

Metropolitan Planning Commission



Staff Reports

November 19, 2015



Metro Planning Commission Meeting of 11/19/2015

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.

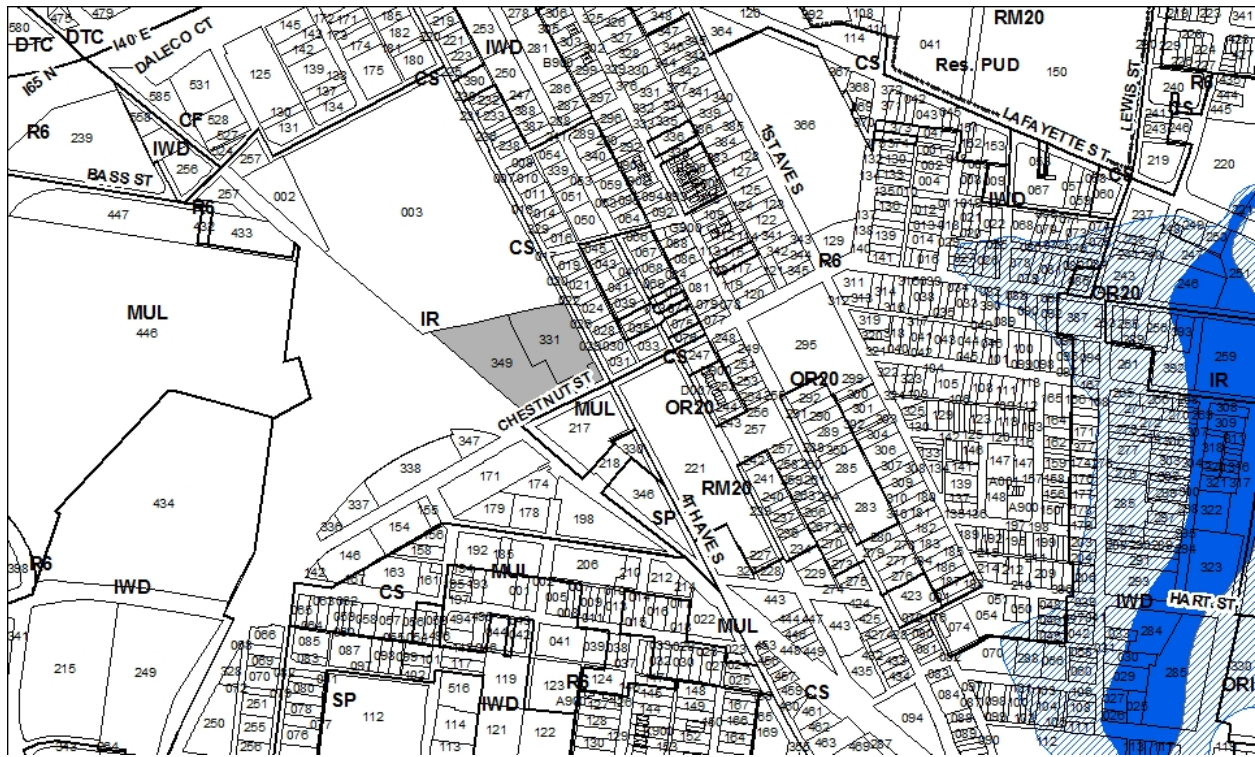


PREVIOUSLY CONSIDERED ITEMS

- **Community Plans**
- **Specific Plans**



Metro Planning Commission Meeting of 11/19/2015



2015CP-011-003

SOUTH NASHVILLE PLAN AMENDMENT

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

11, South Nashville

17 (Colby Sledge)



Project No. 2015CP-011-003
Project Name South Nashville Community Plan 2015 Outpost Nashville
Associated Case 2015SP-092-001
Council District 17 – Sledge
School District 5 – Kim
Requested by Outpost Nashville, applicant; William and Sara Bass, owners.

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

Staff Reviewer McCullough
Staff Recommendation *Defer to the December 10, 2015, Planning Commission meeting.*

APPLICANT REQUEST
Amend the South Nashville Community Plan.

Major Plan Amendment

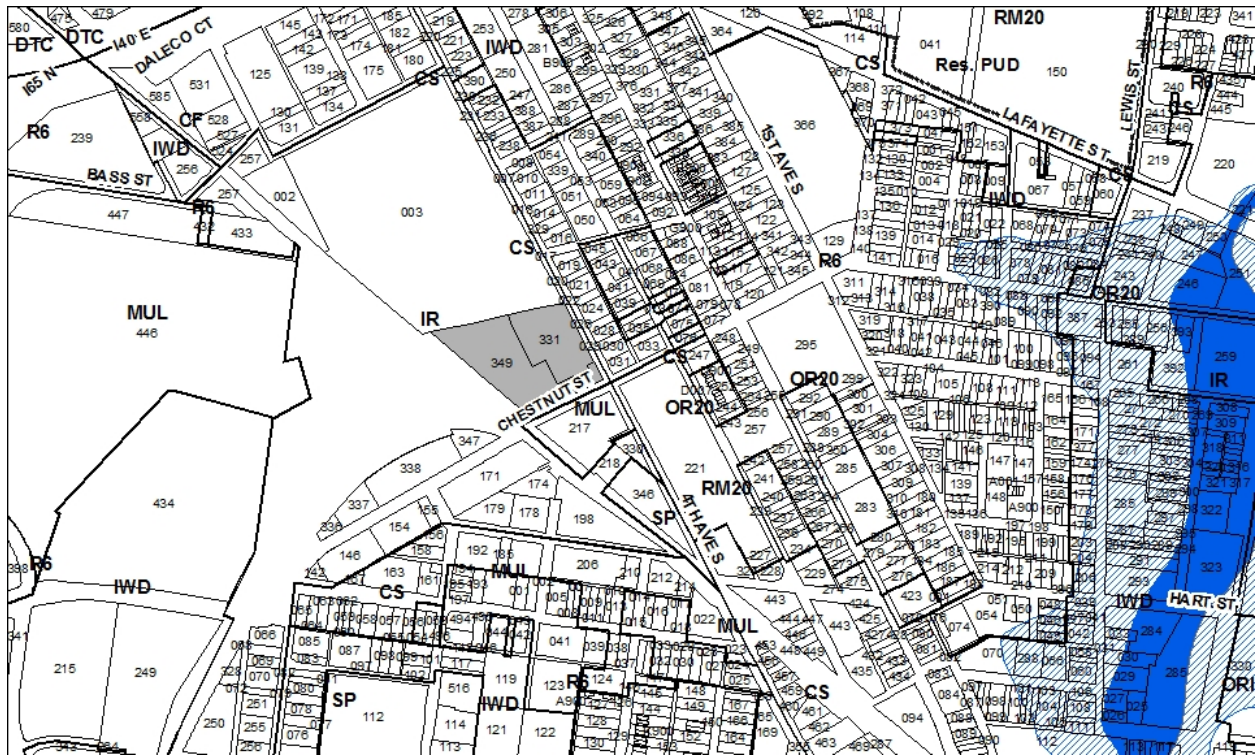
A request to amend the South Nashville Community Plan by amending the Community Character policy to allow 10 stories in height for a portion of the T4 Urban Mixed Use Neighborhood Policy Area for properties located at 1131 and 1137 4th Avenue South, at the northwest corner of 4th Avenue South and Chestnut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

STAFF RECOMMENDATION

Staff recommends deferral to the December 10, 2015, Planning Commission meeting as requested by the applicant.



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2015SP-092-001

OUTPOST NASHVILLE

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

11, South Nashville

17 (Colby Sledge)



Project No. Specific Plan 2015SP-092-001
Project Name Outpost Nashville
Associated Case 2015CP-011-003
Council District 17 – Sledge
School District 5 – Kim
Requested by Hastings Architecture Associates, LLC, applicant; William and Sara Bass, owners.

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

Staff Reviewer Swaggart
Staff Recommendation *Defer to the December 10, 2015, Planning Commission meeting.*

APPLICANT REQUEST

Rezone to permit a mixed-use development.

Preliminary SP

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

STAFF RECOMMENDATION

Staff recommends that the concept plan be deferred to the December 10, 2015, meeting as requested by the applicant.



