site as well as visible parking areas.
3. With the Final SP, submit detailed elevations consistent with the standards included on the Preliminary SP.
4. On the corrected set, update the height to state maximum height is 35' to roofline.
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. 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 RM15-A zoning district as of the date of the application request or application.
7. 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.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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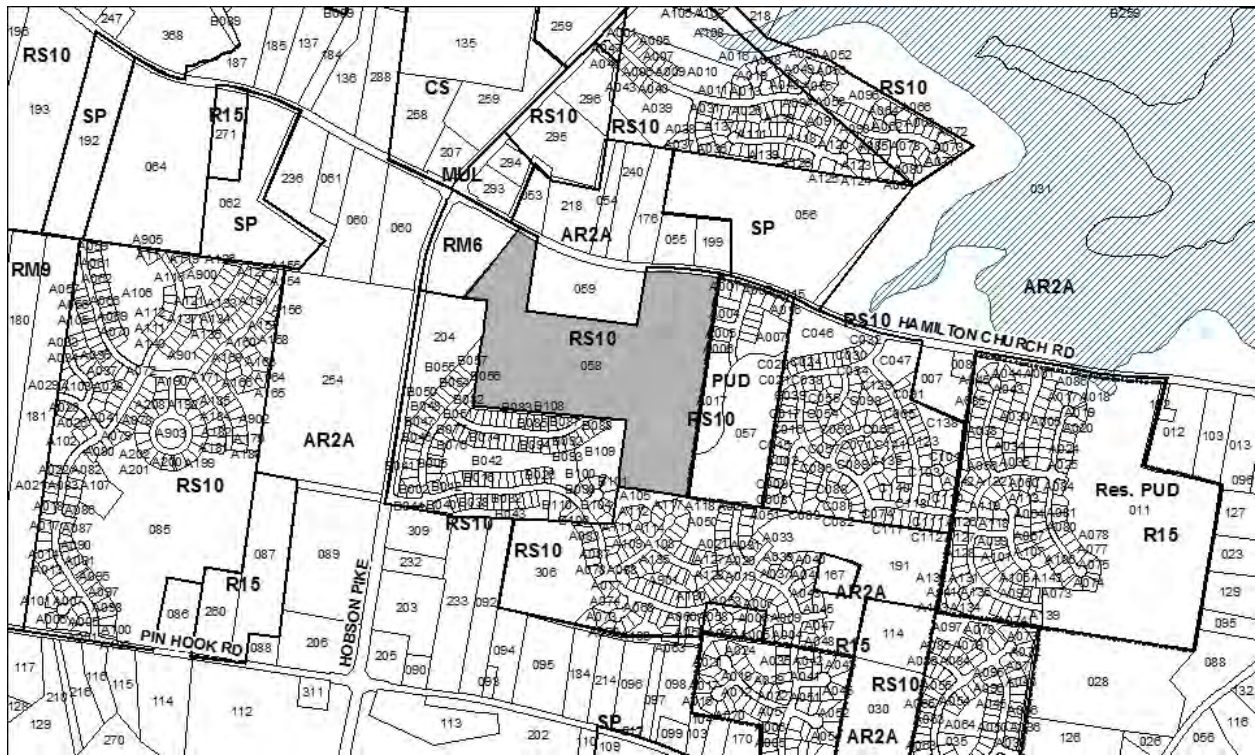
10. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



SEE NEXT PAGE



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2015S-147-001

HOBSON PIKE AND HAMILTON CHURCH ROAD

Map 164, Part of Parcel(s) 058

13, Antioch - Priest Lake

33 (Sam Coleman)



Project No.	Subdivision 2015S-147-001
Project Name	Hobson Pike and Hamilton Church Road
Council District	33 – Coleman
School District	6 – Hunter
Requested by	Dale and Associates, applicant; Craighead Development, owner.

Deferrals This request was deferred from the October 22, 2015, Planning Commission meeting at the request of the applicant.

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions.*

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).

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. *RS10 would permit a maximum of 157 units.*

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods

The plan provides for new street connections to existing, adjacent street networks. All new streets include sidewalks which will provide for enhanced pedestrian connectivity. The plan also proposes walking paths which provide for additional pedestrian options. The plan also provides for future roadway and sidewalk connections with currently vacant properties adjacent to the proposed development, which will further enhance the pedestrian network when adjacent properties develop.

PLAN DETAILS

The property is approximately 43 acres and is situated at the southeastern quadrant of Hobson Pike and Hamilton Church Road. Approximately 7 acres of the property is zoned RM6 and is not included in this concept plan. The approximately 36 acres included in the proposed subdivision is vacant and consists of dense vegetation including cedar and hardwood. The site does not contain any slopes over 15 percent. A blue line stream bisects the property near the southeastern property line. Besides the blue line stream there are no other known environmentally sensitive areas. A TVA line bisects the northwestern property boundary and includes a 300 foot wide easement.



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Site Plan

The plan calls for 132 single-family clustered lots with an overall density of 3.6 dwelling units per acre. As shown, lots are clustered down to the RS5 district and range in size from 5,254 square feet to 12,900 square feet. Five lots front onto Hamilton Church Road and the remaining 127 lots front onto new streets. All lots are at least 50 feet in width.

New streets in the development connect to Hamilton Church road to the north, Maritime Port and Priest Shore Bay in the Lakewalk Subdivision to the south and to Bob Burton Drive in the Marhaden Pointe Subdivision to the east. The plan also provides for future connections to the north and the east. All proposed roadways are public and include a fifty foot wide right-of-way. A five foot wide sidewalk and four foot planting strip are proposed along all new streets. A six foot wide sidewalk and six foot wide planting strip are proposed along Hamilton Church Road.

The plan provides approximately ten acres of open space, which is approximately 29 percent of the site. Approximately 67% (6.9 acres) of the open space is designated as active and includes amenity areas that include walking paths, gazebos and horseshoe pits. The remaining open space areas are reserved for buffer yards and stormwater facilities.

ANALYSIS

The plan is consistent with the cluster lot standards specified in the Zoning Code and meets several critical planning goals. The proposed lot layout is consistent with surrounding residential development and the plan provides for more street connectivity by connecting to existing stub streets to the east and the south, as well as providing for future roadway connections to the north and east. As this property is located within a Suburban Neighborhood Evolving policy, lot compatibility is not applicable.

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. Bob Burton Dr. extends to the next subdivision per the Civils.

PUBLIC WORKS RECOMMENDATION

No exceptions taken

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

TRAFFIC & PARKING RECOMENDATION

Approve with conditions

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

CONCLUSIONS AND RECOMMENDATIONS

1. The new project access on Hamilton Church Road should be constructed to include one entering lane and one exiting lane, striped as a shared left and right turn lane. Developer shall extend the



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existing 3 lane cross section on Hamilton Church Rd at Marharen Dr to Street A project access with adequate transition per AASHTO standards.

2. The analyses conducted for the purposes of this study indicate that the existing laneage and traffic control at the intersection of Hobson Pike and Lakewalk Drive will be adequate to accommodate the background and total projected conditions with the build-out of the proposed project and the planned extension of Maritime Port and Priestshore Bay.

3. The analyses conducted for the purposes of this study indicate that the impact from this development on the vehicle delays at the intersection of Hobson Pike and Hamilton Church Road will be minimal.

4. Adequate right-of-way should be provided along the frontage of the project site in order to accommodate the ultimate cross-sections of Hobson Pike and Hamilton Church Road, as identified by the Metro Nashville Planning Department.

5. Initial field observations indicate that adequate sight distance is available on Hamilton Church Road at the project access. However, in conjunction with the preparation of final construction documents for the proposed project, sight triangles should be provided in order to identify the specific sight distances which will be available at the intersection of Hamilton Church Road and the project access, based on the specific location of each project access and its design parameters. Any signage or landscaping at project access on Hamilton Church Rd or at internal subdivision road intersections shall be located so that sight distance is not restricted. Intersection traffic control shall be shown on road construction plans.

6. Currently, there are no sidewalks or pedestrian signals provided at the intersection of Hobson Pike and Hamilton Church Road. There are limited sidewalks on Hobson Pike in the vicinity of Lakewalk Drive and on Hamilton Church Road in the vicinity of Marhaden Drive, east of the project site. However, there are no bicycle or transit opportunities within the study area.

7. As discussed for the purposes of this study, it is important to note that the northwestern portion of the property is zoned RM6 and separated from the proposed homes by an existing utility easement. The current site plan does not include any development on this portion of the project site because this parcel will be subdivided from the single-family homes and developed in the future. Based on current information, it is possible that this parcel will include an assisted living facility and/or approximately 40 apartments. When development is proposed for this portion of the project site, additional analysis/study may be required to reflect the specific impacts of a future proposal. Future access to this subdivided parcel shall be located an appropriate distance to the signalized intersection and provide adequate sight distance.

STORMWATER RECOMMENDATION

Approved



Metro Planning Commission Meeting of 11/12/2015

WATER SERVICES RECOMMENDATION

Approve with conditions

Public water and sewer construction plans must be submitted and approved prior to Final Site Plan approval. These approved construction plans must match the Final Site Plan. The required capacity fees must be paid prior to Final Plat approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions. The request is consistent with the cluster lot option outlined in the Zoning Code. The plan also provides for street connectivity to neighboring properties.

CONDITIONS

1. Lots shall be at least 50 feet in width at the street or shall be accessed via a shared drive.
2. Sidewalks within this development shall be required to be built to the property line along each street frontage.
3. Add the following note to the plan: The building permit site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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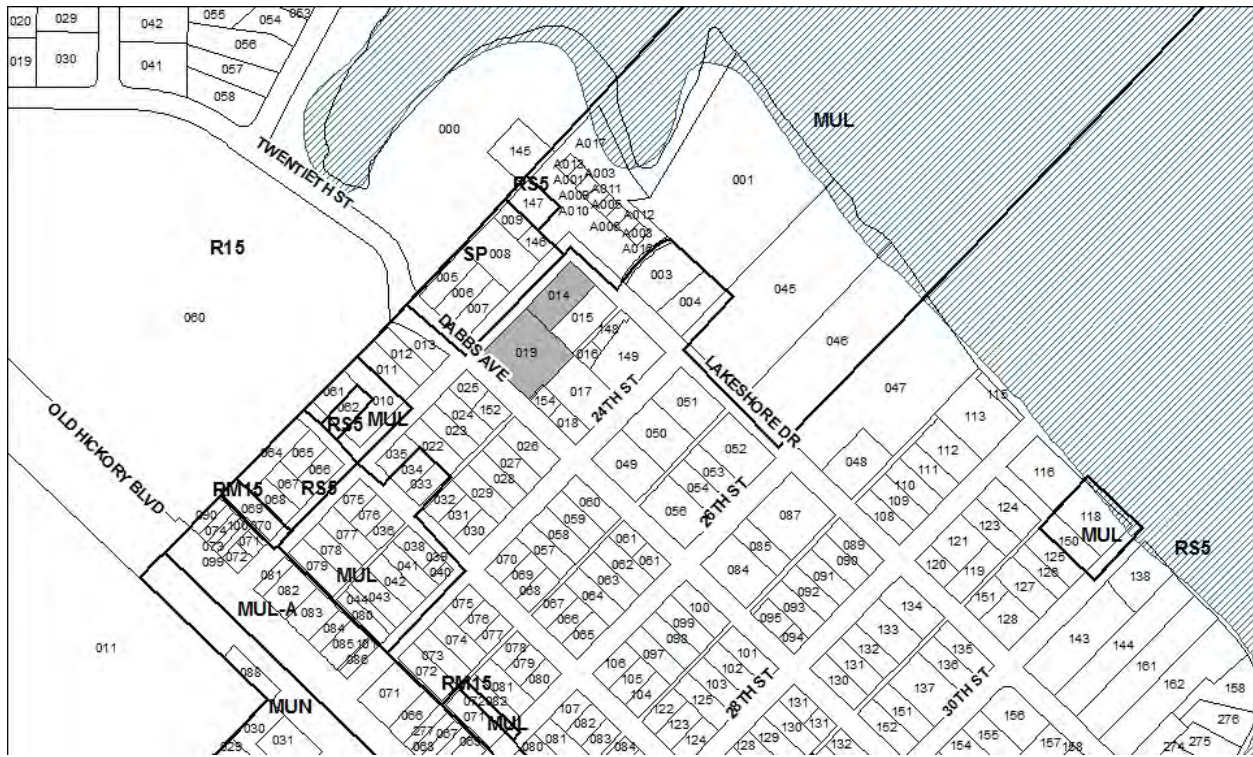