SEE NEXT PAGE

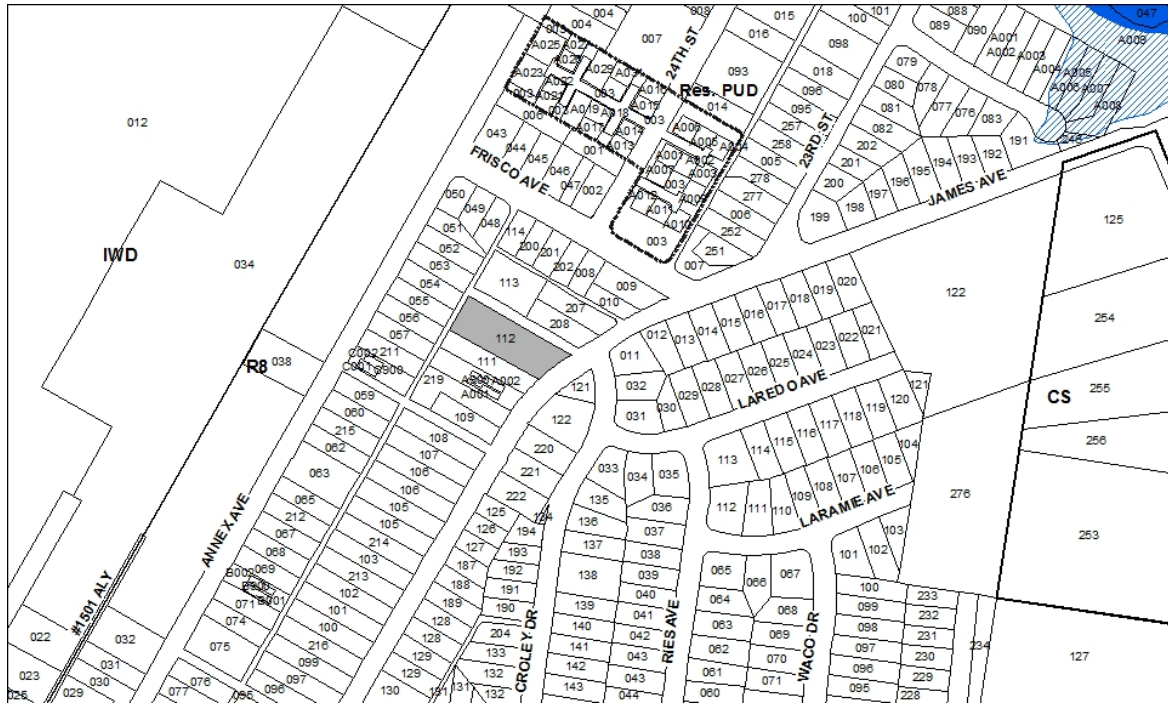


RECOMMENDATIONS TO METRO COUNCIL

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



Metro Planning Commission Meeting of 11/19/2015



2015SP-102-001
647 JAMES AVENUE
Map 090-08, Parcel(s) 112
07, West Nashville
20 (Mary Carolyn Roberts)



Project No.	Zone Change 2015SP-102-001
Project Name	647 James Avenue
Council District	20 - Roberts
School District	9 - Frogge
Requested by	Dale & Associates, Inc., applicant; Donald Flair, owner.
Staff Reviewer	Thomas
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Preliminary SP to permit up to 8 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning for property located at 647 James Avenue, approximately 330 feet south of Frisco Avenue (0.57 acre), to permit up to eight residential units.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *Based on the lot size, R8 would permit a maximum of 3 duplex lots for a total of 6 units. However, lot compatibility requirements would permit a maximum of 2 duplex lots for a total of 4 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

N/A

WEST NASHVILLE COMMUNITY PLAN

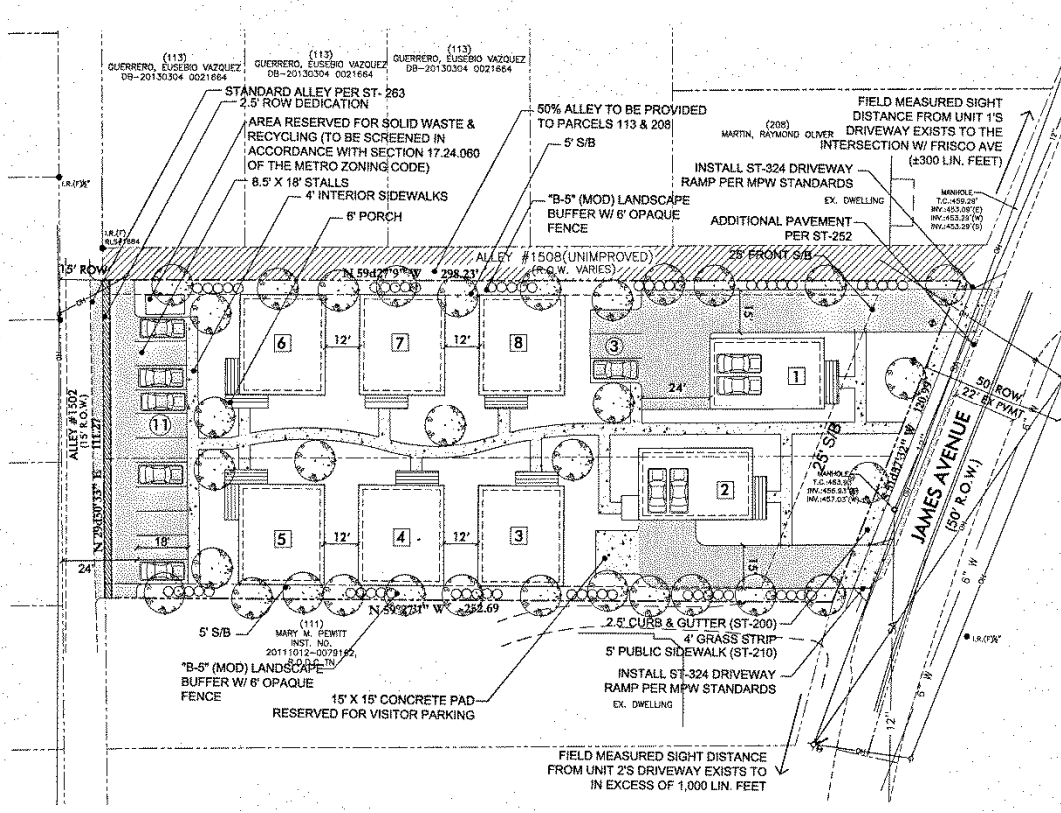
T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character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

Consistent with Policy?

No, the Preliminary SP is inconsistent with the T4 NM policy. The proposed plan does not maintain the character of the predominantly single-family neighborhood. The higher intensity development proposed by this plan is inappropriate in a midblock context. The massing and orientation of the development does not match the development pattern of the surrounding community and access along James Avenue is not consolidated.



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Proposed Site Plan



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PLAN DETAILS

The site is located at 647 James Avenue. The property is approximately 0.57 acres in size and contains an existing single-family residence.

Site Plan

The plan proposes a multi-family residential development with up to eight dwelling units. Two detached units front James Avenue, with an additional six detached units fronting onto a courtyard interior to the development. Units 1 and 2 each have driveway access onto James Avenue, and include two car attached garages. While staff is recommending disapproval, if approved, staff recommends a condition restricting access onto James Avenue to be provided from a single joint access drive. Parking for Units 3 through 8 is provided with surface parking spaces accessed from the rear alley.

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

ANALYSIS

The Preliminary SP is inconsistent with the T4 Urban Neighborhood Maintenance policy. The intensity and orientation of the courtyard units do not maintain the character of the existing single-family neighborhood. The proposed zone change is inconsistent with the policy and needs to be accompanied by a Community Plan Amendment application for a policy that would support such a development. The Community Plan Amendment application would need to be evaluated for its appropriateness. [Note: The applicant originally submitted a policy change application for the subject property. Staff recommended expanding the area to include more than just one lot since staff would not support a policy change that is not comprehensive in nature. The applicant chose to withdraw their policy change request and go forward with just a zone change application.]

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Provide flow data and sq. footages for the units. Inadequate flow would require the living units to be sprinklered.
- The rear units will require FD access from the alley.
- 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.
- 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.



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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.
- Prior to building permit issuance, submit copy of recorded ROW dedication and Master Deed referencing the proposed private hauler for solid waste and recycling pickup.

TRAFFIC AND PARKING RECOMMENDATION

No exceptions taken

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.57	5.45 D	6 U*	58	5	7

*Based on three two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.57	-	8 U	77	6	9

Traffic changes between maximum: **R8** and **SP-R**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High

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

The proposed SP-R zoning is anticipated to generate two more students than what is typically generated under the existing R8 zoning district. Students would attend Charlotte Park Elementary School, H.G. Hills Middle School, and Hillwood High School. H. G. Hill Middle has been identified as over capacity. There is no capacity within the cluster for additional middle school students. This information is based upon data from the school board last updated October 2014.

Fiscal Liability

The fiscal liability of 1 new middle school student is \$26,000 (1 x \$26,000 per student). This is only for information purposes to show the potential impact of this proposal, this is not a staff condition of approval.