RECOMMENDATIONS TO METRO COUNCIL

- **Specific Plans**
- **Zone Changes**



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2015SP-097-001
22nd & DABBS SP
Map 053-08, Parcel(s) 014, 019
14, Donelson - Hermitage
11 (Larry Hagar)



Project No.	2015SP-097-001
Project Name	22nd & Dabbs SP
Council District	11 - Hagar
School District	4 - Shepherd
Requested by	Dale & Associates, Inc., applicant; Tim Polston, Alan Barrett and Anita Marlin, owners.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit up to 12 dwelling units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for properties located at 2200 Lakeshore Drive and Dabbs Avenue (unnumbered), at the southeast corner of 22nd Street and Dabbs Avenue (0.79 acres), to permit up to 12 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 6 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.

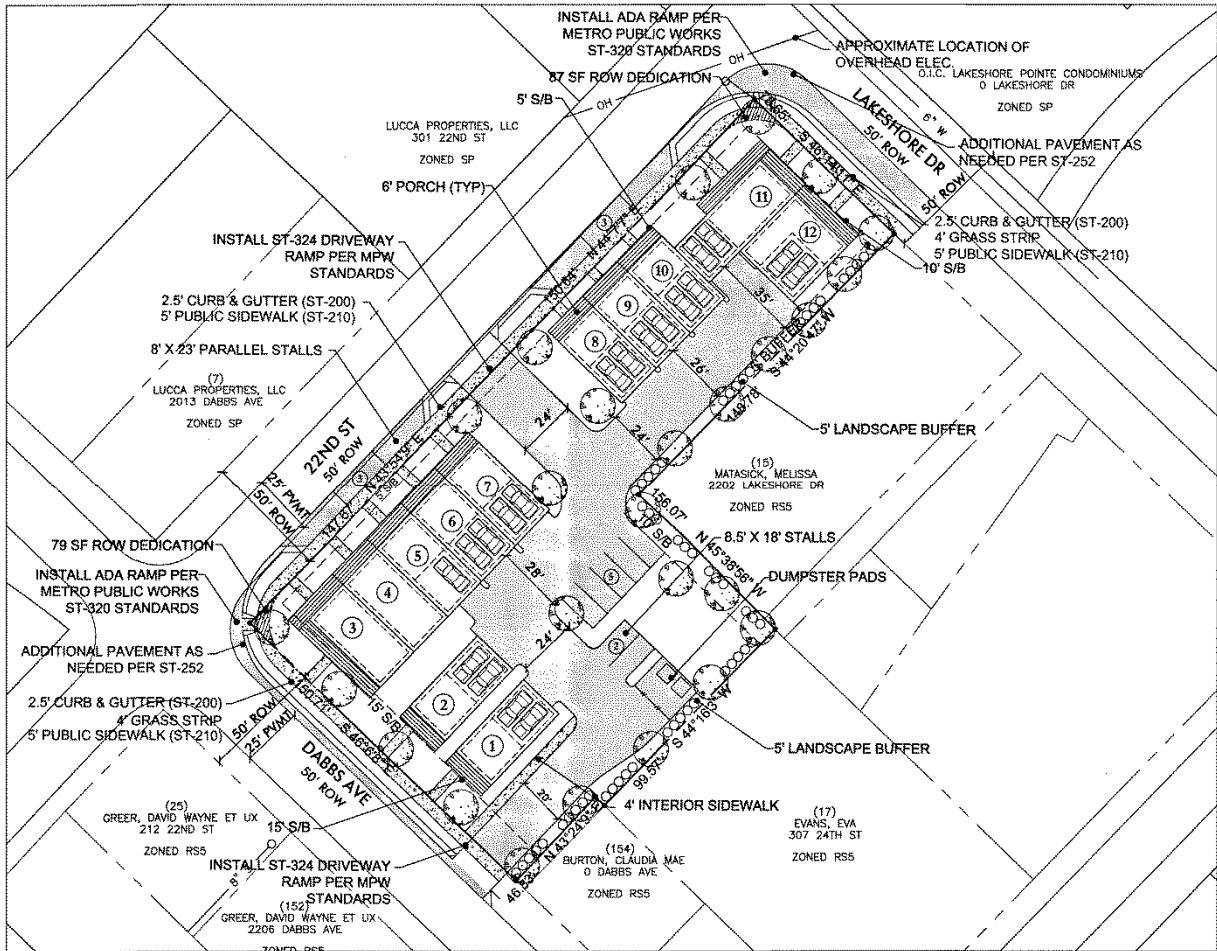
CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

This proposal meets two critical planning goals. Development in areas with adequate infrastructure is more appropriate than development in areas 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 proposes development on an infill site. Sidewalks are being provided along the property frontages along Dabbs Avenue, 22nd Street, and Lakeshore Drive to improve the pedestrian environment and create a more walkable neighborhood.



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Proposed Site Plan



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DONELSON-HERMITAGE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses and that are envisioned to remain or develop in a mixed use pattern. T4 MU areas may include commercial and even light industrial uses in addition to vertical mixed use and a significant amount of moderate to high density residential development.

Consistent with Policy?

Yes. The plan is consistent with the T4 Urban Mixed Use Neighborhood Policy. The property lies within a larger area that is designated as Urban Mixed Use Neighborhood. The plan provides for a housing element within the Urban Mixed Use Neighborhood that would serve existing and future non-residential uses. Sidewalks are being proposed along the property frontage along 22nd Street, Dabbs Avenue, and Lakeshore Drive allowing for future residents to walk to nearby non-residential uses and adding to the functionality of the area as a Mixed Use Neighborhood. The proposed development is also located in walking proximity to Old Hickory Boulevard, allowing for more opportunities for future residents to walk to non-residential uses.

PLAN DETAILS

The site is located at 2200 Lakeshore Drive and Dabbs Avenue (unnumbered), on the southeast side of 22nd Street between Dabbs Avenue and Lakeshore Drive. The site is approximately 0.79 acres in size and is currently in use as a single-family residence.

Site Plan

The plan proposes up to 12 attached residential units. The units orient Dabbs Avenue, 22nd Street, and Lakeshore Drive.

There is one vehicular access point proposed from Dabbs Avenue and one proposed from 22nd Street. Parking is provided through a combination of garage spaces and surface parking spaces. A sidewalk will be constructed along the entirety of all three street frontages. Sidewalk connections are provided from each unit to the proposed public sidewalk.

The applicant 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. Porches are provided for all units and the corner units are proposed to feature wraparound porches, providing for an active streetscape on all streets. Standards are provided for window orientation, prohibited materials, and raised foundations.

ANALYSIS

The plan is consistent with the T4 Urban Mixed Use Neighborhood policy. The plan provides for an additional housing option within an existing Mixed Use Neighborhood. Sidewalks are provided to create a more walkable community and homes are proposed to orient Dabbs Avenue, 22nd Street, and Lakeshore Drive creating a strong streetscape that furthers the goals of the Mixed Use Neighborhood policy. Future residents will be able to walk to nearby non-residential uses, including existing uses along Old Hickory Boulevard, increasing the functionality of the Mixed Use Neighborhood.



Metro Planning Commission Meeting of 11/12/2015

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved with conditions

- Approved as a Preliminary SP only. The required capacity fees must 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.
- Submit copy of recorded ROW dedication at both intersections prior to building permit signoff by MPW.
- Coordinate stormwater outfall with MPW and Metro Stormwater.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.79	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)	0.79	-	12 U	102	10	11

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
-	-	-	+ 6 U	+44	+5	+4



Metro Planning Commission Meeting of 11/12/2015

METRO SCHOOL BOARD REPORT

Projected student generation existing R5 district: 0 Elementary 0 Middle 0 High

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

The proposed SP-R zoning district could generate 3 more students than what is typically generated under the existing RS5 zoning district. Students would attend Dupont Elementary School, Dupont-Hadley Middle School, and McGavock High School. Dupont Elementary and Dupont-Hadley Middle School have been identified as over capacity but there is capacity within the cluster. McGavock High School has been identified as over capacity, however there is capacity within adjacent clusters. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

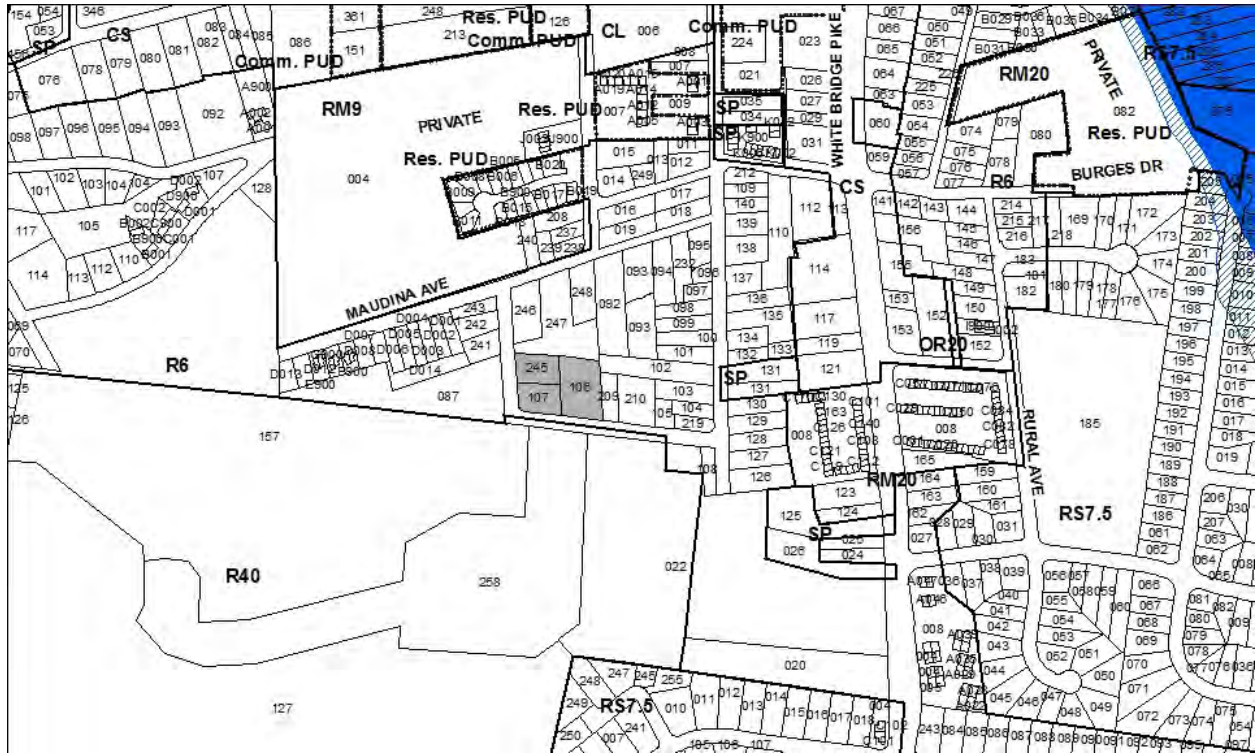
Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the policy for the area and provides additional housing options.