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STAFF RECOMMENDATION

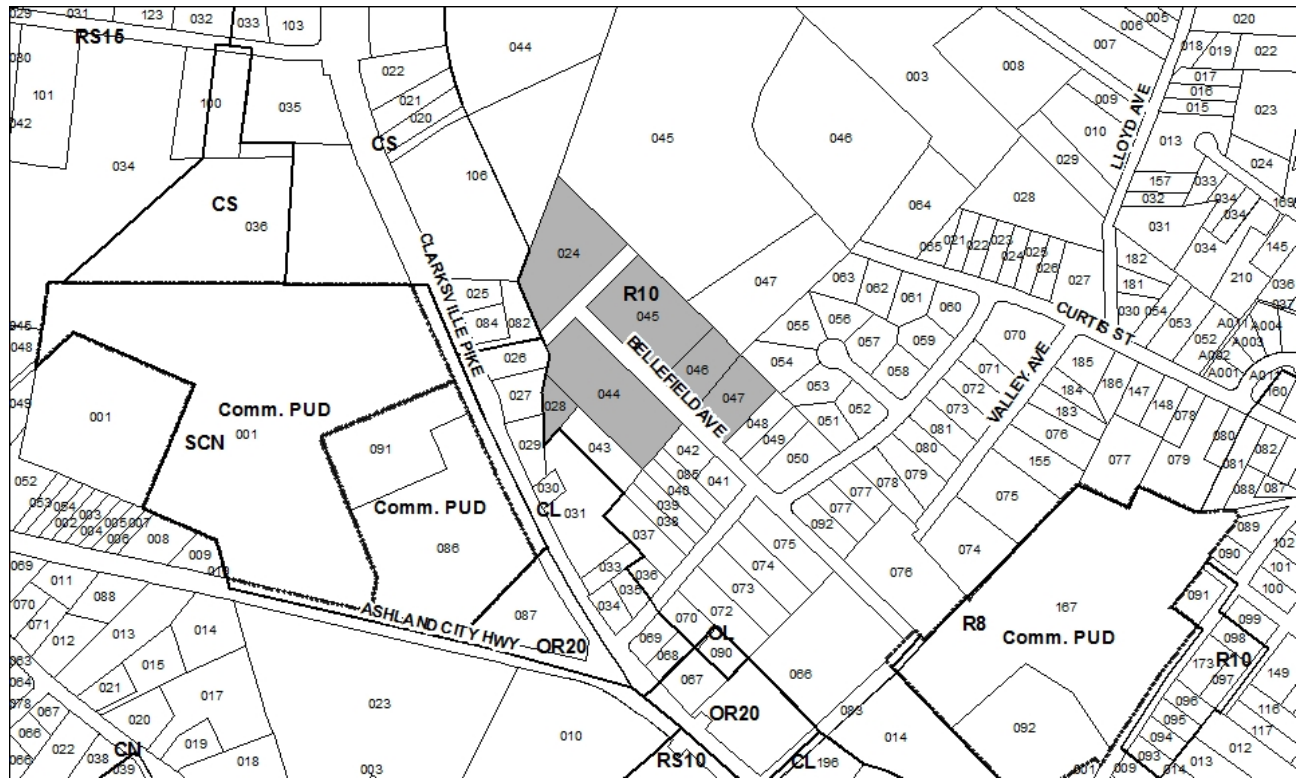
Staff recommends disapproval because the request is inconsistent with the T4 NM policy for the area.

CONDITIONS (if approved)

1. Permitted land uses shall be limited to up to 8 residential units.
2. 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 obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
3. Access for Units 1 and 2 shall be limited to a single joint access driveway.
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. 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 zoning district as of the date of the application request or application.
6. 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.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2015Z-087PR-001

Map 069-12, Parcel(s) 024, 028, 044-047
03, Bordeaux - Whites Creek
02 (DeCosta Hastings)



Project No.	Zone Change 2015Z-087PR-001
Council District	2 – DeCosta
School District	1 – Gentry
Requested by	Belinda C. Vanatta, applicant and owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from R10 to RM20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Multi-Family Residential (RM20-A) zoning for properties located at Bellefield Avenue (unnumbered) and 3724 Clarksville Pike, east of Clarksville Pike (9.2 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 40 lots with 10 duplex lots for a total of 50 units.*

Proposed Zoning

Multi-Family Residential (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 184 units.*

CRITICAL PLANNING GOALS

N/A

BORDEAUX-WHITES CREEK COMMUNITY PLAN

Suburban Neighborhood Evolving (T3 NE) policy is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

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



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Consistent with Policy?

While the T3 NE policy can support multi-family residential such as the proposed RM20-A district, this site is not an appropriate location for multi-family uses without additional access directly to Clarksville Pike. The only access to the site is from Bellefield Avenue. Bellefield Avenue is not constructed and it appears that private driveways to single-family homes are within the Bellefield Avenue right-of-way. Bellefield Avenue connects to Courtney Avenue, which connects to Clarksville Pike approximately 600 feet to the west. Both Bellefield Avenue and Courtney Avenue are narrow non-arterial single-family residential streets. It would not be appropriate to place a multi-family zoning district, which could permit up to 184 units, with these local streets being the only access into the site.

The applicant has indicated that they own the property between the subject site and Clarksville Pike, and that access could be provided from Clarksville Pike through the property. Direct access to Clarksville Pike is appropriate. While direct access to Clarksville Pike may be possible, there is no ability to ensure this site develops with access to Clarksville Pike in lieu of accessing Bellefield and Courtney Avenues. An SP zoning that includes properties along Clarksville Pike could adequately address this issue. It would also be important for any SP to address buffering for the surrounding single-family homes and to limit development on steep slopes on the site that are recognized within the Conservation policy.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Condition if approved

Traffic study may be required at time of development.

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)	9.2	4.35 D	50 U*	550	45	58

*Based on two two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	9.2	20 D	184 U	1239	94	119



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Traffic changes between maximum: **R10** and **RM-20A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 134 U	+689	+49	+61

STORMWATER RECOMMENDATION

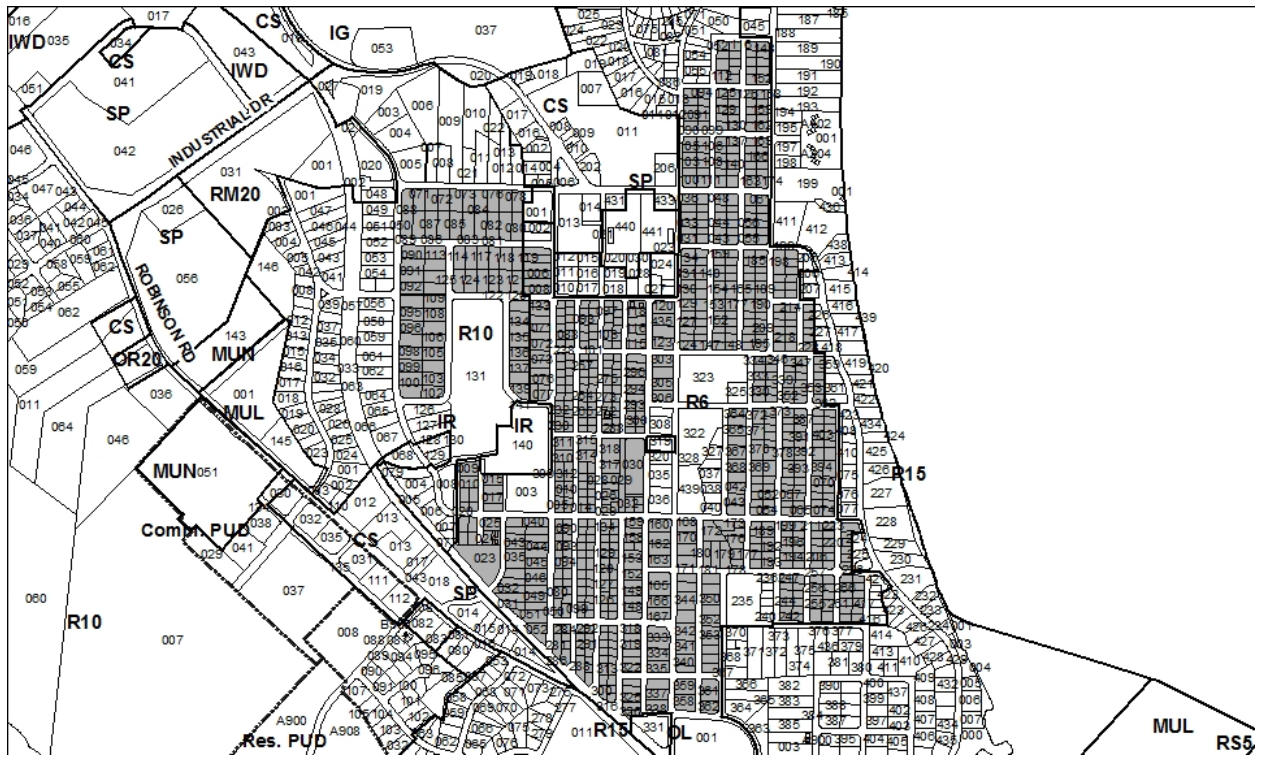
Ignore

STAFF RECOMMENDATION

Staff recommends disapproval due the site's location and the need for more details addressing access, buffering and other design related issues.



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2015Z-090PR-001

Map Various, Parcel(s) Various

14, Donelson - Hermitage

11 (Larry Hagar)



Project No.	Zone Change 2015Z-090PR-001
Council Bill	BL2015-53
Council District	11 - Hagar
School District	4 - Shepherd
Requested by	Councilmember Larry Hagar, applicant; various property owners.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Contextual Overlay District.

Zone Change

A request to apply the provisions of the Contextual Overlay District to various properties located along Berry Street, Birdsall Street, Bryan Street, Clarke Street, Cleves Street, Cunningham Street, Debow Street, Dodson Street, Donelson Avenue, Eighth Street, Eleventh Street, Elliston Street, Fourteenth Street, Fowler Street, Fuller Street, Hadley Avenue, Jones Street, Lawrence Street, Livingston Street, Merritt Street, Ninth Street, Old Hickory Boulevard, Overton Street, Thirteenth Street, and Tuner Street (138 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.

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.

Proposed Zoning

Contextual Overlay provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

CRITICAL PLANNING GOALS

N/A

DONELSON-HERMITAGE 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. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Open Space (OS) applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks



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and schools and may also include private land held in conservation by land trusts and private groups or individuals.

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

Consistent with Policy?

Yes. The proposed Contextual Overlay is consistent with the policy. The Contextual Overlay would help to preserve the general character of the existing neighborhood with specific standards for new construction that are directly related to the existing residential structures in the area.

ANALYSIS

The Contextual Overlay District provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

The Design Standards established through the Contextual Overlay include specific standards in regards to street setback, building height, building coverage, access, driveways, garages, and parking areas. Street setbacks, building height, and building coverage are directly tied to the lots abutting on either side of a lot proposed for new construction. Access, driveway, garage and parking Design Standards are intended to help control new accesses on the public streets as well as location of garages and parking to lessen the impact of new construction on existing homes. The Design Standards are already established cannot be modified.

CONTEXTUAL OVERLAY STANDARDS

- A. Street setback. The minimum required street setback shall be the average of the street setback of the two developed lots abutting each side of the lot. When one or more of the abutting lots is vacant, the next developed lot on the same block face shall be used. The minimum provided in 17.12.030A and the maximum provided in 17.12.030C.3 shall not apply. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the minimum required street setback shall be calculated and met for each street.
- B. Height.
 1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.
 2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.



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3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.
- C. Maximum building coverage. The maximum building coverage (excluding detached garages and other accessory buildings) shall be a maximum of 150% of the average of the building coverage (excluding detached garages and other accessory buildings) of the two abutting lots on each side. When the abutting lot is vacant, the next developed lot shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum building coverage shall be calculated and met for each street.
- D. Access and driveways, garages and parking areas.
 1. Access and Driveways.
 - a. Where existing, access shall be from an improved alley. Where no improved alley exists, a driveway within the street setback may be permitted.
 - b. For a corner lot, the driveway shall be located within 30 feet of the rear property line.
 - c. Driveways are limited to one driveway ramp per public street frontage.
 - d. Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width.
 2. Garages.
 - a. Detached. The front of any detached garage shall be located behind the rear of the primary structure. The garage door of a detached garage may face the street.
 - b. Attached. The garage door shall face the side or rear property line

STAFF RECOMMENDATION

Staff recommends approval as the establishment of a contextual overlay is consistent with the policy for the area.



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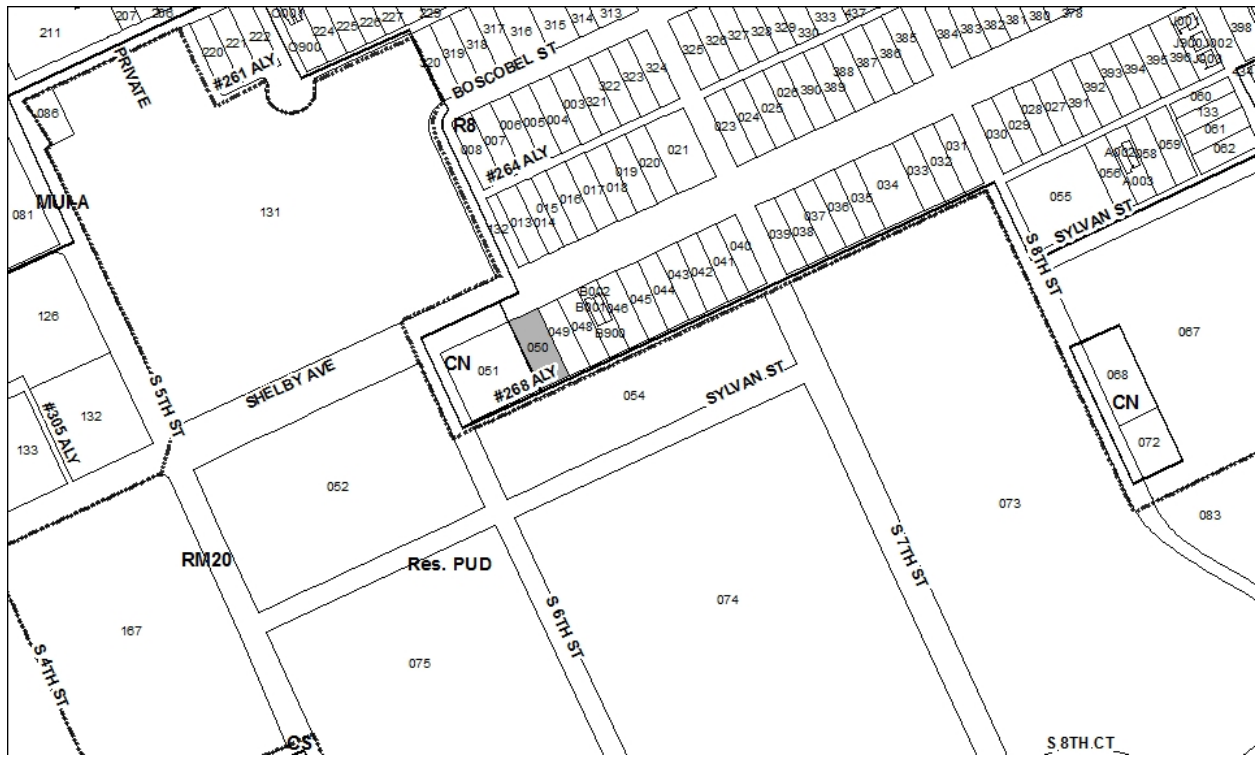


PLANNING COMMISSION ACTIONS

- **Neighborhood Landmark Overlays**
- **Subdivision**



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2012NL-002-003
608 SHELBY AVENUE
Map 093-04, Parcel(s) 050
05, East Nashville
06 (Brett Withers)



Project No.	Neighborhood Landmark 2012NL-002-003
Project Name	608 Shelby Avenue
Council District	6 - Withers
School District	5 - Kim
Requested by	Nashville Real Estate Investments, LLC, owner and applicant.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Neighborhood Landmark Development Plan to permit residential, office and retail use.

Neighborhood Landmark Development Plan

A request for approval of a Neighborhood Landmark Development Plan for property located at 608 Shelby Avenue, approximately 200 feet east of South 6th Street (0.3 acres), zoned One and Two-Family Residential (R8) and located within the Edgefield Historic Preservation Overlay district, to permit residential, office and retail use.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots.

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Preserves Historic Resources

This proposal creates a range of housing choices by incorporating different building types into an existing neighborhood. It also preserves Historic Features, which contributes to a community's identity by adapting a historic building that has served the community for years into a new use.

HISTORY

In 2013, Metro Council approved BL2012-327 which created a Neighborhood Landmark Overlay District for the property located at 608 Shelby Avenue. This designation recognizes the unique characteristics that a structure has contributed to the community and identifies the feature as a critical component of the neighborhood context and structure. The existing structure was completed in 1951 as the Eastview Church of Christ and served the East Nashville community for over 60 years.