CONDITIONS

1. Permitted land uses shall be limited to up to 12 residential units.
2. With the Final SP, submit detailed elevations consistent with the standards included on the Preliminary SP.
3. 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.
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 RM15-A zoning district as of the date of the application request or application.
5. 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.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



Metro Planning Commission Meeting of 11/12/2015



2015SP-099-001
DEMOSS ROAD SP
Map 103-02, Parcel(s) 106-107, 245
07, West Nashville
20 (Mary Carolyn Roberts)



Project No.	2015SP-099-001
Project Name	Demoss Road SP
Council District	20 - Roberts
School District	9 - Frogge
Requested by	Dale & Associates, Inc., applicant; Henry S. Hood, owner.
Staff Reviewer	Thomas
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone to permit up to 16 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 105 and 107 Demoss Road and Demoss Road (unnumbered), approximately 330 feet south of Maudina Avenue (1.37 acres), to permit up to 16 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 9 lots with 2 duplex lots for a total of 11 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

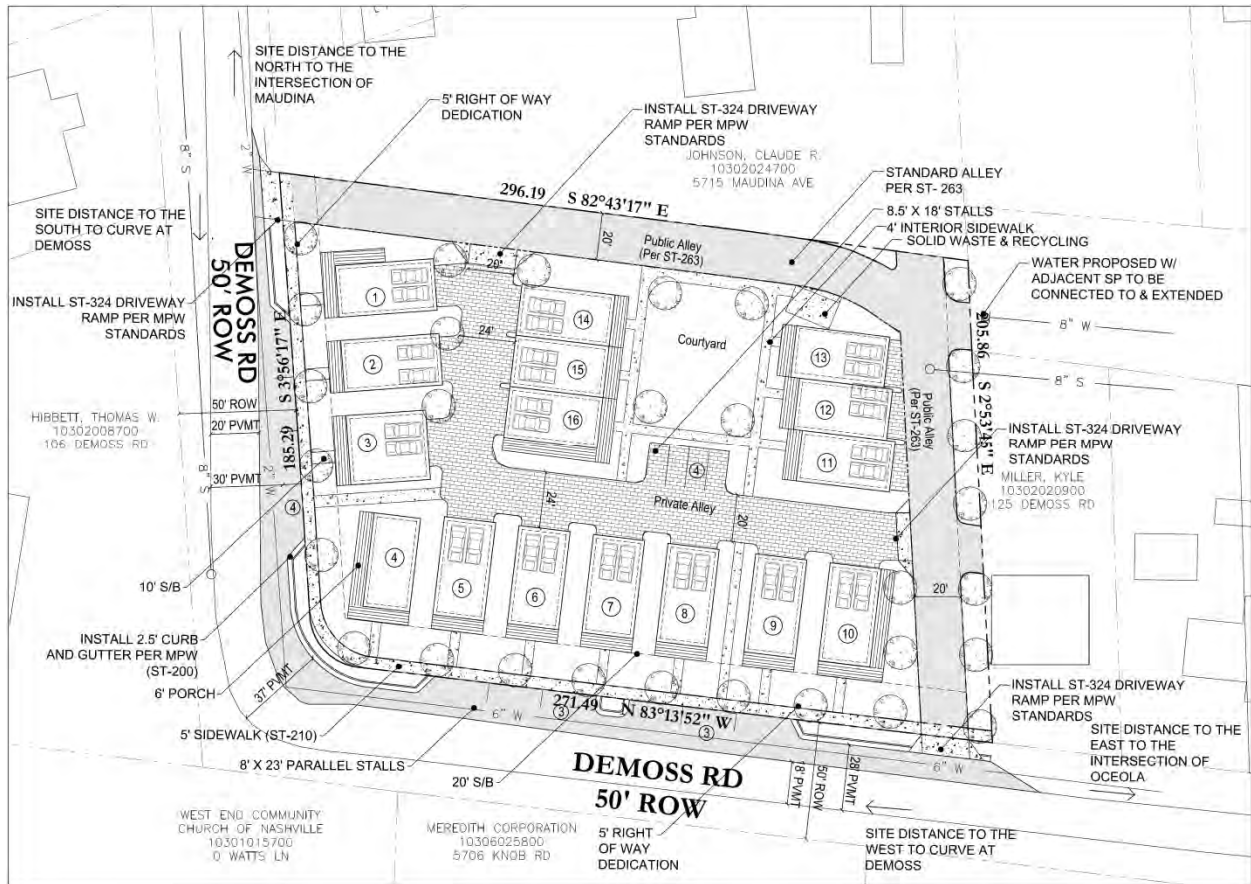
This proposal meets two critical planning goals. Development in areas with existing infrastructure is more appropriate than development in areas not served with existing infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Sidewalks are being provided along Demoss Road which will 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



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Proposed Site Plan



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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. Buildings are proposed to orient towards the street or the open space courtyard. The proposed development is redeveloping underutilized urban lots and provides additional housing choice within the neighborhood. The proposed public alleys complement the existing street network and promote greater connectivity.

PLAN DETAILS

The site is located at 105 and 107 Demoss Road and Demoss Road (unnumbered). The site is approximately 1.37 acres in size. Two of the properties are vacant and a residence exists on the other property.

Site Plan

The plan proposes a multi-family residential development with up to 16 dwelling units. Ten detached units front Demoss Road, with an additional six attached units fronting onto a courtyard interior to the development. Attached two-car garages are provided for 15 of the units, with vehicular access provided by a network of public and private alleys. The site proposes four additional surface parking spaces, as well as ten on street parking spaces.

The proposed public alleys provide for future connections to the north and east of this site. The east-west alley aligns with the alley network proposed by the Ocoola Place SP abutting this site to the east.

The applicant 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 improves vehicular and pedestrian connectivity and provides an appropriate mix and placement of buildings. By providing single-family detached units along Demoss Road, the development accommodates infill development while respecting the existing development pattern of the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved



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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.
- Submit copy of recorded ROW dedication prior to building permit signoff by MPW.
- Comply with MPW Traffic Engineer conditions

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- Provide adequate sight distance at access drives.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.37	7.26 D	11 U*	106	9	12

*Based on two 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 (210)	1.37	-	16 U	154	12	17

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
-	-	-	+ 5 U	+48	+3	+5

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning is anticipated to generate one more student 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



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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

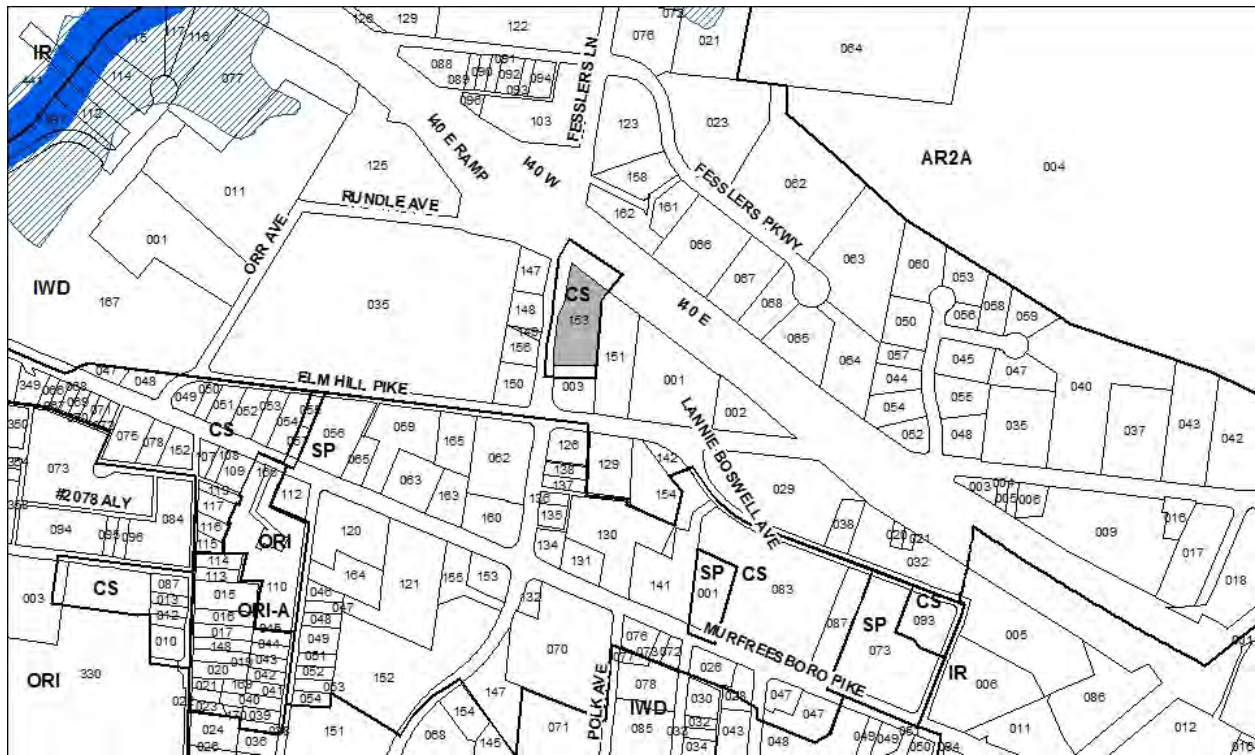
Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the policy for the area.

CONDITIONS

1. Permitted land uses shall be limited to up to 16 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-A 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.
7. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



Metro Planning Commission Meeting of 11/12/2015



2015SP-100-001
CITADEL SELF STORAGE
Map 106, Parcel(s) 153
11, South Nashville
19 (Freddie O'Connell)



Project No.	Zone Change 2015SP-100-001
Project Name	Citadel Self Storage
Council District	19 – O’Connell
School District	5 - Kim
Requested by	Ragan-Smith Associates, applicant; Citadel Storage Partners I, LP, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone to permit a self-service storage facility.