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CASE NO. 2012NL-002-003

PARKING REQUIREMENTS

ZONING CODE 1720.030

USE	CODE REQUIREMENT	PROPERTY SIZE	SPACES REQ'D
RESIDENTIAL WITHIN UZD	1 SPACE PER 1 BEDROOM UNIT	6 UNITS	6 SPACES
OFFICE WITHIN UZD	1 SPACE PER 500 SF (BY 2000 SF EXEMPT)	4276 SF	9 SPACES
TOTAL REQUIRED			15 SPACES

ZONING CODE 1720.030
ADJUSTMENTS TO REQUIRED PARKING

TRANSIT LOCATION IS DIRECTLY ACROSS STREET FROM MTA BUS STOP (M LINE) + 10% REDUCTION
RESIDENTIAL ACCESS RESIDENTS OF ALL RESIDENTIAL AND MIXED-USE AREAS WITHIN 1320 FEET OF THE SUBJECT PROPERTY CAN WALK TO AND FROM THE NONRESIDENTIAL USE ON A CONTIGUOUS SIDEWALK + 10% REDUCTION
ON-STREET PARKING 7 PUBLIC ON-STREET SPACES DIRECTLY IN FRONT OF PROPERTY ON SHELLEY AVE. + 3.5 SPACE REDUCTION
MAXIMUM REDUCTION 20%

SPACES REQUIRED: 9
SPACES PROVIDED: 10

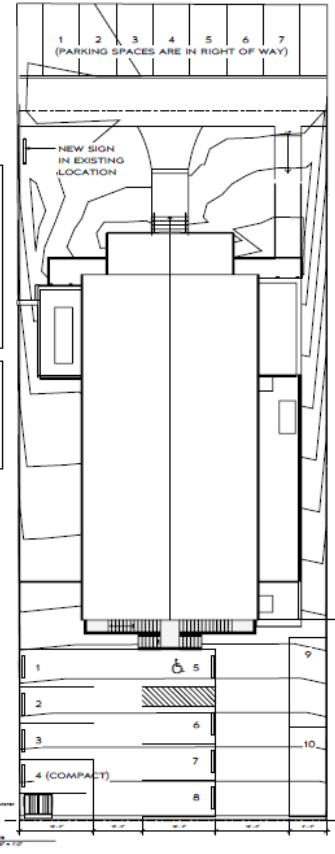
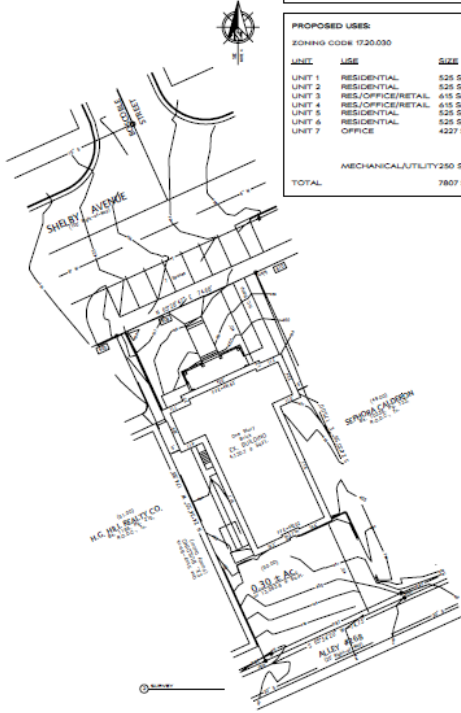
PROPOSED USES

ZONING CODE 1720.030

UNIT	USE	SIZE	LOCATION	ADD. INFORMATION
UNIT 1	RESIDENTIAL	525 SF	MAIN LEVEL FACING ALLEY	1 BEDROOM
UNIT 2	RESIDENTIAL	525 SF	MAIN LEVEL FACING ALLEY	1 BEDROOM
UNIT 3	RES/OFFICE/RETAIL	615 SF	MAIN LEVEL FACING SHELLEY	1 BEDROOM IF RES
UNIT 4	RES/OFFICE/RETAIL	615 SF	MAIN LEVEL FACING SHELLEY	1 BEDROOM IF RES
UNIT 5	RESIDENTIAL	525 SF	LOWER LEVEL FACING ALLEY	1 BEDROOM
UNIT 6	RESIDENTIAL	525 SF	LOWER LEVEL FACING ALLEY	1 BEDROOM
UNIT 7	OFFICE	4227 SF	MAIN/LOWER LEVEL	QUEST ACCESS ON SHELLEY EMPLOYEE ACCESS FROM ALLEY PARKING LOT AT WEST SIDE OF BUILDING
	MECHANICAL/UTILITY	250 SF	LOWER LEVEL	
TOTAL		7807 SF		

SITE DATA TABLE

PARCEL	0904005000
TOTAL SITE ACRES	0.20 (55,126 SF)
ZONING	R8
USE	RESIDENTIAL/BUSINESS/RETAIL
SETBACKS	FRONT 40', SIDE 5', REAR 20'
PARKING REQUIRED	9 (SEE TABLE ABOVE)
PARKING PROVIDED	10 (SEE TABLE ABOVE)
HANDICAP PARKING REQUIRED	1
HANDICAP PARKING PROVIDED	1



Proposed Site Plan



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In 2010, the property was conveyed to the Inner City Mission (ICM) Foundation with the intent of offering community services to the adjacent neighborhood. At that time, the ICM Foundation applied for a Neighborhood Landmark Overlay district that was approved by Metro Council. In 2013, the ICM Foundation returned to the Metro Planning Commission for approval of a Development Plan to permit a thrift store, office (general), and religious institutional uses; that request was granted. In 2014, the ICM Foundation conveyed the property to Nashville Real Estate Investments, LLC.

PLAN DETAILS

This development plan does not propose an expansion to the existing 4,130 square foot structure. The applicant is not proposing any exterior alterations to the structure and any future exterior alterations would have to be reviewed by the Metro Historic Zoning Commission. Earlier this year, a non-contributing rear addition to the building was demolished to create space for additional on-site parking.

This request proposes to partition the interior of the building into seven units and to permit a variety of uses, including residential, office and retail. Parking will be provided at the rear of the structure with vehicular access provided from an existing alley; additional on street parking is provided and staff is recommending that existing head-in parking be modified to parallel spaces. Signage will be limited to an existing sign; no additional signage will be permitted.

ANALYSIS

A Neighborhood Landmark Development Plan requires approval by the Planning Commission and must comply with design standards to ensure the compatibility of the NL district with surrounding uses.

As mentioned, there are no exterior alterations to the structure being proposed. The applicant is requesting approval of residential, retail and office uses within the existing structure. This request is proposing a maximum of six residential units all of which are to be one bedroom units and for two of those units to have the option of being used for office and/or retail for a total of 1, 230 square feet. The main / lower level of the structure is being proposed for solely office use at 4,227 square feet. When factoring the potential for two other units to have office uses the total square footages rises to a total of 5,457 square feet.

The Zoning Code allows land uses not permitted under the underlying zoning district, provided that the Commission determines that they are compatible and sensitive to abutting properties. Staff finds that office and retail are compatible due to the property's proximity to a commercially zoned area and provides an appropriate transition to the adjacent residential neighborhood. Furthermore, a previously approved development plan for this property permitted office and retail (thrift store) uses.

This plan meets parking standards and new parking spaces are located in a manner that does not disrupt the continuity of the neighborhood context. New parking spaces are being proposed behind the existing structure with access onto an existing alley. There is also on- street parking located on Shelby Avenue. Staff is recommending that the parking within the right-of-way of Shelby Avenue be modified from head-in parking to parallel spaces. Signage is limited to an existing sign; no additional signage will be permitted.



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This proposal continues to identify the feature as a critical component of the neighborhood and allows the structure to contribute to the surrounding community.

FIRE MARSHAL RECOMMENDATION

N/A

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- Recommend approval with the condition that any exterior alterations be reviewed by MHZC

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with MPW Traffic Engineer
- Indicate on the plans the location of a dumpster for solid waste and recycling container on site.

TRAFFIC & PARKING RECOMMENDATION

Conditions if approved

- Redesign parking layout in rear lot to provide parking per metro code at a minimum. Revised layout shall be addressed with permit plans.

WATER SERVICES RECOMMENDATION

Approve with conditions

As the required capacity fees have been paid, we recommend approval, on the following condition:

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

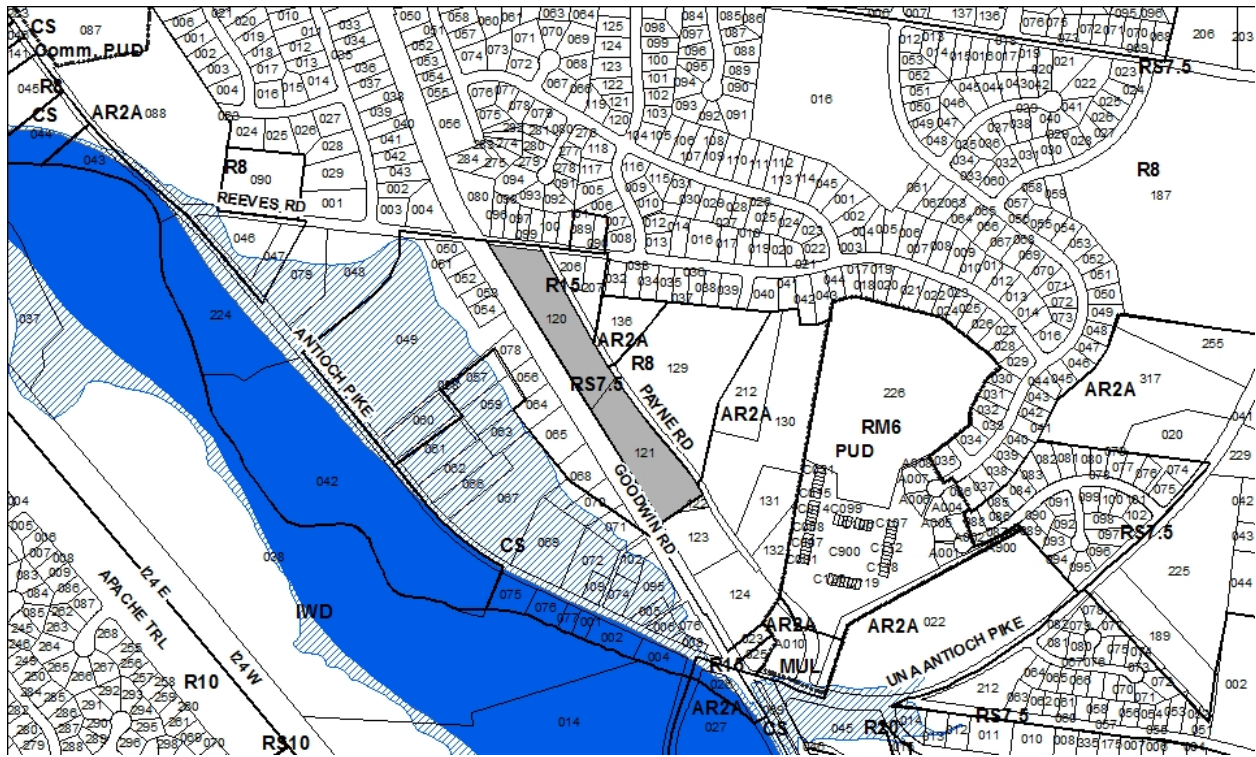
1. Prior to issuance of a Use and Occupancy (U&O) permit, modify existing head-in parking located within Shelby Avenue right-of-way to parallel parking spaces.
2. Signage is limited to an existing sign; no additional signage will be permitted.
3. Residential uses shall be limited up to a maximum of six units.
4. Office uses shall be limited up to a maximum of 5,457 square feet.
5. Retail uses shall be limited up to a maximum of 1, 230 square feet.



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2015S-166-001
PAYNE ROAD ESTATES
Map 148, Parcel(s) 120-121
13, Antioch - Priest Lake
28 (Tanaka Vercher)



Project No.	Subdivision 2015S-166-001
Project Name	Payne Road Estates
Council District	28 – Vercher
School District	6 – Hunter
Requested by	Nashville Civil, LLC, applicant; Chun Song, owner.

Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove. If Stormwater recommends approval prior to the meeting, then staff recommends approval with conditions.</i>

APPLICANT REQUEST
Create 24 single-family lots.

Concept Plan

A request for concept plan approval to create 24 lots on properties located at 4801 Payne Road and Payne Road (unnumbered), at the southwest corner of Reeves Road and Payne Road, zoned Single-Family Residential (RS7.5) (7.39 acres).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 42 lots.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The site consists of two parcels and includes approximately seven acres of land. The site is located at the southwest corner of Payne Road and Reeves Road. The majority of the site fronts Payne Road, which ends approximately 400 feet south of the site. The site abuts a railroad track along the western boundary of the site. Both properties have been graded significantly and appear to be used for commercial purposes, which are not legally permitted under the current base zoning. Metro GIS indicates that there are some slopes in excess of 25 percent where the property drops away from Payne Road. There are no other known environmental constraints.

Site Plan

The plan identifies 24 single-family lots. Lots range in size from 9,491 square feet to 23,224 square feet. The largest lot is at the corner of Reeves Road and Payne Road. An existing home will remain on Lot 13. The plan provides standards that pertain to parking, foundations and height and include:

1. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to a 16' driveway/[the shared access easement] between the primary structure and the street.
2. A raised foundation of 18" - 36" is required for all residential structures.



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Proposed Subdivision



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3. Height is limited to two stories in 35 feet.

The plan identifies the required railroad setback. With the required railroad setback, homes would be setback at least 45 feet from the rear property line. The plan calls for a six foot wide sidewalk and six foot wide planting strip along both Payne Road and Reeves Road.

ANALYSIS

The proposed subdivision is in a Neighborhood Maintenance policy. The Subdivision Regulations require that infill lots in previously subdivided and predominately developed areas be consistent with surrounding lots in terms of lot size and lot width at the street. Staff finds that the proposed lots do not have to meet this requirement because Payne Road does not contain any previously platted lots nor is the area predominately developed.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- Payne Rd shall be widened to 1/2 of ST-251 Narrow Roadway detail on the development side, and provide a minimum of 20' of pavement total.
- 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 RECOMMENDATION

Approved with conditions

- Trim vegetation as necessary along Reeves Rd frontage of lot 1 to provide adequate sight distance at Payne Road.

STORMWATER RECOMMENDATION

Returned for corrections

All fees must be paid prior to concept plan approval.

WATER SERVICES RECOMMENDATION

Approved with conditions

Approved as a Concept Plan only. Public 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 disapproval since Stormwater has not approved the plan. If Stormwater recommends approval prior to the November 19, 2015, meeting then staff recommends approval with conditions.



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CONDITIONS

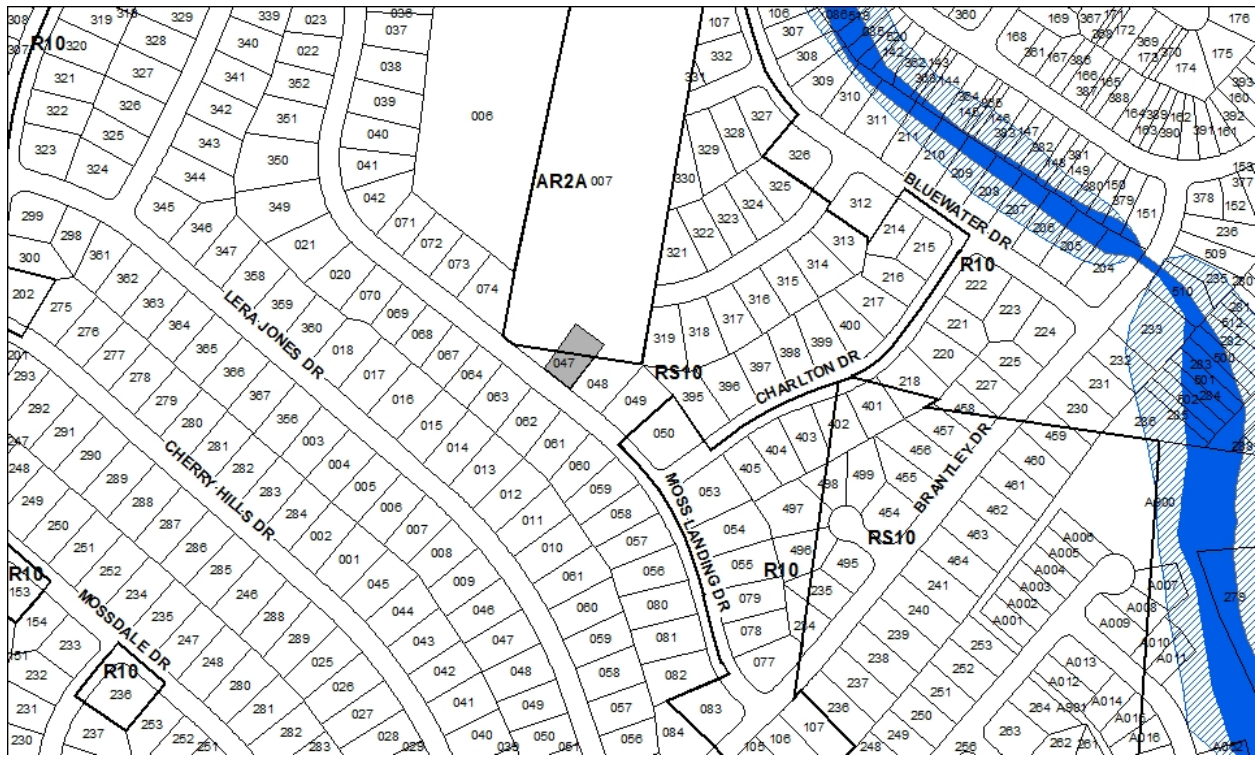
1. While a sidewalk is shown on the plan along Payne Road, the Subdivision Regulations would permit a contribution to be made to Pedestrian Benefit Zone 5-C in the amount of \$125,580 in lieu of constructing the sidewalk. The sidewalk requirements of the Subdivision Regulations shall be met prior to the final plat being recorded. If constructed the required dimensions include a six foot sidewalk and six foot planting strip.
2. Add the following note to the plat: If sidewalks are to be constructed, then the final site plan and 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 obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
3. Shift lot line between Lots 13 and 14 so that it is radial to Payne Road.
4. Any critical lot must be denoted on the final site plan and the final plat.
5. Payne Road shall be widened to 1/2 of ST-251 Narrow Roadway detail on the development side, and provide a minimum of 20' of total pavement.