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan-Industrial (SP-IND) for property located at 506 Fesslers Lane, approximately 225 feet north of Elm Hill Pike (1.72 acres) to permit a self-service storage facility.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

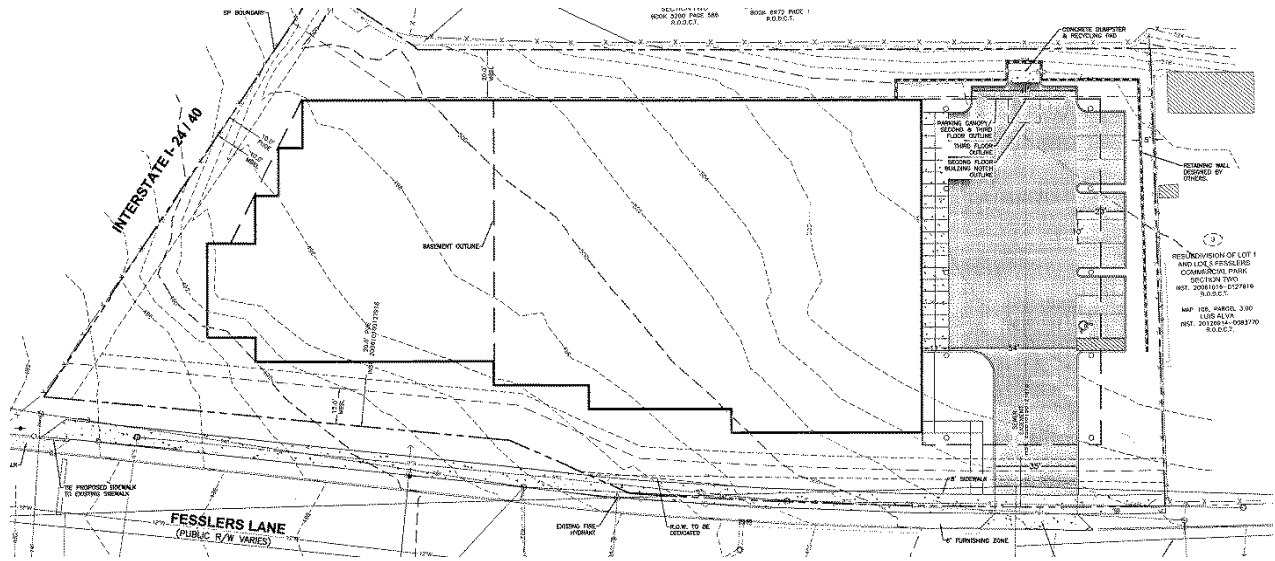
SOUTH NASHVILLE COMMUNITY PLAN

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

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.



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Proposed Site Plan



Proposed Elevations



Metro Planning Commission Meeting of 11/12/2015

Consistent with Policy?

Yes. The policy supports commercial uses, such as self-storage facilities, in order to support principle industrial activity and contribute to the vitality of the Industrial District policy. The proposed self-storage facility will be located in a strategic area and served by an arterial-boulevard and is close to the interstate system in order to serve the overall community. The project will also provide sidewalk improvements.

PLAN DETAILS

This site is located at 506 Fessler Lane, south of I-40, and is currently vacant. The plan proposes a self-service storage facility within a three level structure with a partial basement. The proposed building will have frontage along Fessler Lane and the lot abuts I-40 to the north.

Vehicular access will be limited to one driveway on Fessler Lane along the southwestern portion of the property. The proposed parking exceeds the Metro Code requirements and will be installed along the southern property line. The proposed parking is located to the side of the building, which is consistent with the intent of the District Industrial policy. The second and third floor of the building will cantilever over the entrance and a majority of the parking stalls, providing a canopy.

The proposed SP limits construction and disturbance to portions of the site that do not contain steep slopes. A retaining wall will be installed along the eastern and southern sides of the parking area. The proposed plan includes an 8 foot sidewalk and 6 foot planting strip along Fessler Lane. The new sidewalk on Fessler Lane will connect to an existing sidewalk that extends north of the site and continues north of I-40. Landscaping will be provided to screen the parking area along the southern property line.

ANALYSIS

The plan is consistent with the District Industrial policy since uses, such as storage functions, support the main activity and contribute to the vitality of the Industrial Districts. The location of the proposed self-service storage facility is respectful to the surrounding development pattern in the area and supported by the existing infrastructure facility.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. The required capacity fees have been paid.

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- Developer shall extend SB left turn lane on Fessler Lane to provide an additional 75ft of storage with transition per AASHTO standards. Construction plans for the Left turn lane shall be included with Final SP.



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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.
- Submit copy of recorded ROW dedication prior to building permit signoff by MPW.
- Comply with MPW Traffic Engineer conditions

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.72	0.6 F	44,953 SF	1961	43	130

Maximum Uses in Proposed Zoning District: SP-IND

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Self-Storage (151)	1.72	-	35,000 SF	88	6	10

Traffic changes between maximum: CS and SP-IND

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1,873	-37	-120

The Metro School Board report was not generated because the proposed SP would not generate students.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions of the proposed SP as it is consistent with the South Nashville community Plan.

CONDITIONS

1. Uses within this SP shall be limited self-service storage.
2. Height shall be limited to three stories.
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 CS 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. 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.



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6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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2015Z-085PR-001

Map 105-04, Parcel(s) 255, 389

11, South Nashville

17 (Colby Sledge)



Project No.	Zone Change 2015Z-085PR-001
Council District	17 - Sledge
School District	05 - Kim
Requested by	John Munn, applicant and owner.
Staff Reviewer	Deus
Staff Recommendation	Approve.

APPLICANT REQUEST
Rezone from IR to MUN-A.

Application type

A request to rezone from Industrial Restrictive (IR) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for properties located at 67 and 69 Trimble Street, approximately 100 feet east of Lewis Street (0.43 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 Neighborhood-Alternative (MUN-A) is intended for a low intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development

This request creates an opportunity for infill development in an area that is served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. The proposed request would also enhance walkability along a corridor through the appropriate orientation of buildings.

SOUTH NASHVILLE COMMUNITY PLAN

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. *This property is located within a floodplain.*

Consistent with Policy?

Yes. Low intensity land uses are more appropriate in environmentally sensitive areas than more intense land uses. Generally, T4 Urban Conservation areas contain areas where sensitive environmental features have already been developed in addition to areas where these features



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remain undisturbed. Building types in T4 Urban Conservation areas that are embedded in mixed-use settings may include low- and mid- rise mixed use, low- rise commercial, institutional and other lower intensity residential uses. There are stormwater regulations in place to mitigate potential flood damage for residential living space including requiring structures to be built four feet above the finished floor elevation (FFE). The building mass generally contains a small footprint in relation to the lot size. These properties and the surrounding areas have already been developed with structures and surface lots. The proposed MUN-A district would allow for a smaller building footprint consistent with policy as this mixed-use zoning district has a less intense floor area ratio (FAR) and impervious surface ratio (ISR) than other mixed-use districts.

ANALYSIS

This site covers 0.43 acres and is currently occupied by an existing structure and a surface parking lot. This site is located within a floodplain. Currently the property is zoned Industrial Restrictive (IR), which allows for light industrial uses. The IR district allows for more intense floor area ratio and impervious surface ratio than what the policy is intended for. The proposed MUN-A district has a less intense floor area ratio and impervious surface ratio and would move this site closer to the goals of the policy.

In the event these properties were to redevelop, the proposed MUN-A district would permit a low intensity of uses including office, retail, and residential. This zoning district also has appropriate design standards that would be implemented with the redevelopment of the site and would create walkable neighborhoods through the use of building placements and sidewalks. The MUN-A district requires a build-to-zone that would orient the building to address the public realm; sidewalks would be constructed to local street standards. Parking would be permitted along the sides and rear of buildings and vehicular access would be limited to an existing alley.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC & PARKING RECOMMENDATION

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.43	0.6 F	11,238 SF	41	4	4



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

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

Traffic changes between maximum: **IR** and **MUN-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+478	+13	+45

METRO SCHOOL BOARD REPORT

Projected student generation IR district 0 Elementary 0 Middle 0 High

Projected student generation MUN-A district 0 Elementary 0 Middle 0 High

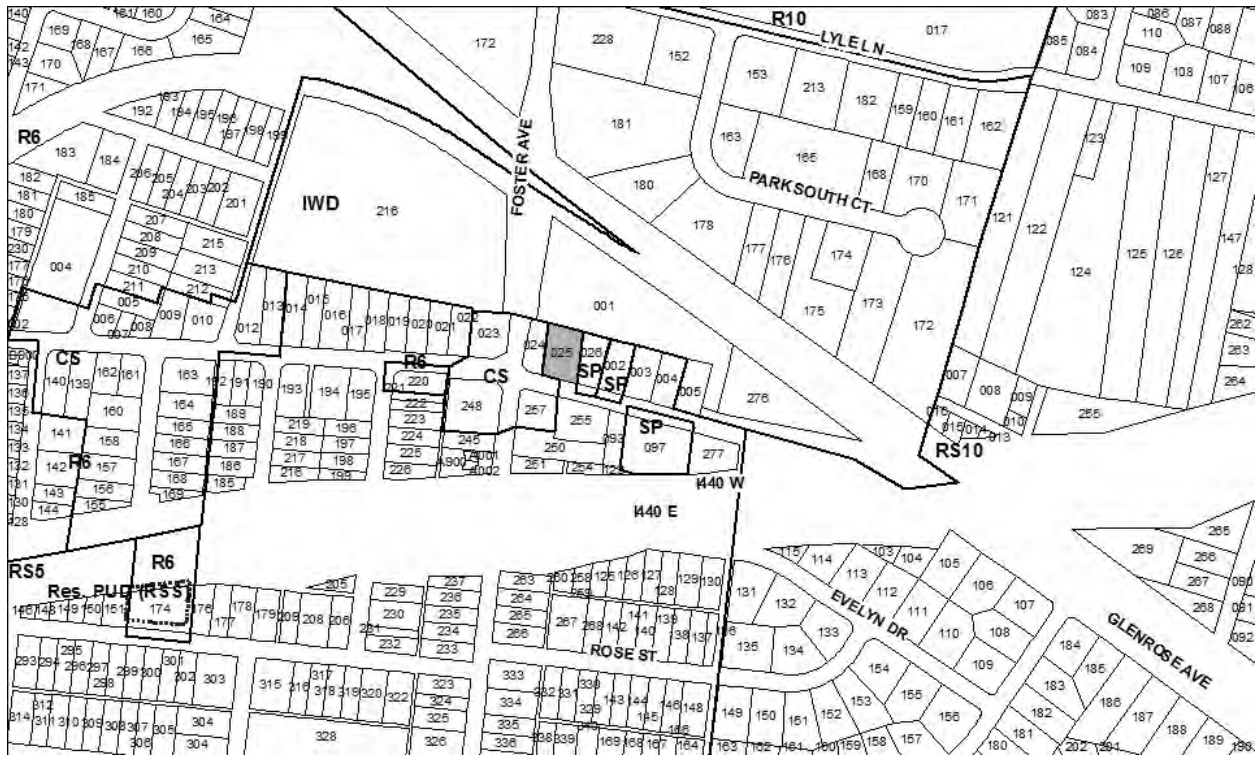
The proposed MUN-A district would generate no more students than what is typically generated under the existing IR zoning district using the Urban Infill Factor. Students would attend Whitsitt Elementary School, Cameron Middle School, and Glencliff High School. Glencliff High is identified as being over capacity. There is capacity for additional high school students within an adjacent cluster. This information is based upon data from the school last updated October 2014.

STAFF RECOMMENDATION

Staff recommends approval.



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2015Z-086PR-001

Map 119-01, Parcel(s) 025

11, South Nashville

17 (Colby Sledge)



Project No.	Zone Change 2015Z-086PR-001
Council District	17 - Sledge
School District	7 -Pinkston
Requested by	Katherine Williams, owner and applicant.
Staff Reviewer	Moukaddem
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Rezone from RS5 to MUL-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 108 Glenrose Avenue, approximately 120 feet east of Foster Avenue (0.34 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 2 units.*

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 mixed-use development in an area served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. The proposed mixed-use zoning would complement the variety of uses present and encouraged under the T4 Urban Mixed Use Neighborhood Policy. Redevelopment of this vacant property will require the installation of a new sidewalk along the property, extending the existing sidewalk present just west of the property. This will create another walkable destination for the area and connect the site to an existing transit route along Foster Avenue, providing an access framework for residents and visitors to a new destination on this site.

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.



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Consistent with Policy?

Yes. The proposed MUL-A zoning is consistent with the T4 Urban Mixed Use Neighborhood (T4 MU) policy. The existing RS5 zoning is not entirely consistent with the goals of the policy as it does not permit the mixture of uses envisioned by the T4 Urban Mixed Use Neighborhood policy. A rezoning to MUL-A would encourage a mixed use development promoted by this policy, and complement the mixed use nature of the two approved SPs to the east of the site, each of which are approved for office, residential, or a combination of live-work uses. Redevelopment of the site would also be held 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 Neighborhood policy and the vacant site must 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 contribute 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.

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)	0.34	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.34	1.0 F	14,810 SF	672	20	58

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+652	+18	+55

STAFF RECOMMENDATION

Staff recommends approval.

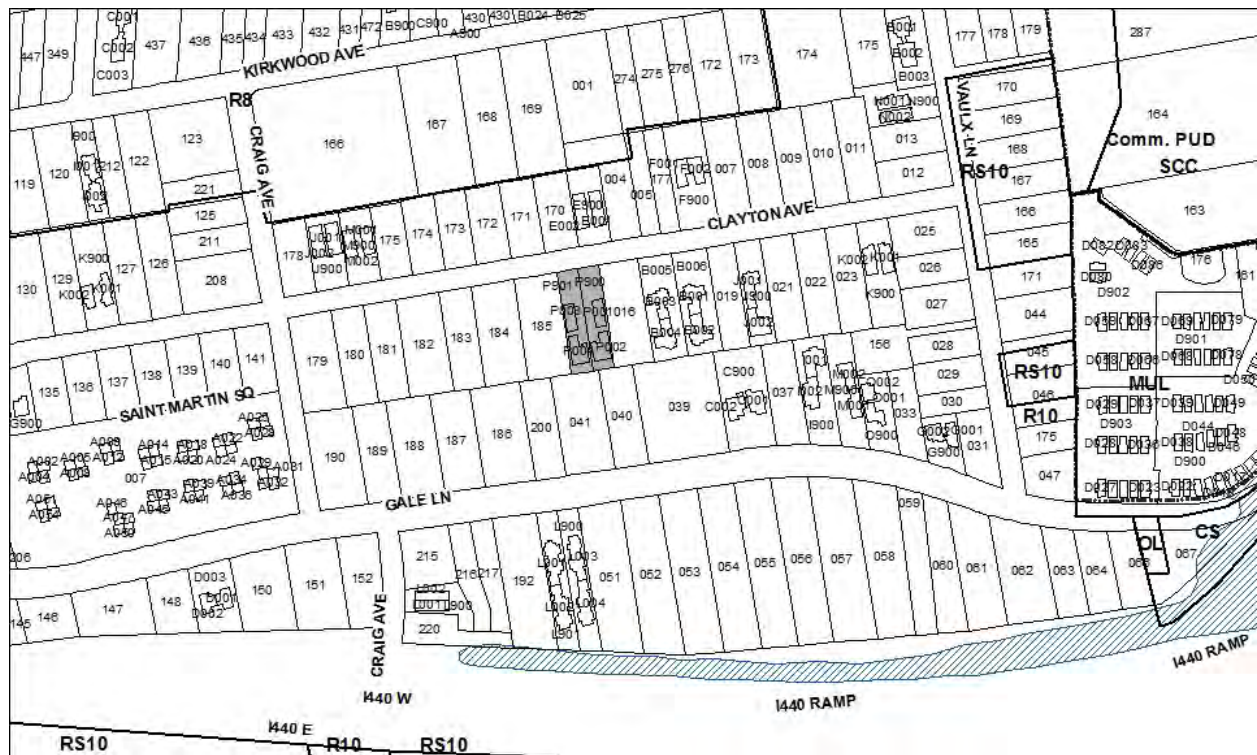


PLANNING COMMISSION ACTIONS

- **Urban Design Overlays (Final)**
- **Planned Unit Developments**
- **Subdivision**



Metro Planning Commission Meeting of 11/12/2015



2014UD-001-002
CLAYTON AVENUE
Map 118-06, Parcel(s) 178-179
10, Green Hills - Midtown
17 (Colby Sledge)



Project No.	UDO Major Modification 2014UD-001-002
Project Name	Clayton Avenue
Council District	17 – Sledge
School District	07 – Pinkston
Requested by	Aspen Construction Holdings, LLC, applicant and owner.
Staff Reviewer	Saliki
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

A modification to the UDO development standards for driveways and parking to permit 0’ setback from the side property line, to allow for a combined driveway.

Application Type

A request for a modification to the Clayton Avenue Urban Design Overlay (UDO).

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 2 lots with 2 duplex units each for a total of 4 units.*

R10 would permit a maximum of 2 lots on this property with rights to develop a duplex on each for a total of 4 units. The original Battlefield Estates subdivision was platted in 1935 with four 25’ lots which were later combined to create a 100’ lot. The Zoning administrator has deemed that the underlying lot lines can be reestablished and each lot can contain only one house.

Clayton Avenue UDO: This UDO was created to require new development to reflect the scale and placement of the existing homes. The UDO is not intended to dictate style or require new construction to exactly replicate the existing homes. The standards of the UDO focus primarily on the front of the house and yard – through the standards for height, setbacks and driveways/garages.

CRITICAL PLANNING GOALS

N/A

GREEN HILLS - MIDTOWN COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The proposal for no side setback to allow for a combined driveway maintains the development pattern of the neighborhood.



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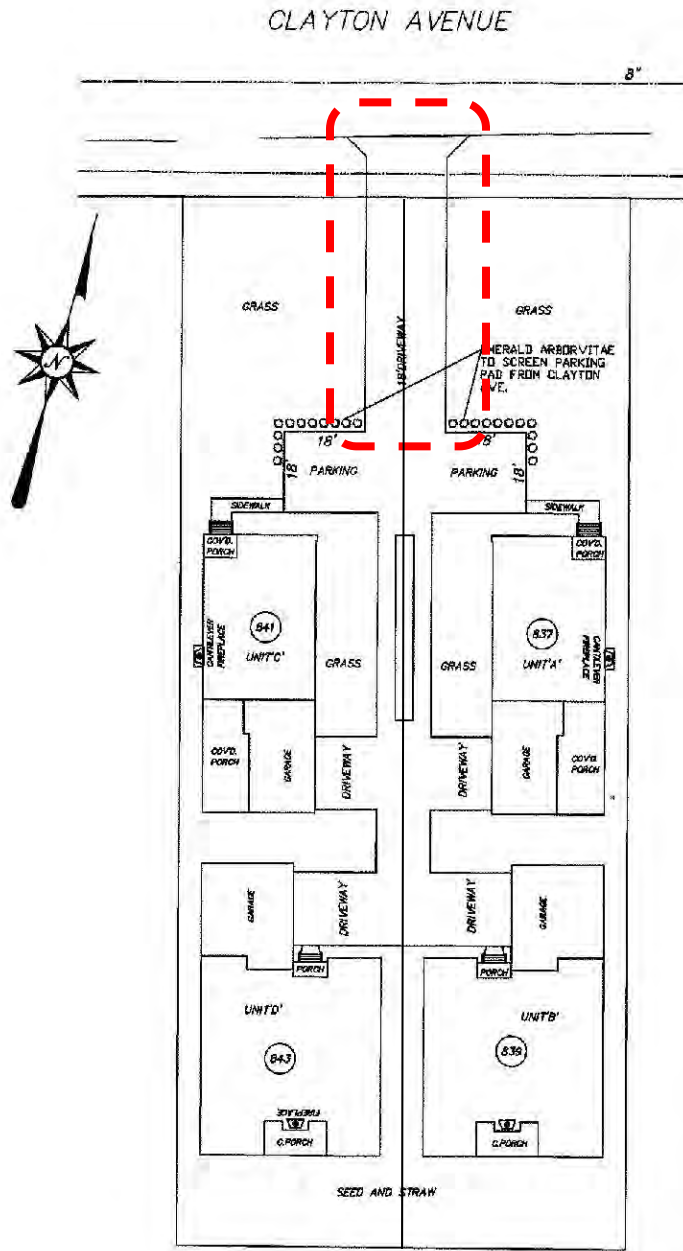
MODIFICATION REQUEST DETAILS

The following modification to the Development Standards of the Clayton Avenue UDO is being requested:

1) Driveways and Parking

UDO Requirement: Driveways must be setback 2' from side property lines.

Modification Request: 0' setback from the side property line for a combined driveway, which serves four units on two lots as depicted in the graphic below.





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ANALYSIS

The property is proposed for two lots with two duplex units each for a total of four units. The modification would allow all four units to share one access point. Multiple curb cuts interrupt pedestrian movement and cause potential pedestrian-vehicular conflicts. This proposal minimizes the number of curb cuts and would be more compatible with the intent of the UDO than two separate driveways.

PUBLIC WORKS RECOMMENDATION

The access drive from the front of units A and C is to be at a minimum 18' wide to allow two way travel.

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

STAFF RECOMMENDATION

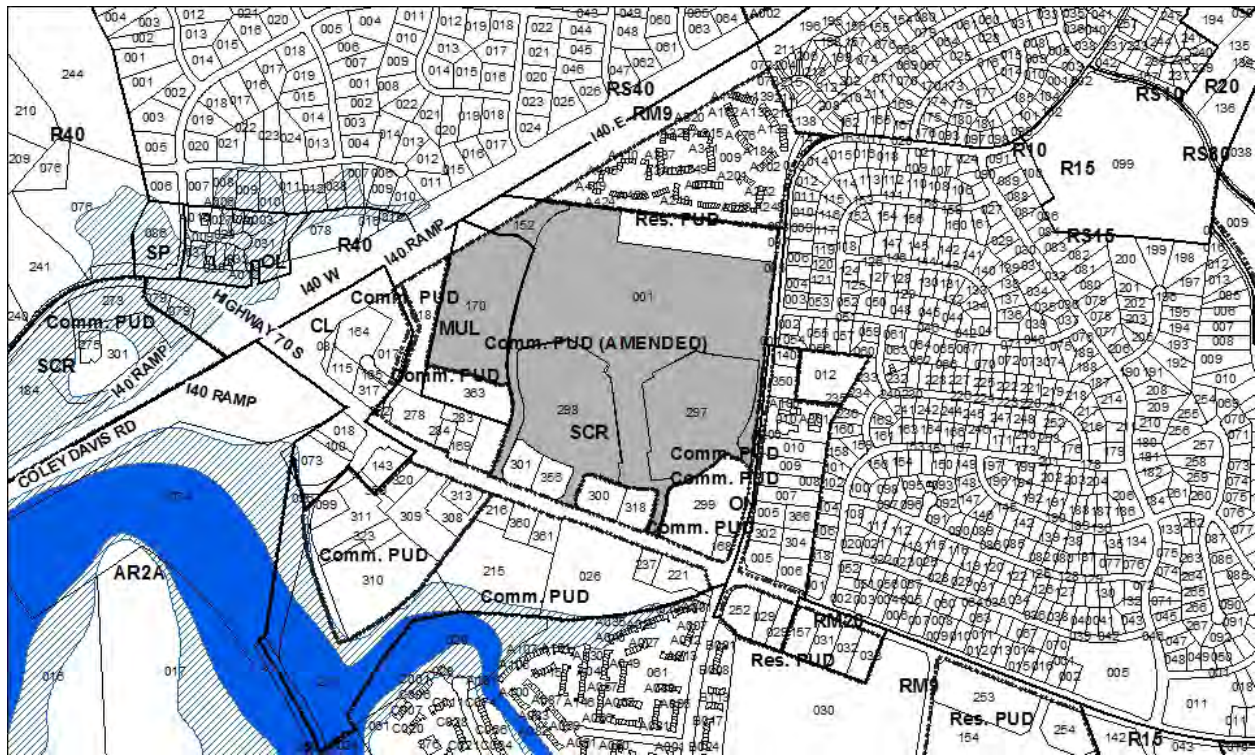
Staff recommends approval of the modification with conditions. The modification request minimizes the number of curb cuts.

CONDITIONS

1. The modification decision in no way confers a site plan approval for the project. The applicant must apply for a final site plan approval, submitting the required application and all required drawings, for review through the development review process with all pertinent agencies. This is not a site plan approval.



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94-71P-005

BELLEVUE CENTER (FINAL)

Map 128, Parcel(s) 152, 170

Map 142, Parcel(s) 001, 297-298

06, Bellevue

22 (Sheri Weiner)



Project No.	Planned Unit Development 94-71P-005
Project Name	Bellevue Center (Bellevue Center)
Council District	22 – Weiner
School District	9 – Frogge
Requested by	Barge, Cauthen & Associates, applicant; Bellevue Development, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise PUD and final site plan.

PUD Revision and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Commercial Planned Unit Development Overlay District for properties located at 7616, 7620, 7624, 7632, and 7634 Highway 70 South, west of Sawyer Brown Road, zoned Shopping Center Regional (SCR) (71.2 acres), to permit the development of 426,698 square feet of various non-residential uses.

Existing Zoning

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

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

CRITICAL PLANNING GOALS

N/A

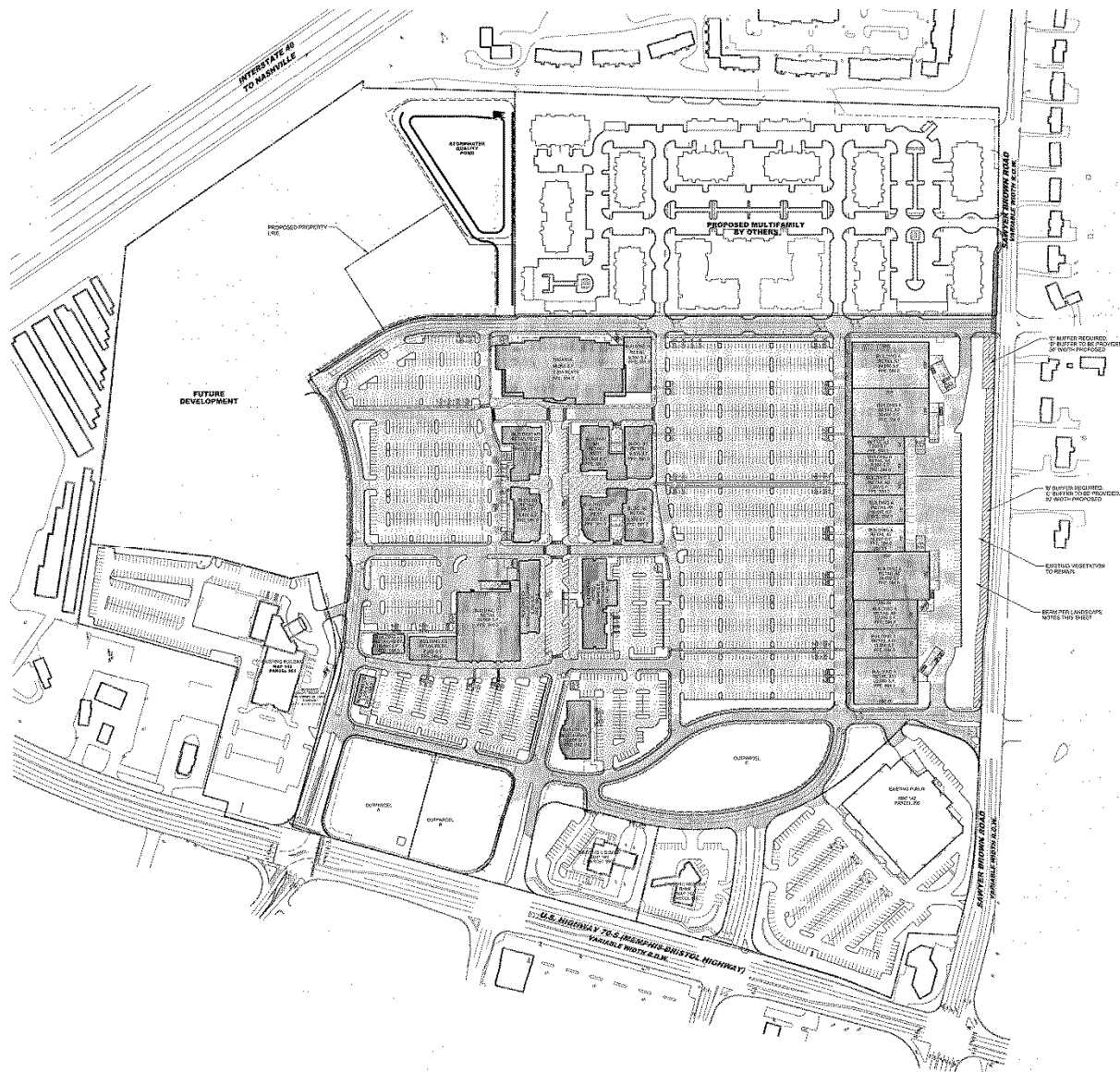
PLAN DETAILS

The approximately 71 acre site is part of the old Bellevue Mall Planned Unit Development (PUD). The overall PUD consists of approximately 102 acres and includes this site and several other parcels along Highway 70.

The original PUD was approved by Council in 1971. Since that time, the plan has been revised numerous times. The PUD was recently amended (BL2015-1028) to permit a mixed-use development consisting of residential, office and commercial uses.



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Proposed Site Plan



Metro Planning Commission Meeting of 11/12/2015

A final site plan for the residential portion was previously approved by the Commission.

Site Plan

The plan calls for a total of 426,698 square feet of various nonresidential uses, including restaurant and retail uses. The layout includes a typical suburban development pattern along Sawyer Brown Road as well as a more pedestrian friendly lifestyle center. This plan revises building layouts, but uses remain those last approved by the Metro Council.

Access into the site is shown from both Highway 70 as well as Sawyer Brown Road. Two drives access Sawyer Brown Road and three drives access Highway 70. All five access points currently exist. All roadways in the development are private drives. The plan provides for sidewalks along both Highway 70 and Sawyer Brown Road. The plan indicates that sidewalks and right-of-way dedications will be consistent with the Major and Collector Street Plan. An internal sidewalk network which includes a pathway is provided throughout the development.

ANALYSIS

Staff finds that these revisions do not deviate significantly from the Council approved plan. The proposed site plan is consistent with the overall concept of the PUD and does not alter the land area or modify any conditions of the enacting ordinance. Staff finds that the proposal is a minor modification.

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

F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:

- a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
- b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
- c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
- d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
- e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.



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e.[f.] Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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 copy of recorded ROW dedication prior to building permit signoff by MPW.
- Comply with MPW Traffic Engineer conditions
- Indicate sidewalk construction per the MCSP. Sidewalks per ST-210 and curb and gutter per ST-200, with the lip of the gutter at the existing edge of pavement.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the revised TIS dated October 2015 with revised land uses, developer shall construct the following roadway improvements.

Recommendations for the Commercial Development

Highway 70 South and Sawyer Brown Road

- During the PM peak hour, alter the signal timing and phasing to provide the northbound and southbound approaches with approximately five additional seconds of green time.
- Developer shall submit a signal timing/ coordination study for the HWY 70 zone/ corridor signals at 50% and 100% of commercial retail occupancy and after 100% occupancy of the proposed office development or when directed by MPW traffic engineer.

Highway 70 South and the West Site Access/The Galleries Access

- A pedestrian curb ramp and level landing should be provided for the northwest corner of the intersection.
- Implement previously approved geometric and signal modifications to the intersection to accommodate northbound and southbound through and left turn movements. These modifications include the following:
 - The southbound approach of the West Site Access should be restriped to include one left turn lane, one through lane, and one right turn lane.
 - The northbound approach of The Galleries Access should be restriped to include one left turn lane, one through lane, and one right turn lane.
 - Crosswalks should be provided for the north and east legs of the intersection.
 - Pedestrian signals and pushbuttons should be provided for crossing the north and east legs of the intersection.
 - The existing traffic signal should be modified and the existing channelizing islands should be removed to accommodate southbound and northbound through and left turn movements.
 - Protected only left turn signal phasing should be provided for all four approaches.



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Highway 70 South and Cross Timbers Drive/Colice Jeanne Road

- The centerline, lane line, stop line, and crosswalk pavement markings on the north leg of Cross Timbers Drive and the south leg of Colice Jeanne Road should be refurbished.

Sawyer Brown Road and the South Site Access/Private Drive

- Pedestrian facilities should be provided for the west leg of the Site Access. Pedestrian crosswalk, curb ramps, pedestrian signals and pushbuttons should be provided.
- Pedestrian facilities should be provided for the south leg of Sawyer Brown Road. Pedestrian crosswalk, curb ramps, pedestrian signals and pushbuttons should be provided.

Sawyer Brown Road and Esterbrook Drive/Middle Site Access

- A southbound right turn deceleration lane should be constructed on Sawyer Brown Road at the Middle Site Access. The right turn lane should include approximately 110 feet of storage and 60 feet of taper.

Commercial Parking

- At a minimum, 3,263 parking spaces should be provided to accommodate the retail, restaurant, movie theater, civic recreational center, hotel, and office land uses.
- In addition to the above revised TIS conditions, Developer shall submit construction plans for on-site and off-site improvements including signage and pavement marking plans and signalization plans for approval at the permit phase.
- Identify loading zones for freestanding retail buildings (M,H,C,G,D,B at permit phase.. Sign no parking, no loading or standing on ring roads accessing driveways off Hwy 70 and Sawyer Brown Rd. where bulbed in parking is not shown.
- For driveway accessing loading and parking area off the Road opposite Esterbrook, developer shall work with MPW prior to the permit stage to determine the appropriate design, location and operation of service drive.
- Submit signing and pavement marking plan for off- site improvements at Hwy 70 /Cross Timbers Dr./Colice Jean Rd intersection at permit stage.
- Submit Hwy 70 west site access/The Galleries access construction plans for the intersection modification and submit Signal modification plans for approval by Metro traffic engineer and TDOT at the permit stage. Developer shall construct improvements prior to the Use and Occupancy permit for the commercial phase of the Mall redevelopment.
- Submit signal modification plan for the Sawyer Brown/south site access/private drive for MPW approval and construct improvements prior to the Use and Occupancy permit for the commercial phase of the Mall redevelopment.
- An updated Parking study may be required prior to the remaining phases of redevelopment for office and civic building construction.



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STORMWATER RECOMMENDATION

Approve with Conditions

Here are the remaining comments for the Revised Submission for the above:

1. Awaiting revised executed Declaration of Restrictions and Covenants.
2. Sediment Basin items:
 - a. Remove anti-seep collar and consider reducing size of box culvert.
 - b. Check the 2-yr storm routing calculations: the starting elevation should be 569.0' the wet storage elevation. I also do not have stage-storage information for the Sediment Pond above the 574.0' contour.
 - c. The location of the outlet structure in the contour plan for the Sediment Pond (C4.01) does not correspond to the detail (C3.06). Revised contours or location of box.
3. Provide more specific details of landscaping in Bioretention Areas, including trees.
4. Micropool ED Wet Pond: provide better detail of interface between the outlet structure and the outlet box culvert.

HARPETH VALLEY UTILITY DISTRICT

No issues

WATER SERVICES RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval with conditions as the proposed plan is consistent with the concept plan approved by Council and Zoning Code requirements.

CONDITIONS

1. All required sidewalks along Sawyer Brown and Highway 70 shall meet the Major and Collector Street Plan, and right-of-way shall be dedicated as needed.
2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
4. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
7. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

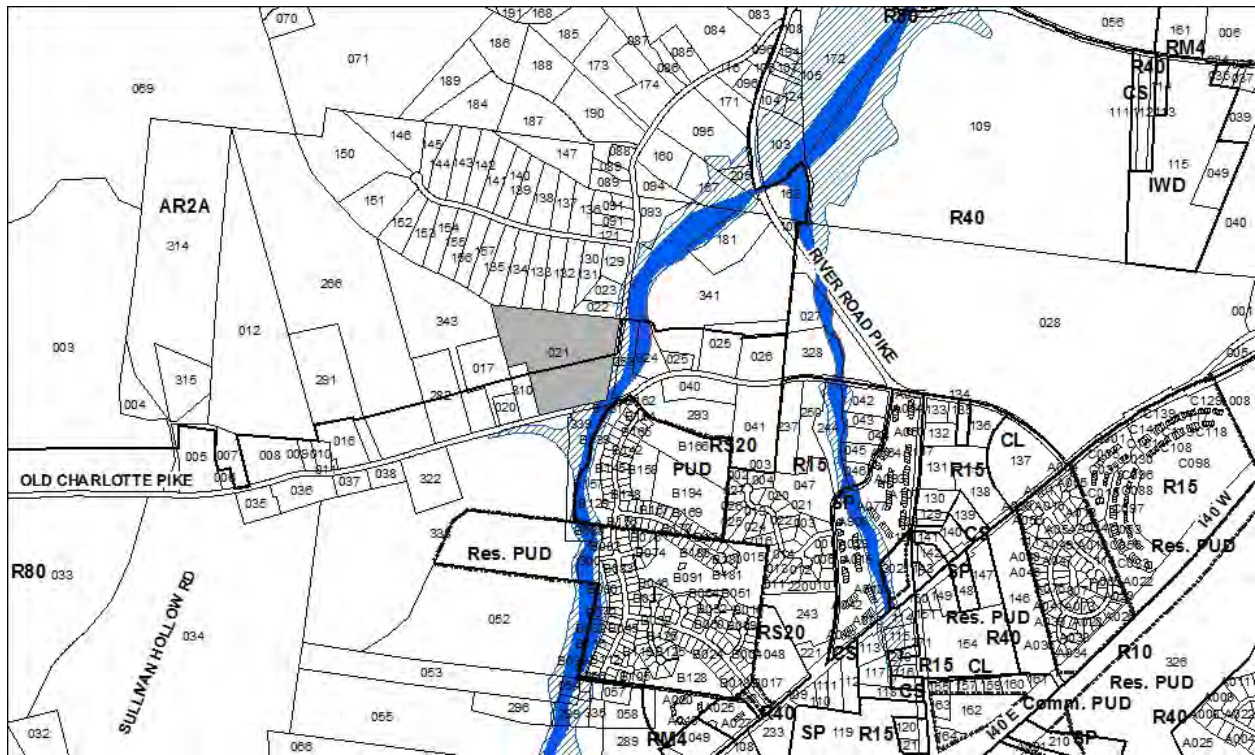


Metro Planning Commission Meeting of 11/12/2015

8. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.
9. Add the following note to the plan: The building permit site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



Metro Planning Commission Meeting of 11/12/2015



2015S-154-001
OLD CHARLOTTE ESTATES
Map 114, Parcel(s) 021
06, Bellevue
35 (Dave Rosenberg)



Project No.	2015S-154-001
Project Name	Old Charlotte Estates
Council District	35 - Rosenberg
School District	9 - Frogge
Requested by	Dale & Associates, Inc., applicant; Nancy Knox and Ruth Hoover, owners.
Staff Reviewer	Thomas
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Create 8 lots.

Concept Plan

A request for concept plan approval to create 8 lots on property located at Gower Road (unnumbered), at the northwest corner of Gower Road and Old Charlotte Pike, zoned Agricultural/Residential (AR2a) One and Two-Family Residential (R80) (19.41 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 6 lots with 1 duplex lot for a total of 7 units.*

One and Two-Family Residential (R80) requires a minimum 80,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of .58 dwelling units per acre including 25 percent duplex lots. *R80 would permit a maximum of 3 lots with 0 duplex lots for a total of 3 units.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The request is to subdivide one parcel into 8 single-family lots. The property is located at the northwest corner of Old Charlotte Pike and Gower Road and is currently vacant.

Site Plan

The plan proposes 8 single-family residential lots on 19.41 acres zoned AR2a and R80. All lots are at least a minimum of two acres in size, which meets the standards required by the Zoning Code for AR2a and exceeds the requirement for R80.

The lots that front Old Charlotte Pike have a platted front setback of 130'. The lots that front along Gower Road have a staggered platted front setback that ranges from 150' for Lot 1, to 245' for Lot 6. The platted front setbacks are staggered to accommodate the 100 year floodplain. All other setbacks will be as per the standards of the Zoning Code.



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Proposed Subdivision



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Lots 1 thru 7 are identified as critical lots due to the presence of the 100 year floodplain. The finished floor elevations (FFE) for residences to be built on these lots is required to be a minimum of four feet above the 100 year flood elevation.

Access for Lots 1 thru 5 is proposed from Gower Road; Lots 6 thru 8 will access Old Charlotte Pike. As Old Charlotte Pike is designated as a collector, shared access will be required on the final plat for Lots 6 and 7.

ANALYSIS

The proposed development is consistent with the existing development pattern in the area. The concept plan proposes a maximum gross density of less than 1 dwelling unit per 2 acres, with individual lots no smaller than what the existing zoning districts permit. The concept plan is consistent with the Subdivision Regulations and the Zoning Code. This development is not subject to the criteria for determining lot compatibility as that section of the Subdivision Regulations does not apply to the T2 Rural Maintenance policy area.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No exception taken

TRAFFIC AND PARKING RECOMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

N/A

- Harpeth Valley Utility District

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

Approved with conditions

- The developer will need to submit the water and sewer utilities plans for the proposed subdivision to the District for review and approval prior to final plat approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The final plat shall include a note limiting all lots to only single-family units.
2. The final plat shall depict a joint access easement for lots 6 and 7 and include a note which states the joint access easement shall be the only access permitted for lots 6 and 7.
3. Add the following note to the plan: The building permit site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing



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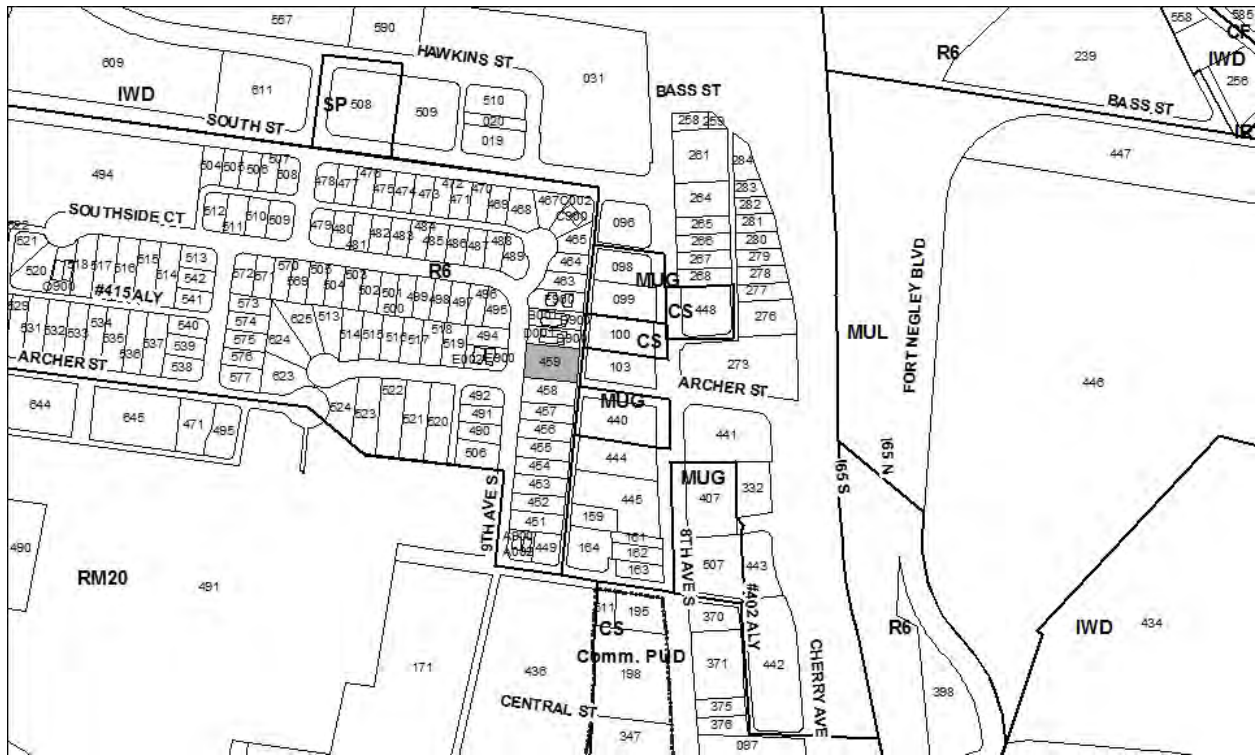
utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/12/2015



2014S-097-001
EDGEHILL ESTATES, RESUB LOT 11
Map 105-02, Parcel(s) 459
10, Green Hills - Midtown
17 (Colby Sledge)



Project No. 2014S-097-001
Project Name Edgehill Estates, Resub. Lot 11
Council District 11 – Sledge
School District 5 – Kim
Requested by Campbell, McRae & Associates, Surveying, Inc., applicant; Q&A Holdings, owner.

Staff Reviewer Birkeland
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Create 2 lots.

Final Plat

A request for final plat approval to create two lots on property located at 956 9th Avenue South, approximately 535 feet north of Olympic Street, zoned One and Two-Family Residential (R6) (0.36 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The request is for final plat approval to create two lots on property located at 956 9th Avenue South. Section 3-5.2 of the Subdivision Regulations requires that newly created lots in areas that are previously subdivided and predominately developed must be comparable to surrounding lots in regards to frontage and area. Neither lot meets the compatibility requirement for frontage. The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations, under which the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria if the subdivision can provide for harmonious development within the community.

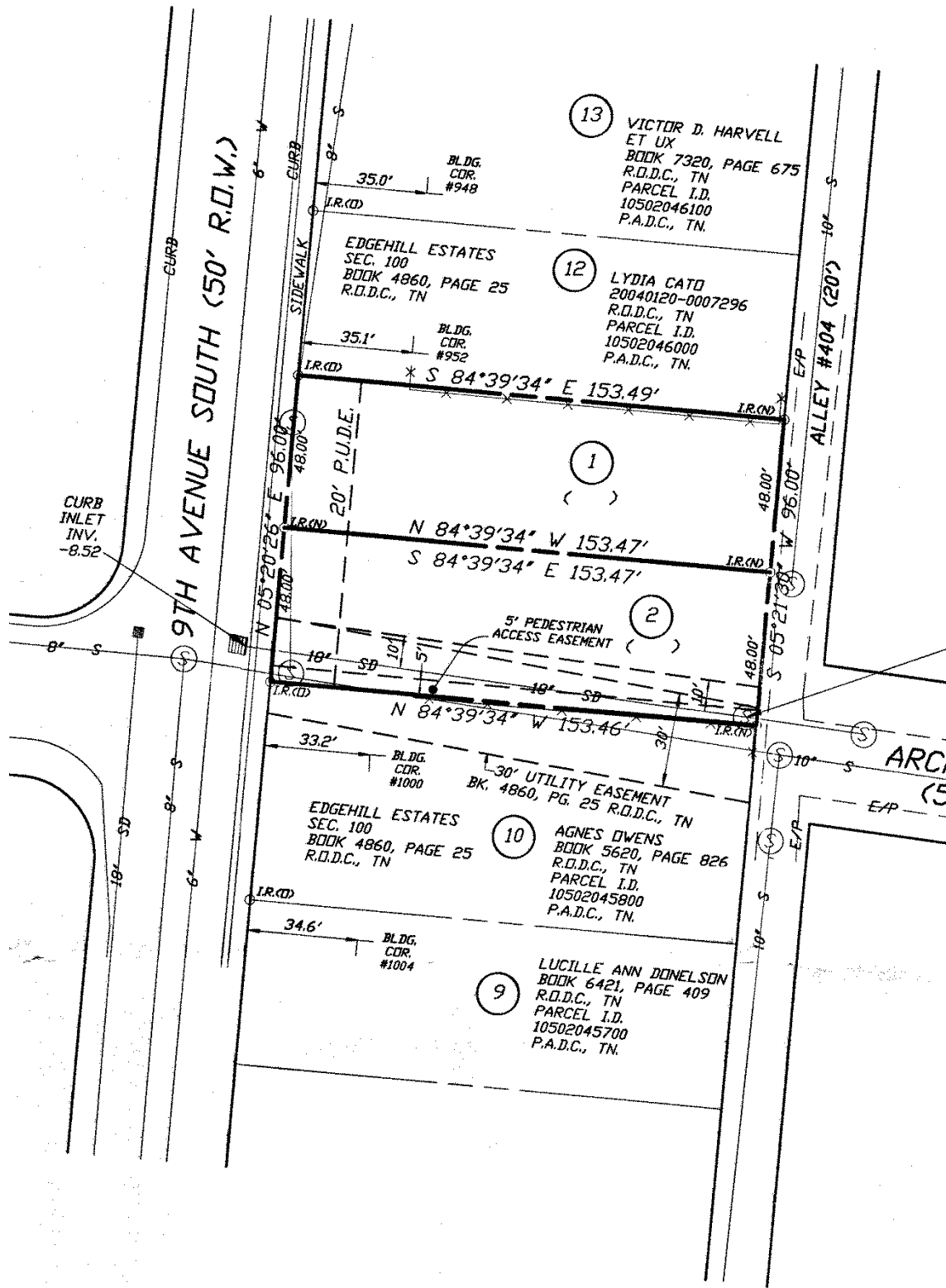
Proposed Lots:

- Lot 1: 7,367.15 Sq. Ft., (0.17 Acres), and 48.00 Ft. of frontage;
- Lot 2: 7,366.44 Sq. Ft., (0.17 Acres), and 48.00 Ft. of frontage.

The existing home will be removed prior to the recordation of the plat. An existing 5 foot sidewalk runs along 9th Avenue South. Access shall be limited to only the alley at the rear of the site.



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Proposed Subdivision



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ANALYSIS

Lot Compatibility

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

Zoning Code

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

Street Frontage

Both lots have frontage on a public street.

Density

The T4 Urban Neighborhood Maintenance policy no longer includes density limitations.

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 52 feet, which is the smallest lot frontage of the surrounding lots. Both lots have 48 feet of frontage and, therefore, do not meet the community character for lot frontage.

Lot Frontage Analysis	
Minimum Proposed	48'
70% of Average	39.41'
Smallest Surrounding Parcel	52'

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.

Lot Size Analysis	
Minimum Proposed	7,366 SF
70% of Average	5,105 SF
Smallest Surrounding Parcel	5,310 SF

3. Street Setback: Lot 1 and Lot 2 shall have a minimum building setback of 30 feet, consistent with the neighboring houses. No parking shall be permitted within the street setback along 9th Avenue South.

4. Lot Orientation: Lot 1 and Lot 2 will be orientated to 9th Avenue South.

Harmony of Development

The proposed subdivision does not meet the Community Character criteria. However, the Planning Commission may grant approval if it determines that the subdivision provides for harmonious



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development of the community. In this case, the applicant has proposed several conditions to attempt to meet this provision: limiting all access to only the alley and limiting building height. Units along 9th Avenue shall be limited to a maximum height of three stories within 35 feet in height as measured to the roofline, and units along the alley shall be limited to two stories within 25 feet in height as measured to the roofline.

Additionally, the applicant will provide a 5 foot wide pedestrian walkway from 9th Avenue South, along the southern property line, to the alley to the rear of the property. This provides an important pedestrian connection from 9th Avenue South to Archer Street.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

No exception taken

STORMWATER RECOMMENDATION

Approved with Comments

- 1) Label 10' storm easement as PUDE

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

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

CONDITIONS

1. Lot 1 and 2 shall have a minimum front setback of 30 feet.
2. Access shall be limited to the alley, only.
3. Add Note No. 14 "The maximum height of structures along 9th Avenue shall not exceed three stories within 35 feet in height measured to the roofline."
4. Add Note No. 15 "The maximum height of structures along the alley shall not exceed two stories within 25 feet in height measured to the roofline"
5. A raised foundation of 18"- 36" is required for all residential structures.
6. Add "See Note 14-16" to Lot 1 and Lot 2.
7. Add Note No. 17 "No Use and Occupancy permit is to be issued on any of the proposed lots until the required five foot wide pedestrian walkway is constructed per the Department of Public Works specifications."
8. Add the following note to the plat: The building permit site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed utility poles. Prior to the issuance of use and occupancy permits, existing



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utility poles within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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2015S-021-001

GLENDALANE SUBDIVISION

Map 131-08, Parcel(s) 108

Map 131-12, Parcel(s) 066

10, Green Hills - Midtown

25 (Russ Pulley)



Project No.	2015S-021-001
Project Name	Glendale Lane Subdivision
Council District	25 – Pulley
School District	8 – Pierce
Requested by	Smith Land Surveying, applicant; Laray Rector, owner.
Staff Reviewer	Burnette
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Create 3 lots.

History

This request to create three lots was approved with conditions by the Metro Planning Commission on February 12, 2015. A lawsuit was filed by the applicant regarding the conditions of Planning Commission approval. Metro has agreed to rehear the case with a new public hearing.

Final Plat

A request for final plat approval to create three lots on properties located at 1011 and 1013 Glendale Lane, approximately 410 feet west of Lealand Lane, zoned One and Two-Family Residential (R20) (2.13 acres).

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 units.*

CRITICAL PLANNING GOALS

- Supports Infill Development

The proposed subdivision creates infill housing opportunity in an area that is served by existing infrastructure.

PLAN DETAILS

The plan proposes to create three lots from two existing parcels located on Glendale Lane, west of Lealand Lane and opposite Dale Avenue. The two existing parcels include 2.13 acres. All structures have been demolished. The plan proposes to provide sidewalks along the street frontage of all proposed lots.

The land use policy for the subject property is Suburban Neighborhood Maintenance (T3 NM), which is subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations. All



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three proposed lots meet the infill lot compatibility analysis. The subject property is proposed to be subdivided into three lots with the following areas and street frontages:

- Lot 1: 30,525 Sq. Ft., (0.70 Acres), and 64.46 Ft. of frontage;
- Lot 2: 30,691 Sq. Ft., (0.70 Acres), and 64.48 Ft. of frontage;
- Lot 3: 31,453 Sq. Ft., (0.72 Acres), and 64.46 Ft. of frontage.

ANALYSIS

Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Maintenance policy area.

Zoning Code

Proposed lots meet the minimum standards of the R20 zoning district.

Street Frontage

Proposed 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 1.4 dwelling units per acres, which falls within the range supported by policy.

Community Character

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. In this case, the lots created must be equal to or greater than 57.3 feet, which is 70% of the average lot frontage of the surrounding lots. The proposed subdivision meets the lot frontage requirement.

Lot Frontage Analysis	
Minimum Proposed	64.46'
70% of Average	57.3'
Smallest Surrounding Parcel	49'

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 17,887 square feet, which is 70% of the average lot area of the surrounding lots. The proposed subdivision meets the lot size requirement.

Lot Size Analysis	
Minimum Proposed	30,525 SF
70% of Average	17,887 SF
Smallest Surrounding Parcel	16,304 SF



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3. Street Setback: The plat proposes a 62' front setback to maintain the existing context along Glendale Lane. Surrounding homes are setback from about 60' to 63'.

4. Lot Orientation: All proposed lots are oriented toward Glendale Lane.

Agency Review

All review agencies recommend approval.

Harmony of Development

The proposed subdivision meets the Community Character criteria. To further provide for the harmonious development of the community, the applicant has proposed to plat a contextual front setback of 62 feet and limit access to two driveways to serve the three lots. In addition, the applicant will install the required sidewalk and planting strip prior to the issuance of any building permits.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

- Provide treatment on each of the three resultant lots in accordance with Infill regulations or an approved grading plan.
- Implement erosion protection and sediment controls.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Individually owned units may not share meters, private water service lines, and private sewer service lines. All gang-box water meter setups require submission of private utility plans to MWS Permits for review and approval.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

PUBLIC WORKS RECOMMENDATION

No exception taken

STAFF RECOMMENDATION

Staff finds that this subdivision meets the lot compatibility requirements. Therefore, staff recommends approval with conditions.

CONDITIONS

1. Prior to recordation, any existing driveways that differ in location from the joint access easements shown on the plat shall be removed.



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

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

Item # 18

DATE: November 6, 2015

TO: Metropolitan Planning Commission

FROM: Michelle Hollingsworth, Development Finance Officer

Re: Cooks Landing (Subdivision No. 2007S-082-003, Bond No. 2009B-026-007)

CC: Susan Jones, Department of Law

Section 6.3.2 of the Subdivision Regulations states:

Reduction of Performance Bond. A performance bond may be reduced upon demonstration of satisfactory completion of public improvements, that includes installation of the asphalt surface binder course, and then only to the ratio that the installed improvement bears to the total public improvements for the subdivision. In no event shall a performance bond be reduced below ten percent or \$5,000.00, whichever is greater of the original principal amount unless the agency indicates a lower amount is sufficient to complete the infrastructure. No more than three reductions shall be considered by the Executive Director. The initial bond reduction shall be considered only after the asphalt surface binder is applied to the entire subdivision phase as platted.

The developer for Subdivision 2007S-082-003, Cook's Landing, has requested a fourth reduction to the bond, which exceeds the number of reductions that can be administratively approved.

Staff recommends approval of the reduction request. All reviewing departments have also recommended approval of the reduction.