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2015S-151-001

PERCY PRIEST MEADOWS SECTION TWO, LOT 4

Map 150, Part of Parcel(s) 007

Map 150-02, Parcel(s) 047

13, Antioch - Priest Lake

29 (Karen Y. Johnson)



Project No. 2015S-151-001
Project Name Percy Priest Meadows Section Two, Lot 4
Council District 29 - Johnson
School District 7 - Pinkston
Requested by James Terry & Associates, applicant; Moss Springs, LLC, owner.

Staff Reviewer Thomas
Staff Recommendation *Defer until December 10, 2015, unless a recommendation of approval is received from all agencies prior to the Planning Commission meeting. If recommendations are received, approve with conditions.*

APPLICANT REQUEST
Create 1 lot.

Final Plat
 A request for final plat approval to create one lot on part of property located at 3120 Bluewater Way and Moss Landing Drive (unnumbered), approximately 300 feet west of Charlton Drive, zoned Agricultural/Residential (AR2a) and Single-Family Residential (RS10) (0.25 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 1 unit.*

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and is 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 0 units.*

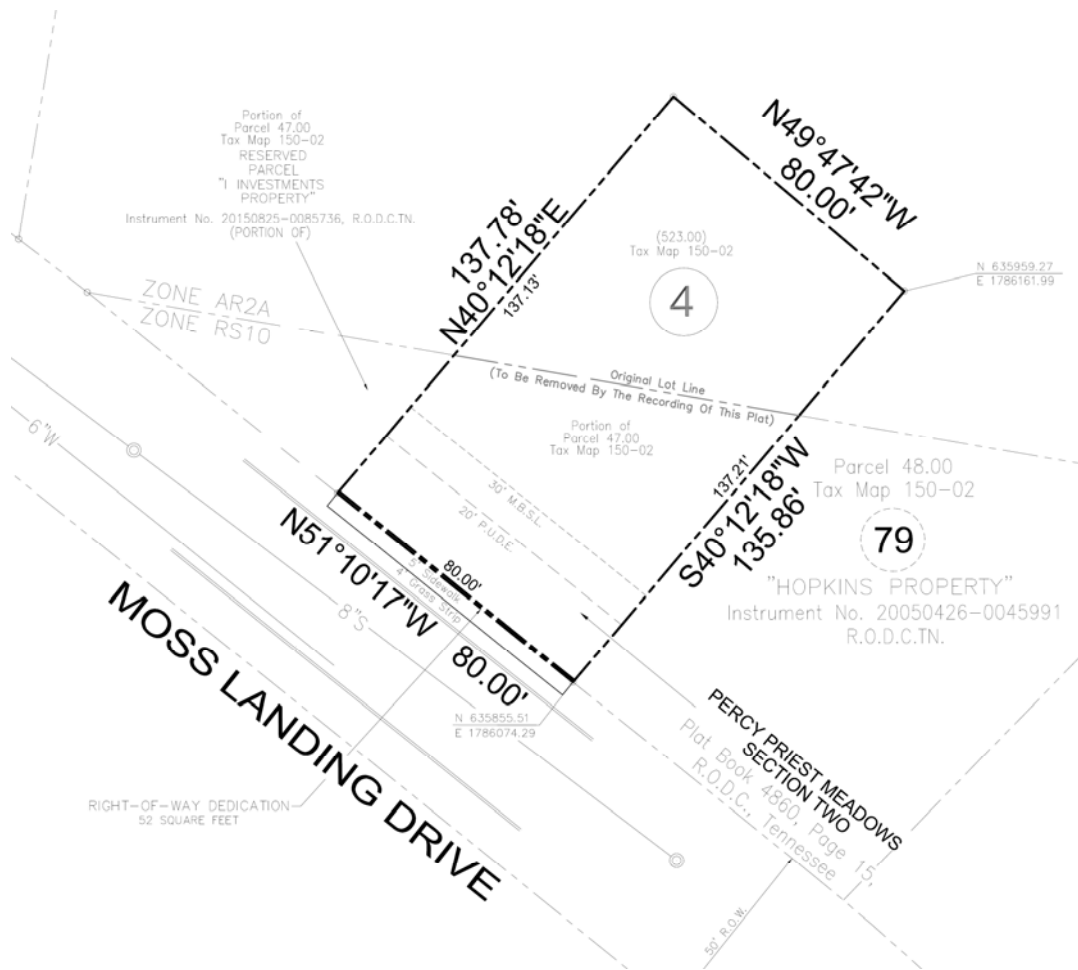
CRITICAL PLANNING GOALS
 N/A

PLAN DETAILS
 The request is for final plat approval to create one lot on part of property located at 3120 Bluewater Way and Moss Landing Drive (unnumbered). Section 3-5.2 of the Subdivision Regulations requires that newly created lots in areas that are previously subdivided and predominately developed be comparable to surrounding lots for both area and frontage. The proposed lot meets the compatibility requirement for frontage and area.

Approximately 51 percent of the lot is proposed to be created from part of a reserve parcel, Parcel 47 of Percy Priest Meadows Section Two. The remainder of the lot is currently part of a larger 6.67 acre parcel, which is zoned AR2a. The proposed lot is 10,890 square feet (0.25 acres) and has 80 feet of frontage along Moss Landing Drive.



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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 a Neighborhood Maintenance policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations.

Zoning Code

The proposed lot is zoned both RS10 and AR2a. The Zoning Administrator has reviewed the proposed lot and finds that the RS10 zoning district standards apply, since the portion of the property that fronts Moss Landing Drive is zoned RS10. The proposed lot meets the minimum standards of the RS10 zoning district.

Street Frontage

The lot has frontage on a public street.

Community Character

1. Lot frontage: The proposed lot must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. In this case, the lots must be equal to or greater than a frontage of 78 feet, which is the smallest lot frontage of the surrounding lots. The proposed lot has at least 78 feet of frontage.

Lot Frontage Analysis	
Minimum Proposed	80'
70% of Average	58'
Smallest Surrounding Parcel	78'

2. Lot area: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater. In this case, the minimum lot area must be at least 10,890 square feet, which is the smallest lot area of the surrounding lots. The proposed lot has a lot area of at least 10,890 square feet.

Lot Area Analysis	
Minimum Proposed	10,890 SF
70% of Average	9,046 SF
Smallest Surrounding Parcel	10,890 SF

3. Street setback: The plat proposes a minimum building setback line of 30 feet from the property line along Moss Landing Drive, consistent with the 30 foot minimum building setback line platted as part of Percy Priest Meadows Section Two.

4. Lot orientation: The proposed lot orients toward Moss Landing Drive which is consistent with the existing lot pattern.

Agency Review

All reviewing agencies have recommended approval.



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FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No exceptions taken

DEPARTMENT OF CODES ADMINISTRATION RECOMMENDATION

Approved

The Zoning Administrator has confirmed Zoning Staff would apply the bulk standards for the RS10 zoning district in this instance. The portion of the property that fronts Moss Landing Drive is RS10. That is the primary factor that causes the RS10 bulk standards apply.

TRAFFIC AND PARKING RECOMMENDATION

No exceptions taken

WATER SERVICES RECOMMENDATION

Returned

- Once the required capacity fees have been paid, the plat can be approved.

STAFF RECOMMENDATION

Staff recommends deferral until December 10, 2015, unless a recommendation of approval is received from all agencies prior to the Planning Commission meeting. If recommendations are received, staff recommends approval with conditions.

CONDITIONS

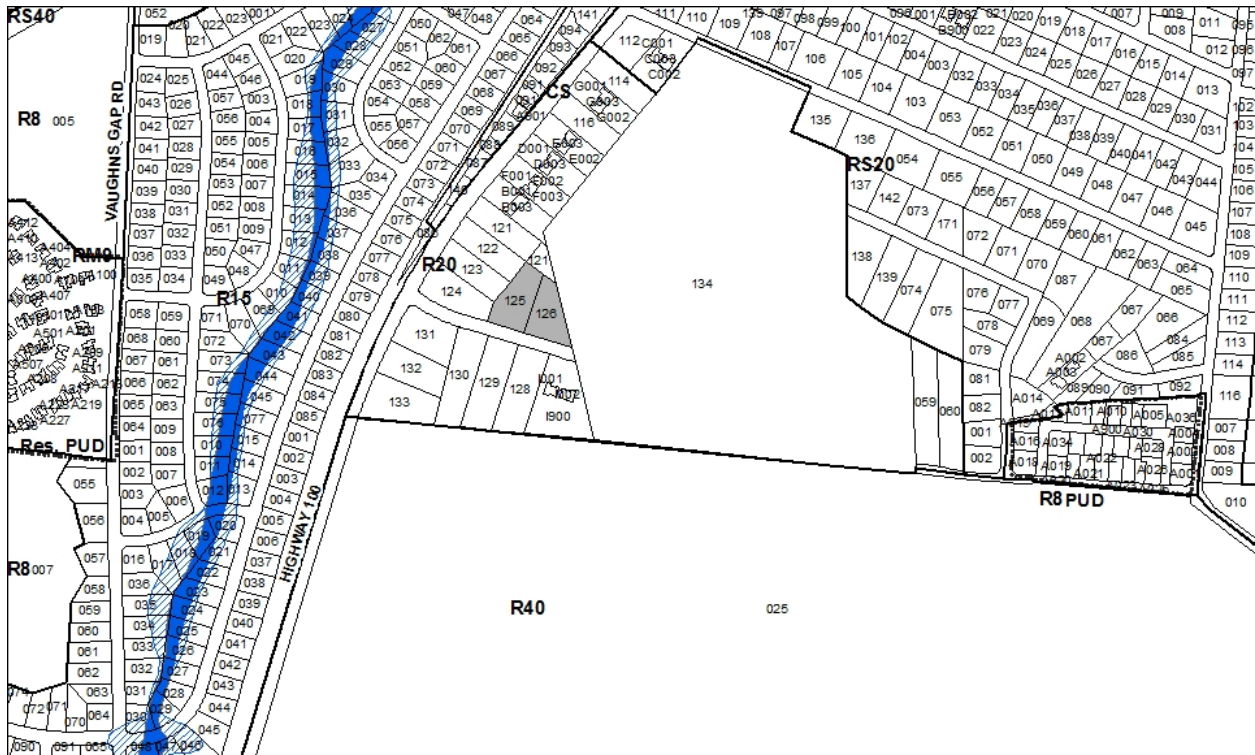
1. Add the following note to the plat: The building permit site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions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



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2015S-160A-001

CHEEKWOOD ESTATES LOTS 24 & 25 SETBACK AMENDMENT

Map 129-12, Parcel(s) 125-126

07, West Nashville

34 (Angie Henderson)



Project No.	Subdivision 2015S-160A-001
Project Name	Cheekwood Estates Lots 24 & 25 Setback Amendment
Council District	34 - Henderson
School District	8 - Pierce
Requested by	Build Nashville Db2, LLC, applicant; Build Nashville Db2, LLC and Lisa Travis, owners.
Staff Reviewer	Thomas
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the 110 foot and 90 foot platted front setbacks.

Setback Amendment

A request to amend the recorded front setbacks from 110 feet and 90 feet to 80 feet for properties located at 116 and 120 Cheekwood Terrace, approximately 375 feet east of Highway 100, (1.95 acres), zoned One and Two-Family Residential (R20).

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 could permit a maximum of 4 lots with 1 duplex lot for a total of 5 units.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The request is to amend the platted front setback for Lots 24 and 25 to 80 feet. The platted front setback of Lot 24 is 110 feet and the platted front setback of Lot 25 is 90 feet. The subdivision that created the lots was recorded in 1958 and included a total of 32 lots. The plat included a platted front setback on all lots in the subdivision.

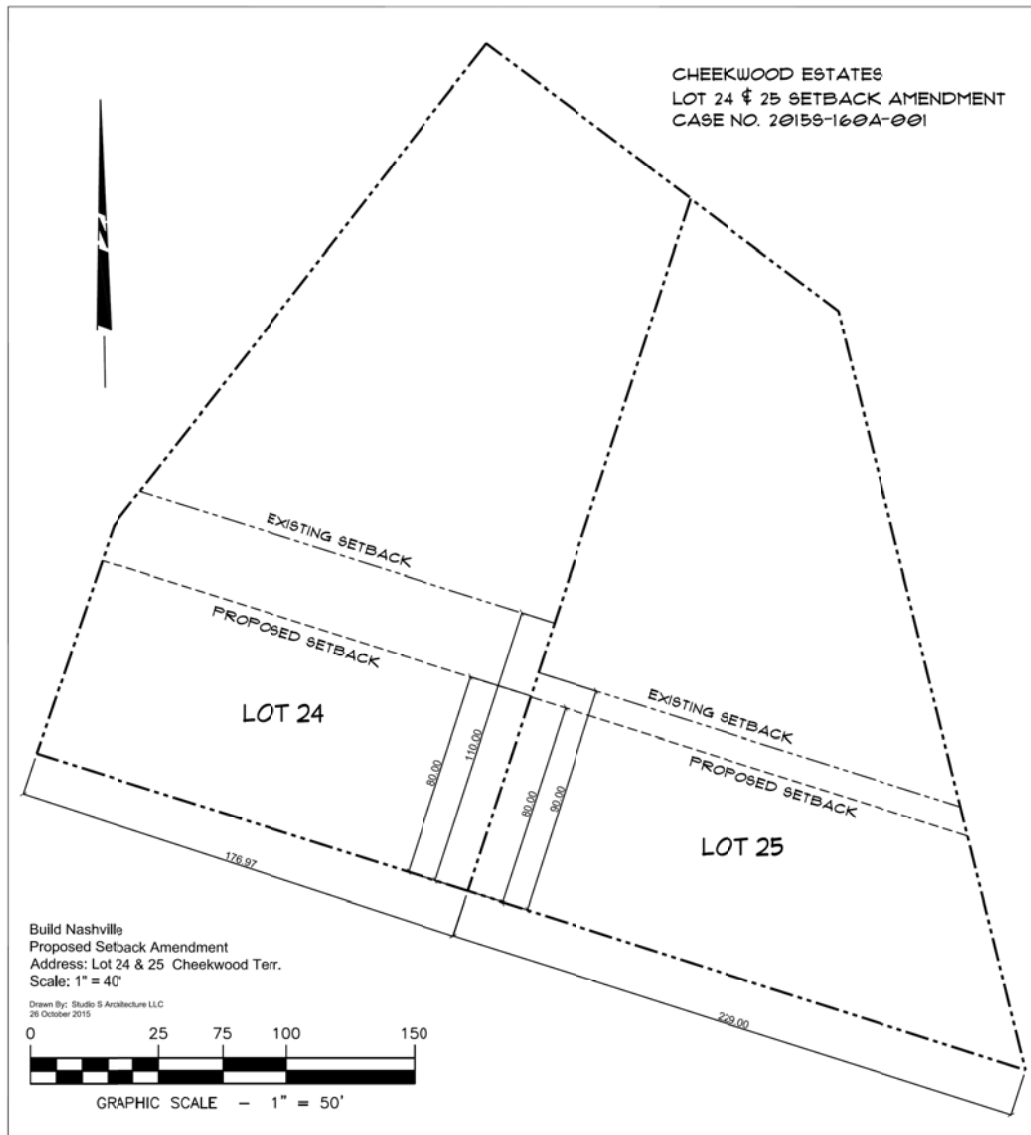
ANALYSIS

Lots 24 and 25 are the only lots that front onto the north side of Cheekwood Terrace. The abutting lot to the west is Lot 23, which has a 40' platted setback along Cheekwood Terrace. The 40 foot platted setback along Cheekwood Terrace is a side setback, however, as Lot 23 fronts onto Highway 100. Lots 26 through 29 front onto the south side of Cheekwood Terrace and include a platted front setback of 120 feet. The Cheekwood Botanical Garden is located immediately to the east of Lot 25 but, does not access Cheekwood Terrace.

The property is located in a Suburban Neighborhood Maintenance (T3 NM) land use policy within the West Nashville Community Plan. The T3 NM policy acknowledges buildings have moderate and consistent setbacks, providing large yards and moderate spacing between buildings. Lots 24 and 25 do not have abutting front setbacks to compare to; therefore, a platted front setback of 80 feet is not inconsistent with the T3 NM policy.



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Proposed Setback Amendment



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As part of the subdivision amendment process, the applicant is required to obtain letters from adjacent property owners indicating their support of the proposed subdivision amendment. In this instance, the applicant was unable to obtain letters of support from two of the adjacent properties; therefore, this item has been placed on the Planning Commission agenda. The Planning Commission may approve, disapprove, or defer the request.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No exceptions taken

TRAFFIC AND PARKING RECOMENDATION

No exceptions taken

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval.