

Metropolitan Planning Commission



Staff Reports

December 10, 2015



Metro Planning Commission Meeting of 12/10/2015

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.

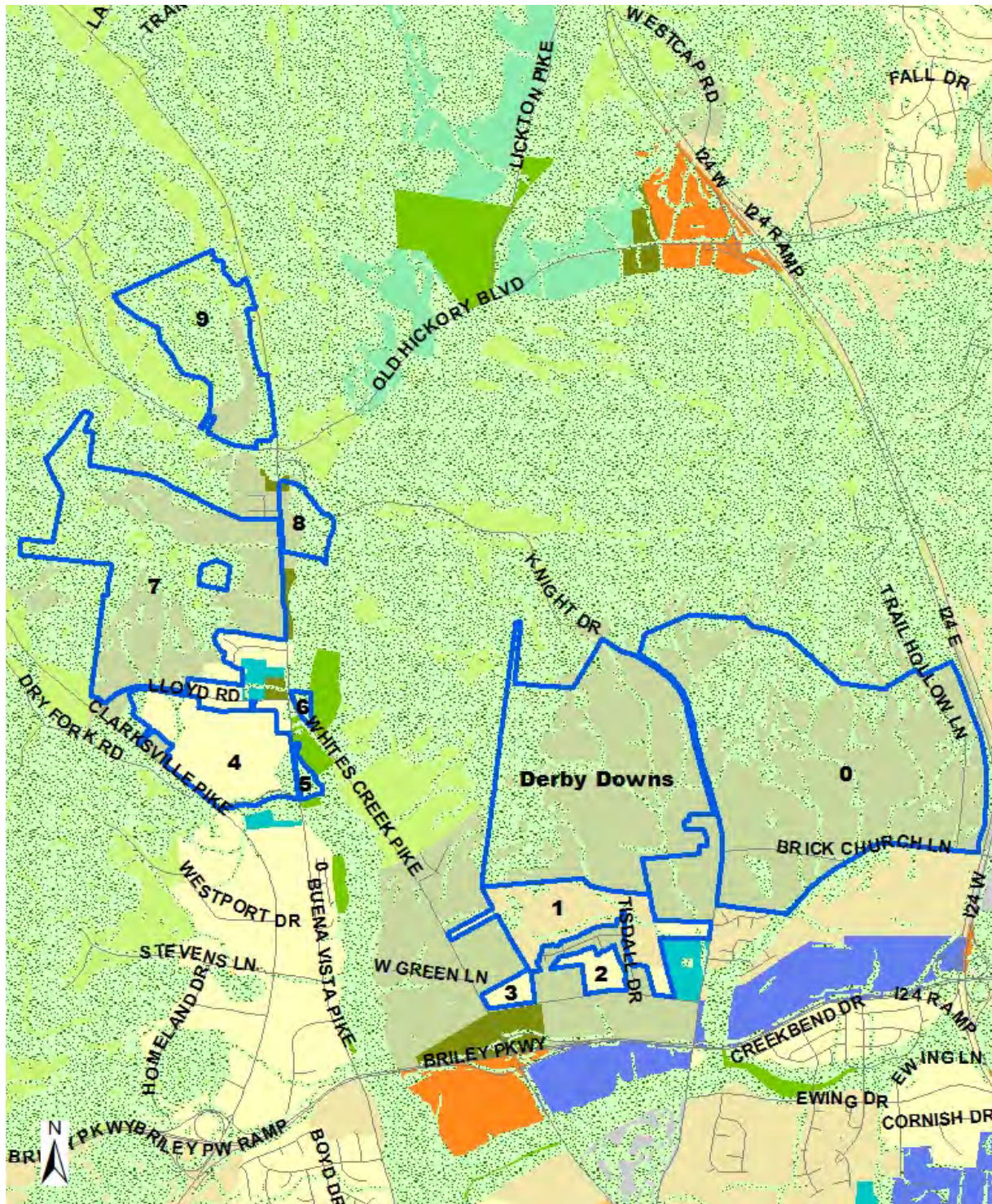


PREVIOUSLY CONSIDERED ITEMS

- **Community Plans**
- **Specific Plans**
- **Zone Changes**
- **Urban Design Overlays**
- **Subdivision (Final)**



Metro Planning Commission Meeting of 12/10/2015



2015CP-000-001

BORDEAUX-WHITES CREEK COMMUNITY PLAN AMENDMENT

Various properties in 11 areas

Whites Creek

1 – Loniel Greene, Jr.

3 – Brenda Haywood



Project No. **Plan Amendment 2015CP-001-002**
Project Name **Community Character Policies for Whites Creek 11 Areas**
Associated Case 2015CP-000-001
Council District 1 - Greene, 3 - Haywood
School District 1 - Gentry
Requested by Metro Planning Department

Deferral This request was deferred at the June 22, 2015, Planning Commission special meeting for the adoption of NashvilleNext and the August 13, 2015, and November 12, 2015, Planning Commission meetings.

Staff Reviewer McCaig
Staff Recommendation *Approve.*

APPLICANT REQUEST

A request to adopt the policies as recommended, along with two special policies in specific areas, for the 11 deferred areas in the Whites Creek Study Area. For Area 0, staff's recommendation has been updated to not include a Special Policy for this area.

Amend the Bordeaux-Whites Creek Community Plan

A request to amend the Bordeaux-Whites Creek Community Plan: 2015 Update by changing community character policies for properties within 11 areas deferred from the June 22, 2015, Metro Planning Commission hearing to adopt NashvilleNext.

BORDEAUX – WHITES CREEK COMMUNITY PLAN

Current Policies

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.

Rural Neighborhood Maintenance (T2 NM) is intended to preserve the general character of rural neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. T2 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 public realm.

Rural Neighborhood Center (T2 NC) is intended to preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale, pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time,



Metro Planning Commission Meeting of 12/10/2015

primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

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 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.

Recommended Policies

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. Conservation in T2 Rural Transect areas should be primarily left undisturbed with a low density yield of no more than 1 dwelling unit/10 acres.

Rural Countryside (T2 RCS), a new policy category adopted with NashvilleNext, is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

Rural Maintenance (T2 RM), a new policy category adopted with NashvilleNext that combines the previous Rural Neighborhood Maintenance (T2 NM) and Rural Neighborhood Evolving (T2 NE) policies, is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

Rural Neighborhood Center (T2 NC) is intended to preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural



Metro Planning Commission Meeting of 12/10/2015

communities. T2 NC areas are small-scale, pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

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 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.

BACKGROUND

The properties in the 11 areas are part of the Whites Creek Study Area. In June 2013, the policies in this area, and across the county, were updated from the older Land Use Policy Application categories to the newer Community Character Manual (CCM) categories. In 2014, staff worked with the Whites Creek Community on creating additional Rural policies and guidance for Whites Creek. Five well attended workshops were held from July to October 2014 with community stakeholders.

The research, work, and community involvement in the Whites Creek Study Area resulted in the addition of two new policy categories into CCM for Rural areas – Rural Agriculture (T2 RA) and Rural Countryside (T2 RCS). Conservation policy has also been refined countywide to differentiate between development patterns in less developed Rural areas and the denser patterns in Suburban and Urban areas. Since the policy intent is to preserve Rural areas, the previous Rural Neighborhood Maintenance (T2 NM) and Rural Neighborhood Evolving (T2 NE) policies have been combined into Rural Maintenance (T2 RM) policy.

NashvilleNext also promoted the policy to not extend sewer into Rural policy areas due to the community’s desire to preserve Nashville’s remaining rural areas and character.

While the Whites Creek Community reached consensus on the policies for the majority of the study area, there are 11 areas where policies are still being debated between property owners and the larger community. The issues are due to the presence of long existing non-rural zoning, previously approved suburban developments, the existence of sewer along Whites Creek Pike, properties located in the Urban Services District and the interface between the rural area of Whites Creek and the more suburban area of Bordeaux to the south.



Metro Planning Commission Meeting of 12/10/2015

At the June 22, 2015, MPC meeting, staff presented policy recommendations for the 11 areas that sought to balance the interests of the community, the interests of property owners of large tracts of land, and the preservation of rural character in Whites Creek. The Commission deferred these 11 areas for further study and consideration. Since that time, staff has continued to meet with property owners and their representatives as well as the Whites Creek Steering Committee to discuss concerns and ideas. Staff has also conducted additional analysis of the properties, and, as such, has modified a few of the previous policy recommendations that were in the Static Draft version of NashvilleNext.

COMMUNITY PARTICIPATION

Five Rural Workshops were held in the Whites Creek Community from July to October 2014. The community continued to be involved in the NashvilleNext process, and several community members spoke at the Public Hearing on June 15, 2015. Since that time, the community has continued to work with staff on analysis and ideas for the 11 deferred areas.

At the NashvilleNext Public Hearing on June 15, several attendees voiced opinions and concerns about the appropriate policies to apply in these areas, with some supporting the application of Rural policies and others desiring Suburban policies. Attendees expressed that:

- Rural policies should be applied to the entire Whites Creek Study Area to help preserve the area's Rural character;
- Rural policies should be applied to these areas to be harmonious with the Whites Creek Rural Historic District;
- Applying Suburban policies will be detrimental to the Rural character of the area;
- Property owners should be allowed to see some return on their property investments and decades of existing zoning through applying Suburban Neighborhood Evolving (T3 NE) policy;
- Rural policy conflicts with the current Suburban zoning; and
- Areas with existing sewer should have T3 Suburban policies.

For many of the Whites Creek community members, there are strong opinions that all community character policies in the area should be Rural to reflect the character of Whites Creek and the community vision to preserve and maintain this area as Rural in nature.

ANALYSIS

Properties in the Whites Creek Study Area have been analyzed extensively. After the latest round of analysis, the majority of recommendations in the Static Draft (presented to the Commission in June 2015) have been carried forward. The areas where staff is recommending different policies than the Static Draft are four areas within the Urban Services District in the southern portion of the Whites Creek Study Area.

Special Policies

In addition, to provide more detailed guidance in these areas, two special policies are proposed.

The special policy being proposed for Rural Maintenance (T2 RM) policy areas allows a well-designed development that is mindful of the larger area's rural character to exceed the usual



Metro Planning Commission Meeting of 12/10/2015

limitation of 1 dwelling unit per 2 acres, provided that certain criteria are met. The special policy reads as follows:

This special policy applies to the properties located in Derby Downs and Areas 7, 8 and 9 where T2 Rural Maintenance (T2 RM) policy is applied, with the exception of area 0. The special policy provides development options while recognizing the current conditions of non-rural zoning and access to previously provided sewer service in the area, along with the desire to avoid wholesale suburbanization of the area. The special policy allows the property owners within the special policy area to exceed the density limits set forth in the T2 Rural Maintenance policy (normally 1 dwelling unit per 2 acres) for creating a good design that is consistent with the larger community's desire to maintain the area's rural character, including the rural living environment, the rural history, and the agricultural landscape.

- *Preserve sensitive environmental resources such as groundwater, floodplains and floodways, wetlands, streams, steep slopes, prime agricultural land, woodlands, and wildlife corridors/habitat;*
- *Minimize disruption of scenic views from the primary roadway network, preferably by utilizing existing vegetative or topographical screening;*
- *Minimize undesirable impacts on the historic structures and features of the Whites Creek Rural Historic District;*
- *Protect natural, archeological, and cultural resources and features;*
- *Minimize land disturbance and the removal of existing mature trees and vegetation;*
- *Utilize natural and low impact stormwater management systems;*
- *Locate individual building sites to preserve the existing natural landscape;*
- *Promote interconnected greenways and wildlife and other natural corridors through the community;*
- *Design to complement and support existing current development and/or proposed character policy where near a property boundary; and*
- *Avoid regular or regimented lot patterns, such as those that would be found in suburban areas.*

The ultimate development intensity of a property within this special policy area may exceed the preferred density as listed in the base CCM policy to the extent that the above critical objectives are achieved.

The second special policy is proposed for Suburban Neighborhood Maintenance (T3 NM) and Suburban Neighborhood Evolving (T3 NE) policy areas within the 11 areas. The special policy recognizes that these areas transition between adjacent suburban and rural areas. As such, their density should not exceed four dwelling units per acre with preference given to single-family and two-family homes. It reads as follows:

This special policy applies to T3 areas in the applicable properties. It is intended to recognize that these areas transition from less intense rural areas within the Whites Creek-Bordeaux Community Planning Area to the more intense, suburban development in the southern part of the community. Lower density suburban development (not to exceed 4 dwelling units per acre) of these properties that protects sensitive environmental features is appropriate for these areas. Single- and two-family



Metro Planning Commission Meeting of 12/10/2015

homes are preferred, though modest use of townhomes is allowed if needed to avoid developing on sensitive features.

Summary of Policy Recommendations

The following is a summary of staff policy recommendations and analysis. An accompanying spreadsheet and PowerPoint presentation will be posted to the Metro Planning Department's homepage at www.nashville.gov/mpc.

Derby Downs:

- Recommended Policies – Rural Conservation (T2 CO); Rural Countryside (T2 RCS); and Rural Maintenance (T2 RM).
- Same recommendation as in the Static Draft. This area is currently Conservation and Rural policy and is within the General Services District.
- Apply special policy to Rural Maintenance (T2 RM) area.

Area 0:

- Recommended Policies – Rural Conservation (T2 CO); Rural Countryside (T2 RCS); and Rural Maintenance (T2 RM).
- Same recommendation as in the Static Draft. The majority of this area is currently Conservation and Rural policy and is within the General Services District.
- Do not apply special policy.

Area 1:

- Recommended Policies – Conservation (CO); Suburban Neighborhood Maintenance (T3 NM); Suburban Neighborhood Evolving (T3 NE).
- Revised recommendation by staff due to area's location within the Urban Services District, current R10 zoning, and adjacent development pattern.
- Apply special policy to Suburban Neighborhood Maintenance (T3 NM) and Suburban Neighborhood Evolving (T3 NE) areas.

Area 2 and Area 3:

- Recommended Policy – Suburban Neighborhood Maintenance (T3 NM).
- Retain Current Policy due to areas' locations within the Urban Services District, current R10 zoning, and due to 2014 subdivision plat for Area 3 and currently active subdivision request for Area 2.
- Apply special policy to Suburban Neighborhood Maintenance (T3 NM) areas.

Area 4:

- Recommended Policies – Conservation (CO); Suburban Neighborhood Maintenance (T3 NM).
- Retain Current Policy, with the exception of changing District Office Concentration (D OC) policy area to Suburban Neighborhood Maintenance (T3 NM), due to area's location within the Urban Services District.
- Apply special policy to Suburban Neighborhood Maintenance (T3 NM) area.



Metro Planning Commission Meeting of 12/10/2015

Area 5 and Area 6:

- Recommended Policy – Conservation.
- Same as Current Policy and recommendation in the Static Draft.
- Areas are within the floodplain.

Area 7:

- Recommended Policies – Rural Conservation (T2 CO); Rural Maintenance (T2 RM); Rural Countryside (T2 RCS); Suburban Neighborhood Maintenance (T3 NM).
- Same as recommendation in the Static Draft, with the exception of changing an area of Rural Countryside (T2 RCS) policy along Lloyd Road to Rural Maintenance (T2 RM) policy. The area is in the General Services District. The property frontage along Whites Creek Pike is in the Whites Creek Rural Historic District.
- Apply special policies to Rural Maintenance (T2 RM) and Suburban Neighborhood Maintenance (T3 NM) areas.

Area 8:

- Recommended Policies – Rural Conservation (T2 CO); Rural Maintenance (T2 RM); Rural Neighborhood Center (T2 NC).
- Same as recommendation in the Static Draft. The area is in the General Services District and is completely within the Whites Creek Rural Historic District.
- Apply special policy to Rural Maintenance (T2 RM) area.

Area 9:

- Recommended Policies – Rural Conservation (T2 CO); Rural Countryside (T2 RCS); Rural Maintenance (T2 RM).
- Same as recommendation in the Static Draft due to the area's current Conservation and Rural Policy, its location north of Old Hickory Boulevard, and its location in the General Services District.
- Apply special policy to Rural Maintenance (T2 RM) area.

STAFF RECOMMENDATION

Staff recommends approval of policies and special policies as outlined above.



NO SKETCH



Project No.	Subdivision 2015S-001R-001
Project Name	Subdivision Regulations Amendments
Council District	Countywide
School District	Countywide
Requested by	Metro Planning Department
Deferral	Deferred from the November 12, 2015, Planning Commission meeting

Staff Reviewer	Logan
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Subdivision Regulations

Amendment

A request to amend the Subdivision Regulations of Nashville-Davidson County, adopted on March 9, 2006, and last amended on January 4, 2014.

AUTHORITY

Both the Metro Charter and Tennessee state law authorize the Commission to adopt Subdivision Regulations. These regulations are intended to "provide for the harmonious development of the municipality and its environs, for the coordination of streets within subdivisions with other existing or planned streets or with the plan of the municipality or of the region in which the municipality is located, for adequate open spaces for traffic, recreation, light and air, and for a distribution of population and traffic which will tend to create conditions favorable to health, safety, convenience and prosperity."

PURPOSE

Housekeeping Amendments

The current Subdivision Regulations were adopted in March 2006. Several of the proposed amendments are housekeeping amendments. These include:

- Removing the requirement for an additional railroad buffer,
- Adding language regarding fees and the Vested Property Rights Act of 2014, consistent with the Zoning Code,
- Modifying various Chapters of the Subdivision Regulations to remove or add specific policy categories after the adoption of the new Community Character Manual with NashvilleNext, and
- Modifying various Chapters of the Subdivision Regulations to explain when Chapter 4 applies.

CHAPTER 4

In the current Subdivision Regulations, Chapter 4 is titled "Conservation Subdivisions". This type of subdivision was added to the Subdivision Regulations in 2006, but required a text amendment to the Zoning Code to be implemented.



Metro Planning Commission Meeting of 12/10/2015

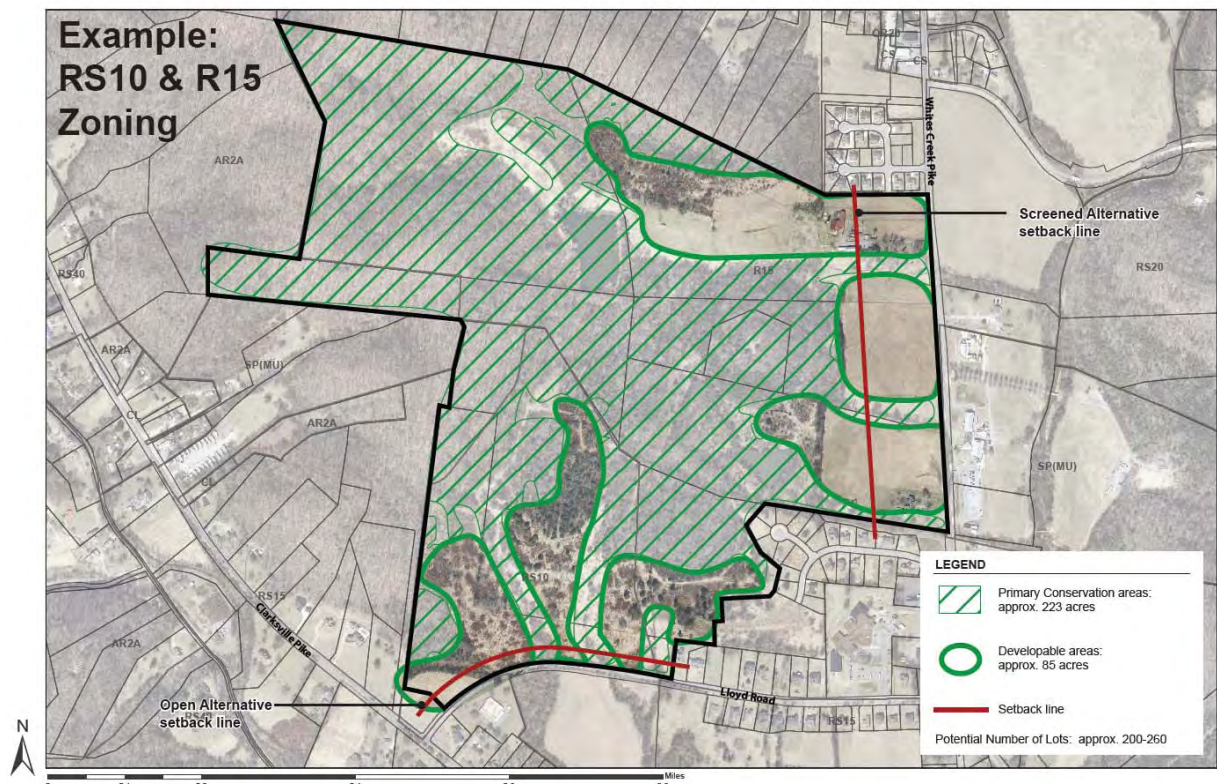
These amendments would create Rural Character Subdivisions to replace Conservation Subdivisions, to implement T2 Rural Neighborhood policies and to allow development with rural character where property is already zoned one of the conventionally suburban zoning districts.

Three types of Rural Character Subdivisions are proposed:

- Open Alternative: Requires lots compatible in size, frontage and setback to existing lots along existing public roads and prohibits development of sensitive environmental features, including floodplain and slopes over 15%, but permits cluster lot development in the remaining areas.
- Screened Alternative: Requires a buffer at a significant distance or a contextual distance along existing public roads and prohibits development of sensitive environmental features, including floodplain and slopes over 15%, but permits cluster lot development in the remaining areas.
- Agricultural Character Option: Allows residential and agricultural development, where the primary function of the subdivision is agricultural uses.

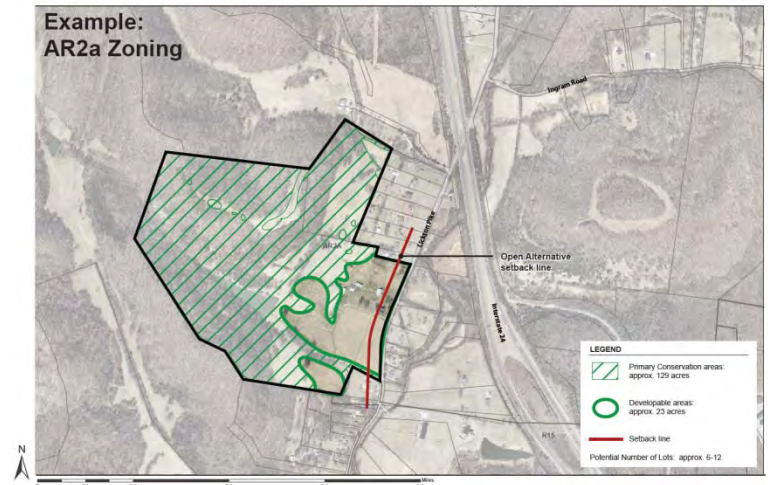
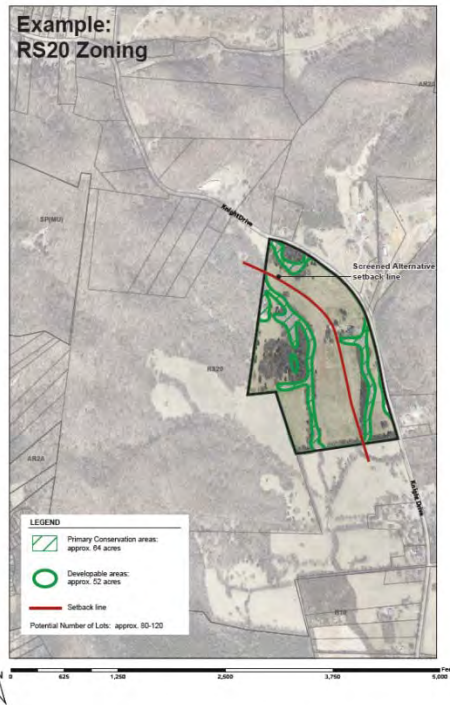
Since the document was posted online for review, Section 4-2.1.a.2 has been updated. This section requires streams and buffer to be included in conservation areas. The posted version required a 75' buffer for all streams. The proposed version requires the stream buffer to be consistent with the requirements of Metro Stormwater.

Example Development Diagrams:





Metro Planning Commission Meeting of 12/10/2015



PUBLIC OUTREACH

The proposed amendments and an online comment form were posted on the Planning Department website and the link was included in the November 24, 2015, *Development Dispatch* to 1,751 addresses.

As required by State law, a notice was placed in the Tennessean on November 9, 2015, advertising the December 10, 2015, Planning Commission consideration of the proposed amendment.

STAFF RECOMMENDATION

Staff recommends approval.

PROPOSED AMENDMENTS

(Additions shown in bold. Deletions shown with strikethrough.)

Introduction:

T2 Rural

~~Conservation~~ **Rural Character** Subdivision Regulations provide for significant preservation of resources (natural, historical, cultural), views, and the rural character of an area. This type of subdivision is ~~generally~~ limited to those areas designated as Rural.



Metro Planning Commission Meeting of 12/10/2015

How to Use These Regulations

As noted above, an applicant may develop conventional suburban subdivisions, **outside of T2 Rural Neighborhood policies**. The requirements of Chapter 3. General Requirements for Improvements, Reservations, and Design will need to be met for these types of subdivisions. **Within T2 Rural Neighborhood policies, the requirements of Chapter 4. Rural Character Subdivisions apply. Outside of T2 policies,** Applicants may, however, opt to develop alternative subdivisions that are more rural or urban in nature. The requirements of Chapter 4. ~~Conservation~~ **Rural Character** Subdivisions must be met for a rural subdivision and the requirements of Chapter 5. Walkable Subdivisions must be met for a more urban pattern of development. Where there are no alternative standards included in Chapter 4- or Chapter 5-, the regulations of Chapter 3 apply to these subdivisions.

Table of Contents to be amended to reflect the changes below.

Chapter 1:

1-3.3. *How to Use these Regulations.* **Within T2 Rural Neighborhood policies, the requirements of Chapter 4. Rural Character Subdivisions apply. Outside of T2 Rural Neighborhood policies,** An applicant may continue to develop conventional suburban subdivisions using the requirements of Chapter 3. General Requirements for Improvements, Reservations, and Design. **Outside of T2 Rural Neighborhood policies,** An applicant may ~~opt~~ **choose** to develop alternative subdivisions that are more rural or urban in nature. The regulations of Chapter 3 apply to these subdivisions as well. In addition, the requirements of Chapter 4. ~~Conservation~~ **Rural Character** Subdivisions must be met for a rural subdivision and the requirements of Chapter 5. Walkable Subdivisions must be met for a more urban pattern of development.

1-13 Fees, in-lieu contributions and other assessments, estimates or payments

1. **Fees, in-lieu contributions and other assessments, estimates or payments required by this these regulations or by the Metropolitan Government in furtherance of these regulations for single or multi-phase developments shall be determined by the fee or rate at the time of assessment or payment, whichever is later. The Metropolitan Government of Nashville & Davidson County may update fees and rates over time to reflect current standards and/or changes in market rates.**

Chapter 2:

2-4.8. *Vested Rights.* No vested rights shall accrue to any plat by reason of concept plan, final site plan, or final plat approval, **except as provided by the Vested Property Rights Act of 2014**, until the actual signing of the final plat by the Secretary of the Planning Commission and the recording of that plat with the Register of Deeds.

Chapter 3:

3-1.1 *General Requirements.* Unless otherwise specified in these regulations, all subdivisions shall comply with the requirements of Chapter 3. **Within T2 Rural Neighborhood policies, the requirements of Chapter 4. Rural Character Subdivisions apply. Outside of T2 Rural Neighborhood policies,** An applicant may opt to develop alternative subdivisions that are more rural or urban in nature. The requirements of Chapter 4. ~~Conservation~~ **Rural Character** Subdivisions may be used to develop a rural subdivision and the requirements of Chapter 5.



Metro Planning Commission Meeting of 12/10/2015

Walkable Subdivisions may be used for a more urban pattern of development. For any regulation not included in Chapters 4 or 5, the regulations of Chapter 3 shall apply.

3-4.2.d.7. The flag lot private drive and/or access easement shall be at least ~~ten~~ **fifteen** feet wide for its entire length.

3-4.2.f. *Additional Yard Area.* Residential lots, including double frontage and corner lots, shall be platted so that the depth of any yard abutting an arterial or collector street, limited access highway or railroad can conform to any additional yard requirements established by the zone district requirements.

1. In residential areas, a setback of at least 25 feet ~~in depth in addition to the setback required by the Zoning Code~~ shall be required adjacent to a railroad right-of-way or limited access highway. ~~Alternatively, this additional 25 feet may be designated as common open space.~~
2. In commercial or industrial areas, the nearest street extending parallel or approximately parallel to a railroad right-of-way shall, wherever practicable, be at a sufficient distance therefrom to ensure suitable depth for commercial or industrial sites.

3-5.1. *Infill Subdivisions.* In areas **outside of T2 Rural Neighborhood policies that are** previously subdivided and predominantly developed, residential lots resulting from a proposed subdivision within the R and RS zoning districts on an existing street shall be compatible with the General Plan as outlined in Sections 3-5.2 through 3-5.6.

3-5.2. *Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, ~~Residential Low, Residential Low-Medium and Residential Medium policies,~~ except where a Special Policy and/or a Designated Historic District exists.* The following criteria shall be met to determine compatibility of proposed infill lots to surrounding parcels. For the purposes of this section, "surrounding parcels" is defined as the five R, **R-A, or RS or RS-A** parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. Parcels may be excluded if used for a non-residential purpose, including but not limited to a school, park or church. Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO, PUD or cluster lot subdivision by approval of the rezoning or concept plan.

3-5.3. *Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving, ~~Neighborhood General~~ and/or Special Policies, except within Designated Historic Districts:*

- a. All minimum standards of the zoning code are met.
- b. Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto an open space.
- c. The current standards of all reviewing agencies are met.
- d. The proposed lots comply with any applicable special policy. **If the property is also within Neighborhood Maintenance policy and the special policy was adopted to preserve community character, not create infill opportunities, then the standards of Section 3-5.2 also apply.**

3-9.3. *Additional Regulations for Private Streets.* Private streets may be included in any subdivision in conformity to these standards so long as the subdivision is included within a PUD, a UDO, a SP, or is within eligible areas of ~~the Natural Conservation or T2 Rural land use policy or in~~



Metro Planning Commission Meeting of 12/10/2015

Conservation, or Rural Neighborhood Maintenance community character policy areas with lots five acres or greater (as defined in Section 7-2).

3-9.3.c. Private streets in subdivisions within eligible areas of ~~the Natural Conservation and T2 Rural land use policy areas or in Conservation, or T2 Rural Neighborhood Maintenance community character~~ policy areas (as defined in Section 7-2) shall conform to the following:

3-16.2. *Mandatory Connection to Public Sewer System or Provision for Future Connection.* ~~Where land lies within Metro, and such land is not within eligible areas of the Natural Conservation or Rural land use policy areas or in Conservation, or T2 Rural Neighborhood Maintenance community character~~ policy areas (as defined in Section 7-2), no subdivision of land shall be made unless each and every lot is provided with a connection to a public sanitary sewer system. Residential acreage tract developments consisting of lots having an area of one acre or more, exclusive of public ways, may be permitted without the provision of public sanitary sewers, if such is not reasonably accessible, provided such development occurs only along existing public streets with no provision of additional streets providing frontage or access to any lot being developed, and further provided that an alternate method of sewage disposal is approved by the Metropolitan Health Department. Commercial and industrial development sites along existing publicly maintained streets, with no provision of additional streets providing frontage or access of any site being developed may be permitted without the provision of public sanitary sewers, if not reasonably accessible, provided that the plan of subdivision indicates the proposed use of the sites being developed and that an alternate method of sewage disposal for such use is approved by the Metropolitan Health Department.

Chapter 6:

6-3.4. *Release of Bonds in ~~Conservation~~ Rural Character Subdivisions.* In addition to requirements of Sections 6-3.1, 6.3.2 and 6.3.3, no bond shall be released for improvements in a ~~Conservation~~ **Rural Character** Subdivision until the applicant demonstrates that the impacts associated with the improvements have been mitigated and that all conditions related to the improvements have been satisfactorily fulfilled.

Definitions:

Conservation Subdivision. A residential development where at least 50 percent or more of the land area is designated as undivided, permanent open space or farmland, thereby permanently protecting agriculturally, environmentally, culturally or historically significant areas within the tract. The subdivision is characterized by compact lots, common open space, and the preservation maintenance of natural, historical, and cultural resources. Conservation Subdivisions are an alternative approach to the conventional lot by lot division of land in rural areas that spreads development evenly throughout a parcel with little regard to impacts on the natural and cultural features of the area.

Separation. A required area of undeveloped land, which may be left in a natural state or landscaped, at the perimeter of the subdivision designed to separate new conservation subdivisions from existing conventional subdivisions or to separate dwelling units from an abutting arterial or collector street or to separate existing agricultural uses from dwelling units in conservation subdivisions.

Lane. A road of low capacity and low speed serving ~~conservation~~ **Rural Character** subdivisions built at low gross densities in rural environments or providing access to low density land uses on the neighborhood edge of Walkable Subdivisions. Lanes may intersect to form a widely spaced organic grid, but should follow the terrain to minimize land disturbance. Lanes provide circulation within rural areas by connecting ~~conservation~~ **Rural Character** subdivisions to one another and serve



Metro Planning Commission Meeting of 12/10/2015

primarily vehicular travel. From centerline to edge, the Lane's architecture includes a vehicular travel lane, a grassed shoulder, ditch drainage, and may provide for bicycle travel in a bike lane, wide outside lane, or on a multi-use side path that simultaneously serves pedestrians and cyclists. Side plantings are naturalistic rather than formal and take the place of buildings to create an acceptable ratio of street enclosure. Buildings are well set back from the street. Driveways, if present, can be spaced no closer than an average of 100 feet. A Lane is compatible with streets functionally classified as Locals and Minor Locals. The Lane designation is dropped when the street exits the rural area or neighborhood edge and enters a conventional suburban or urban area.

Infill Development. Refers to proposed development within previously subdivided ~~or~~ **and** predominantly developed areas.

Subdivision, Infill. Refers to proposed development within previously subdivided ~~or~~ **and** predominantly developed areas where new lot(s) are created. Consolidation plats and plats for the purposes of shifting lot lines are not infill subdivisions.

~~*Natural Conservation Land Use Policy, Eligible Areas.* See, Eligible Areas, Natural Conservation and Rural Land Use Policies, and Conservation and T2 Rural Neighborhood Maintenance Community Character Policies.~~

~~*Conservation Community Character Policy, Eligible Areas.* See, Eligible Areas, Natural Conservation and Rural Land Use Policies, and Conservation and T2 Rural Neighborhood Maintenance Community Character Policies.~~

~~*Rural Land Use Policy, Eligible Areas.* See, Eligible Areas, Natural Conservation and Rural Land Use Policies, and Conservation and T2 Rural Neighborhood Maintenance Community Character Policies.~~

~~*T2 Rural Neighborhood Maintenance Community Character Policy, Eligible Areas.* See, Eligible Areas, Natural Conservation and Rural Land Use Policies, and Conservation and T2 Rural Neighborhood Maintenance Community Character Policies.~~

~~*Eligible Areas, Natural Conservation and T2 Rural Neighborhood Land Use Policies, and Conservation and T2 Rural Neighborhood Maintenance Community Character Policies.*~~ Areas of the county that are eligible for subdivision on private streets because the property to be subdivided lies within a **Natural Conservation** or **T2 Rural Neighborhood** land use policy area or in **Conservation**, or some **T2 Rural Neighborhood Maintenance** community character policy areas (designated by the General Plan), is proposed for the creation of lots of five acres or greater, has a predominance of steep topography or floodplain precluding development of lots on less than five acres.

PROPOSED CHAPTER 4. RURAL CHARACTER SUBDIVISIONS

(Replacing Chapter 4. Conservation Subdivisions)

4-1. Intent

1. *Purpose.* Land designated in the General Plan as a T2 Rural Neighborhood policy reflects land with sensitive and unique topographic and geological characteristics, scarce prime agricultural land or landscapes with a historic rural community character. These areas provide living and working options differentiated from the more suburban and urban parts of the county. The value of rural and conservation land is recognized by the County in the General and Community Plans, which aim to protect and preserve the rural character and sensitive environmental resources on these lands. In areas designated as



Metro Planning Commission Meeting of 12/10/2015

T2 Rural Neighborhood, the impact of land subdivision, land development, and intensification of activities can have significant ramifications to the region's resources and health and well-being. Therefore, these lands must be planned carefully to facilitate the maintenance of a harmonious development pattern, preservation of prime agricultural lands and the conservation of sensitive environmental resources and rural character is the key focus of any subdivision.

Development on the perimeter of the site should give consideration to protection of the property from adverse surrounding influences, as well as protection of the surrounding areas from potential adverse influences within the development. For example, development sites should not be located in proximity to neighboring agriculture operations without proper buffering. In addition, development sites should be located away from public roads and trails in order to preserve homeowner privacy. Diversity and an irregular in lot layout are encouraged in order to achieve the best possible relationship between the development and the land.

Through the application of Rural Character Subdivisions, it is the intent of the Planning Commission to:

1. Provide for the preservation of open space as a watershed protection measure.
 2. Minimize adverse impacts on important natural resources and rural land.
 3. Preserve in perpetuity:
 - a. Unique or sensitive natural resources such as groundwater, floodplains and floodways, wetlands, streams, steep slopes, prime agricultural land, woodlands and wildlife corridors and habitat.
 - b. Scenic views.
 - c. Historic and cultural features of the rural landscape, including historic farmhouses and outbuildings, stonewalls, and tree lines.
 - d. Historic and archaeological sites.
 4. Permit flexibility of design of rural land that will result in a more efficient and environmentally sensitive use of land, while being harmonious with adjoining development and preserving rural character.
 5. Minimize land disturbance and removal of trees, vegetation, and soil during construction resulting in reduced erosion and sedimentation.
 6. Permit grouping of houses and structures on less environmentally sensitive soils that will reduce the amount of infrastructure, including paved surfaces and utility easements, necessary for development and will provide larger buffer areas to achieve appropriate rural development patterns.
 7. Promote interconnected open space, greenways and undeveloped natural vegetated corridors through the community for wildlife habitat, protection of watersheds and enjoyment and use by the community.
 8. Produce a development pattern in rural areas consistent with rural character through variety in design rather than uniformity of appearance in siting and placement of buildings and use of open space.
 9. Minimizing views of new development from existing roads.
2. *Application.* The Nashville-Davidson County General Plan and associated Community Plans establish a community vision to guide development. Compliance with the goals and policies of these plans ensures that new development is in harmony with existing and desired development patterns and promotes the community's vision. These regulations are designed to insure that the rural character of the specified areas designated as T2 Rural Neighborhood policies on the adopted General or Community Plan is maintained and enhanced to the greatest extent feasible. All requests for the subdivision of land within areas so designated as T2 Rural Neighborhood policies shall be reviewed and developed as a Rural Character Subdivision in accordance with the provisions of this Chapter.



Metro Planning Commission Meeting of 12/10/2015

4-2. Development Standards

1. Identification of Conservation Land. Prior to design of any subdivision plan with new streets for any area subject to this chapter, Conservation Land shall be identified and, subject to the provisions of Section 4-2.2, preserved from any development or disturbance. Conservation Land shall be comprised of two areas, including:
 - a. Primary Conservation Areas. The following shall be considered Primary Conservation Areas and shall be included as Conservation Land:
 1. Land shown on FEMA maps as part of the 100 year floodplain or identified in local studies confirmed by the Stormwater Division of Metro Water Services (Stormwater Division)
 2. All perennial and intermittent streams, floodways and associated buffers, as determined by Metro Stormwater.
 3. Contiguous slopes over 15 percent.
 4. Problem soil, as listed in Section 17.28.050 of the Metro Zoning Code.
 5. Wetlands, as determined by Metro Stormwater.
 6. Known habitat for rare, threatened, or endangered species.
 7. Cedar Glade communities.
 8. Archaeological sites, cemeteries and burial grounds.
 - b. Secondary Conservation Areas. Secondary Conservation Areas are:
 1. Existing native forests of a least one-acre contiguous area.
 2. Prime farmland soils and land in agricultural use, including pastures, meadows, and open fields.
 3. Designated historic and specimen trees.
 4. Geologic formations, such as rock outcroppings
 5. Natural areas and wildlife habitats and corridors.
 6. Scenic views onto the site from surrounding roads.
 7. Existing and planned recreation areas and trails that connect within the tract and to neighboring areas, including pedestrian, bicycle and equestrian trails.
 8. Significant historical and cultural sites.
2. Preservation of Conservation Land. Primary Conservation Areas shall be preserved and set aside through an appropriate means such as conservation easements and/or open space. Secondary Conservation Areas are encouraged to be preserved and set aside through an appropriate means, such as conservation easements and/or open space, to eliminate the possibility of future development of these areas.
3. Development Footprint. The remaining land outside the boundary of the Conservation Land shall be designated as the Development Footprint. The Planning Commission may approve land initially identified as a Primary Conservation area for stream crossing or other infrastructure, but not within lots, provided the development of such area minimizes impacts to environmental resources.
4. Rural Character Design. In order to preserve the desired rural character of these areas, two Character Options exist for the development of land within the development footprint. For the purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2A or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.
 1. Countryside Character Option. This option may be used for any rural character subdivision. It is intended to maintain a natural, open rural character by minimizing the visual intrusion of development along the primary roadways through the use of setbacks and building placement, existing vegetation and natural topographical features that obscure the view of development from the street.



Metro Planning Commission Meeting of 12/10/2015

- a. Open Alternative – Street frontage without existing vegetative or topographical screening.
 1. Building Setback along existing public streets. The required building setback shall be varied between lots. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot(s) proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used. Where the majority of the abutting parcels are not developed, the minimum building setback shall be two times the amount of lot frontage. However, in no instance shall the minimum building setback be greater than 1,000 feet.
 2. Lot size along existing public streets.
 - a) Individual lot sizes shall vary in size to reflect the rural character.
 - b) The minimum lot size is either equal to or greater than 70% of the lot size of the average size of the surrounding parcels or equal to or larger than smallest of the surrounding parcels, whichever is greater.
 - c) Flag lots shall not be included in the analysis.
 3. Lot frontage abutting existing public streets. Lot frontage is either equal to or greater than 70% of the average frontage of the surrounding parcels or equal to or greater than the smallest of the surrounding parcels, whichever is greater.
 4. Cluster lot option. Development through the Countryside (Open Alternative) Character Option may utilize the provisions of Cluster Lot Option (Section 17.12.090 of the Zoning Code) within the Development Footprint area, excluding lots abutting existing public streets. Smaller lot sizes may be appropriate with the application of a Specific Plan (SP) zoning district that addresses building height, architecture, landscaping, building placement and detailed grading plan.
- b. Screened Alternative – Street frontage utilizing existing vegetative or topographical screening
 1. Lot Screening. Lots shall be designed to minimize visibility from the existing roadway network. Preservation of existing tree stands, existing topography, natural berms, rock outcroppings, and other features that currently provide visual screening shall be prioritized as the preferred means to minimize visibility. The concept plan/final plat shall include a landscape plan stamped by a landscape architect indicating the method to minimize the visibility from the adjacent roadway network. The Planning Commission shall determine whether the proposed screening method is sufficient to achieve the purposes of screening the development within a short (2-4 year) period and may require a bond to ensure the protection or completion of this improvement. The building envelopes shall be shown on the concept plan/final plat as a means to evaluate the effectiveness of existing and/or proposed visual screening techniques. All existing or proposed screening areas shall be designated as Conservation Land. The depth of the screened area shall be equal to the farthest building setback of primary structures on the surrounding parcels plus 300 feet. If no surrounding parcels are developed, then the screened area shall be 500 feet from the public right of way.
 2. Street lights. Within the USD, street lighting shall be low intensity and shall be projected downward with illumination that shields light from being emitted upwards toward the night sky or on surrounding natural areas. Within the GSD, no private street lights are permitted.
 3. Cluster lot option. Development through the Countryside (Screened Alternative) Character Option may utilize the provisions of Cluster Lot Option (Section 17.12.090 of the Zoning Code) within the Development Footprint area. Smaller lot sizes may be



Metro Planning Commission Meeting of 12/10/2015

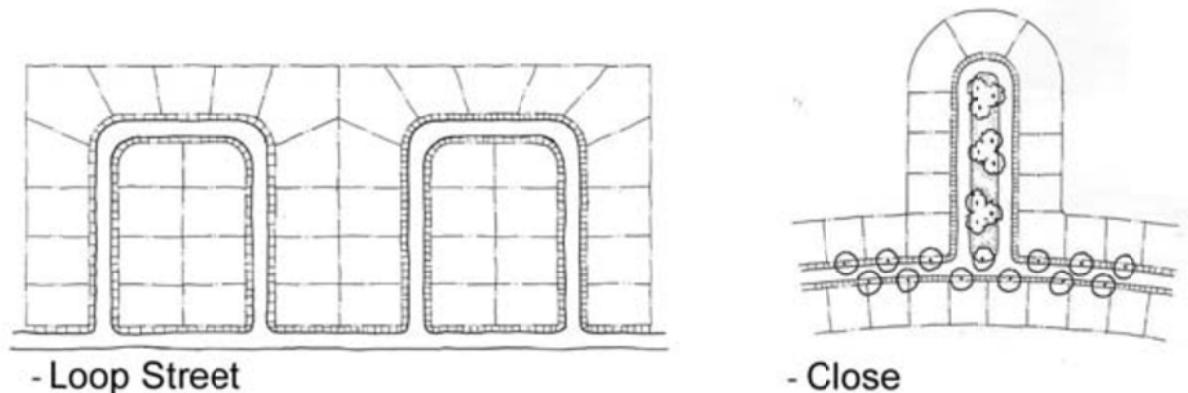
- appropriate with the application of a SP that addresses building height, architecture, landscaping, etc.
4. Use of Lot Screening Areas. Within the area designated for lot screening, areas identified as Prime farmland soils and land in agricultural use may be used for agricultural purposes, if permitted by the base zoning.
2. Agricultural Character Option. This option may be used at the choice of the property owner when the primary function of the subdivision is for agricultural use and a more open character is desired. A deeper building setback is required in order to maintain a rural building framework along the street. Buffers shall be provided between houses and agricultural lands to reduce the potential for conflict between residents and farming activities.
 - a. Building Setback. The building setback from the front lot line shall be a minimum of 200 feet or 2 times the width of the lot along the lot frontage, whichever is greater. However, in no instance shall the minimum building setback be greater than 1,000 feet.
 - b. Use of Conservation Areas. Within the designated Conservation Land, areas identified as prime farmland soils and land already in agricultural use may be used for agricultural purposes, if permitted by the base zoning.
 - c. Cluster lot option. Development through the Agricultural Character Option may utilize the provisions of Cluster Lot Option (Code Sec 17.12.090 of the Zoning Code) provided the Development Footprint is internal to the overall subdivision and can be shown to comply with Subsection d of this Section.
 - d. Supporting Agricultural Uses. The application of the Agricultural Character option shall:
 1. Support continuing or proposed new agricultural uses on the tract and adjacent tracts by configuring lots in a manner that maximizes the usable area remaining for such agricultural uses;
 2. Include appropriate separations/buffers between agricultural uses and residential structures to allow for the continued agricultural use;
 3. Minimize impacts to prime farmland soils and large tracts of land in agricultural use; and
 4. Avoid interference with normal agricultural practices.
 3. Public Road Frontage. The Planning Commission may approve up to ten lots within a Rural Character subdivision without direct frontage on a public street provided there is a joint access easement to the lots.
 4. Preservation of Tree Canopy. Prior to any land disturbance within the Development Footprint, a tree survey shall be undertaken and all trees 6" or greater in diameter shall be identified. No such identified trees shall be removed unless the tree is within the designated building envelope as designated on the final plat or approved for removal by the Urban Forester due to condition, disease or damage.
 5. Street Design. A primary objective of Rural Character Subdivisions is to maintain an open space and environmental network through the uninterrupted connection of Conservation Land. Buildings are often located and oriented on the land to reflect the natural features of the land, and not a standardized streetscape. When creating any new roads in rural policy areas, roads that complement the rural character of existing rural corridors by using a two-lane rural cross section with swale and reflective striping (ST-255) shall be required. It is anticipated that road connectivity in these subdivisions may be less than other parts of the County. However, road connections may be required whenever necessary to further the overall rural character of the area.
 - a. The street pattern shall be designed to minimize impacts to environmental resources and follow existing terrain as much as possible to minimize earthmoving and disturbance of the existing topography.



Metro Planning Commission Meeting of 12/10/2015

- b. Streets and private driveways should avoid open fields, agricultural lands, and sensitive lands, preferably along tree lines.
- c. Wherever possible, streets and driveways shall follow existing fence lines, hedgerows, and any existing gravel/dirt road.
- d. Streets may be designed using the appropriate street types contained in the Contextual Street Classification as defined in Section 7-2. Use of Public Works Street Cross Section ST-255 or equivalent (Non Curb and Gutter Cross Section) is encouraged for all local streets.
- e. Driveway crossings on streets built without curb and gutters shall meet the standards for driveway crossings contained in Volume 1 of the Stormwater Management Manual.
- f. Cul-de-sacs are generally discouraged and shall be permitted only where all other street design alternatives, such as loop streets or closes shown in Figure 4-1, are not feasible and one of the following two conditions exists:
 1. Where natural features such as wetlands or steep slopes exist or other primary or secondary conservation areas that are not desirable to remove.
 2. Where connection to an existing or planned street is blocked by an existing permanent structure, an existing or planned interstate, or a protected open space area.

Figure 4-1: Alternatives to Cul-de-sacs.



- g. The street network shall be designed to:
 1. Preserve existing tree lines, hedgerows, and watercourses.
 2. Minimize alteration of natural, cultural, or historic features.
 3. Promote pedestrian movement.
 4. Secure the view to prominent natural vistas.
 5. Minimize crossing of designated Conservation Land.
6. Private streets as defined in Section 3-9 3 of these regulations (Requirements for Streets) are appropriate as needed to maintain the rural character of proposed subdivision.
7. Drainage and Storm Sewers. The storm water system within a subdivision shall be designed in accordance with the requirements of Section 3-14 of these regulations and the requirements of the Metropolitan Stormwater Management Regulations. Use of rural appropriate or light impact storm-water management designs is encouraged.
8. Public Water Facilities. The public water system shall be designed in accordance with the requirements of Section 3-15 of these regulations and the requirements of the Metropolitan Department of Water Services.



Metro Planning Commission Meeting of 12/10/2015

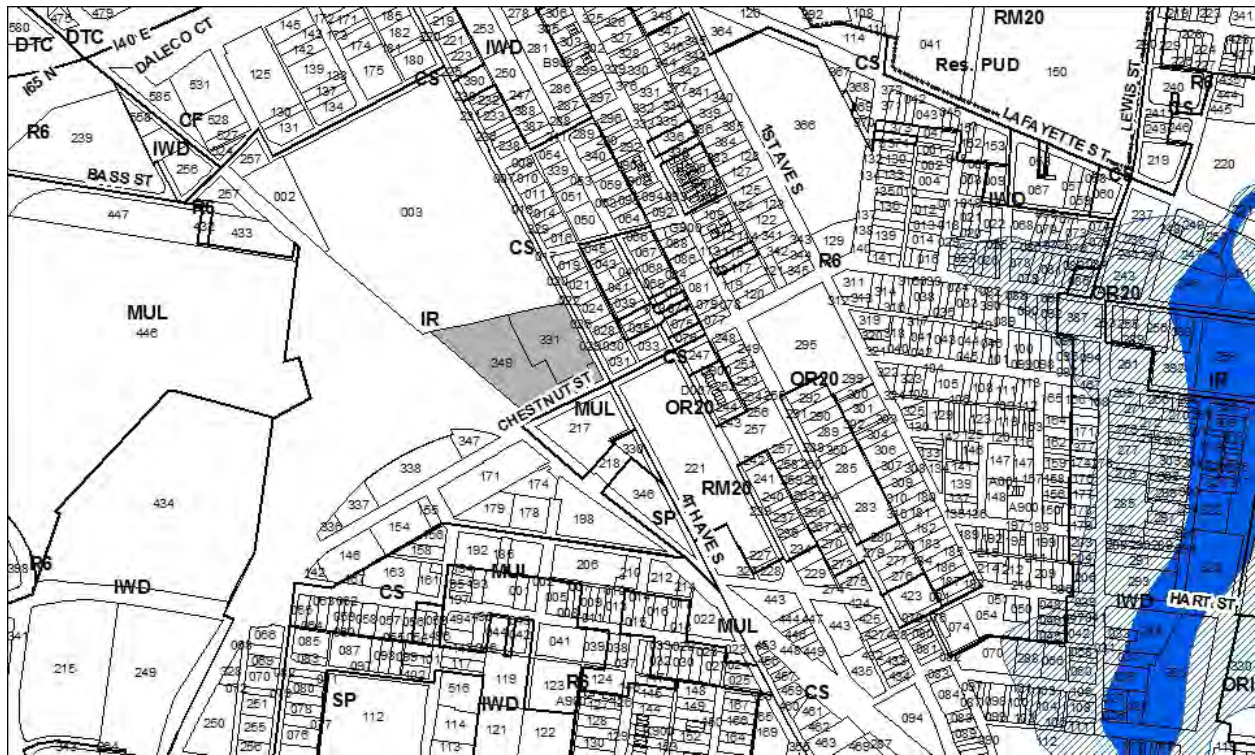
9. Utilities. All utilities shall be located underground in accordance with the provisions of Section 3-17 of these regulations.
10. Sewerage Facilities. All sewerage facilities shall be designed in accordance with the requirements of Section 3-16 of these regulations.
11. Areas of Common Sewage Disposal for Individual Sewage Disposal Systems. The location of all operating parts of the individual sewage disposal systems or other sewage disposal system approved by Metro Water Services, situated in lands held in common and any easements shall be shown on the final subdivision plat.
12. Lands Set Aside. Land that is dedicated for use for a sanitary sewer disposal, whether for a public system or an individual sewage disposal system or other sewage disposal system approved by Metro Water Services, or land that is dedicated for conventional stormwater management devices, that require a disturbance to the land, shall be set aside for such purposes and not included as Conservation Lands.

4-3 Conservation Land and Common Property Management

1. *Homeowners' Association Required.* A homeowners' association shall be established and membership in the association shall be mandatory for all purchasers of homes in the development and their successors. The homeowners' association bylaws shall guarantee continuing maintenance of the open space and other common facilities.



Metro Planning Commission Meeting of 12/10/2015



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, and November 19, 2015, Planning Commission meetings.

Staff Reviewer McCullough
Staff Recommendation *Defer to the January 14, 2016, Planning Commission meeting.*

APPLICANT REQUEST
Amend the South Nashville Community Plan.

Major Plan Amendment

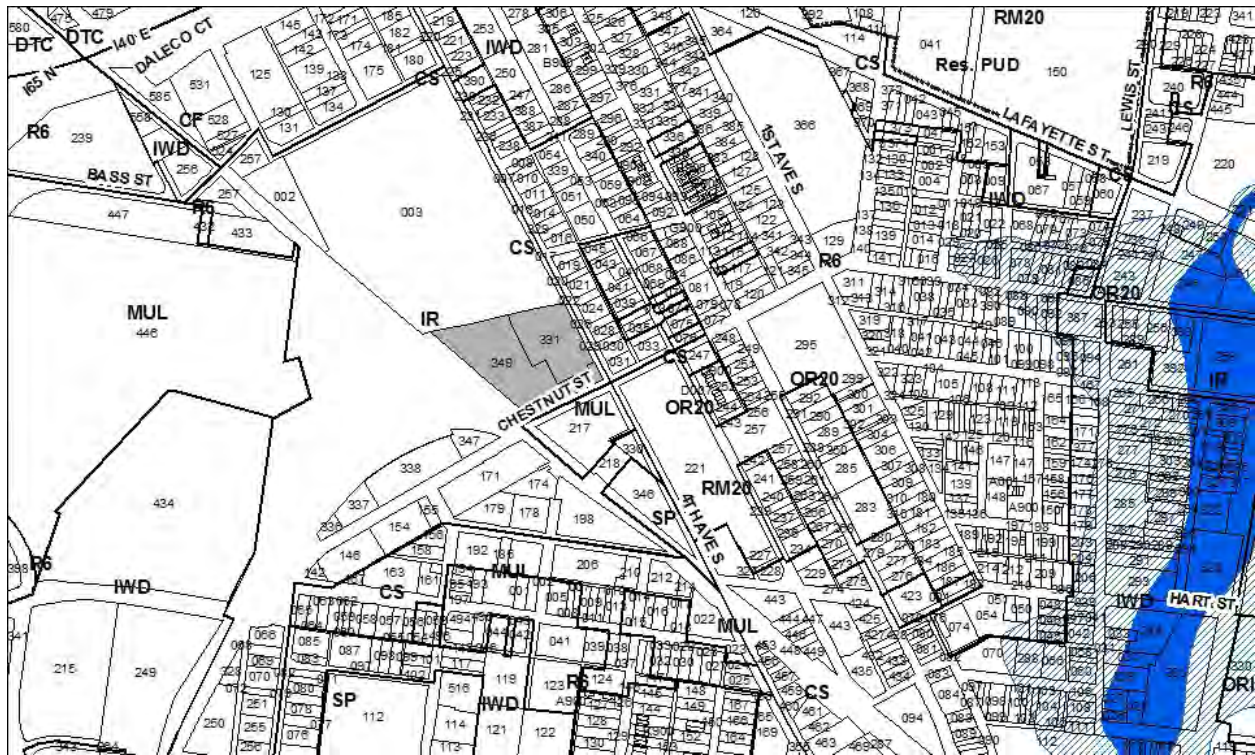
A request to amend the South Nashville Community Plan by amending the Community Character policy to allow 10 stories in height for a portion of the T4 Urban Mixed Use Neighborhood Policy Area for properties located at 1131 and 1137 4th Avenue South, at the northwest corner of 4th Avenue South and Chestnut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

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 12/10/2015



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, and November 19, 2015, Planning Commission meetings.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the January 14, 2016, Planning Commission meeting.*

APPLICANT REQUEST

Rezone to permit a mixed-use development.

Preliminary SP

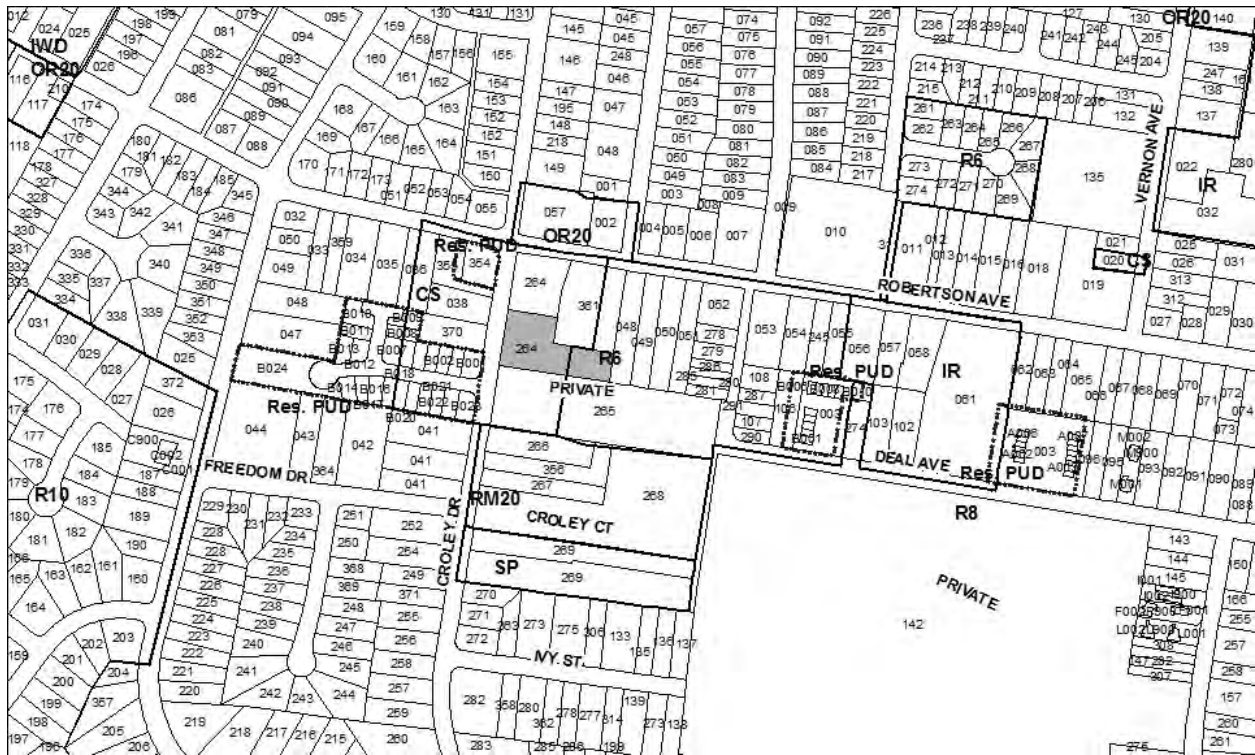
A request to rezone from Industrial Restrictive (IR) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 1131 and 1137 4th Avenue South, at the northwest corner of Chestnut Street and 4th Avenue South (5.2 acres), to permit a mixed use development.

STAFF RECOMMENDATION

Staff recommends that the concept plan be deferred to the January 14, 2016, meeting as requested by the applicant.



Metro Planning Commission Meeting of 12/10/2015



2015SP-093-001

CROLEY HOMES DEVELOPMENT SP

Map 090-12, Parcel(s) 264.01

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Specific Plan 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, and November 12, 2015, Planning Commission meetings. Staff is recommending reopening the public hearing as a revised plan has been submitted.

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 11 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 11 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 and November 12, 2015 Planning Commission meetings to allow for more time for community input. A revised plan has subsequently been submitted. Staff is recommending that the public hearing be reopened.

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development



Metro Planning Commission Meeting of 12/10/2015

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 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 11 residential dwelling units, including six attached units and five 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 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 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. 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.



Metro Planning Commission Meeting of 12/10/2015

FIRE MARSHAL 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 RECOMMENDATION

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 OR to 25' from the centerline of the existing roadway if no sidewalks are required.
- 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	730	-	45

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 (220743)	0.87	-	11 U	74	6	7



Metro Planning Commission Meeting of 12/10/2015

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
-	-	-	-	-676	+4	-41

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 11 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.



Metro Planning Commission Meeting of 12/10/2015

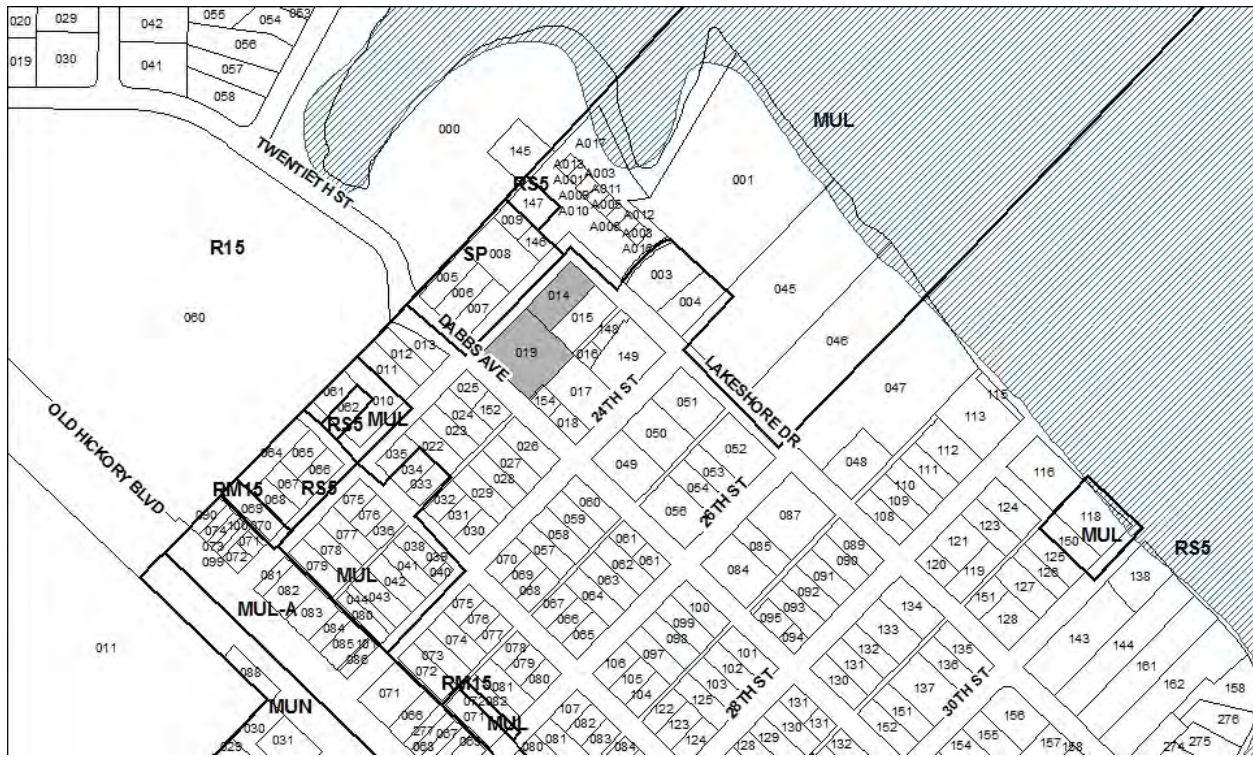
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



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



Project No.	Specific Plan 2015SP-097-001
Project Name	22nd & Dabbs SP
Council Bill	BL2015-82
Council District	11 - Hagar
School District	4 - Shepherd
Requested by	Dale & Associates, Inc., applicant; Tim Polston, Alan Barrett and Anita Marlin, owners.

Deferrals This request was deferred from the November 12, 2015, Planning Commission meeting. Staff is recommending reopening the public hearing as a revised plan has been submitted.

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 10 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 10 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.

DEFERALS AND PUBLIC HEARING

This request was deferred at the November 12, 2015, Planning Commission meeting to allow for more time for community input. Since that time, a revised plan has been submitted. Staff is recommending that the public hearing be reopened.

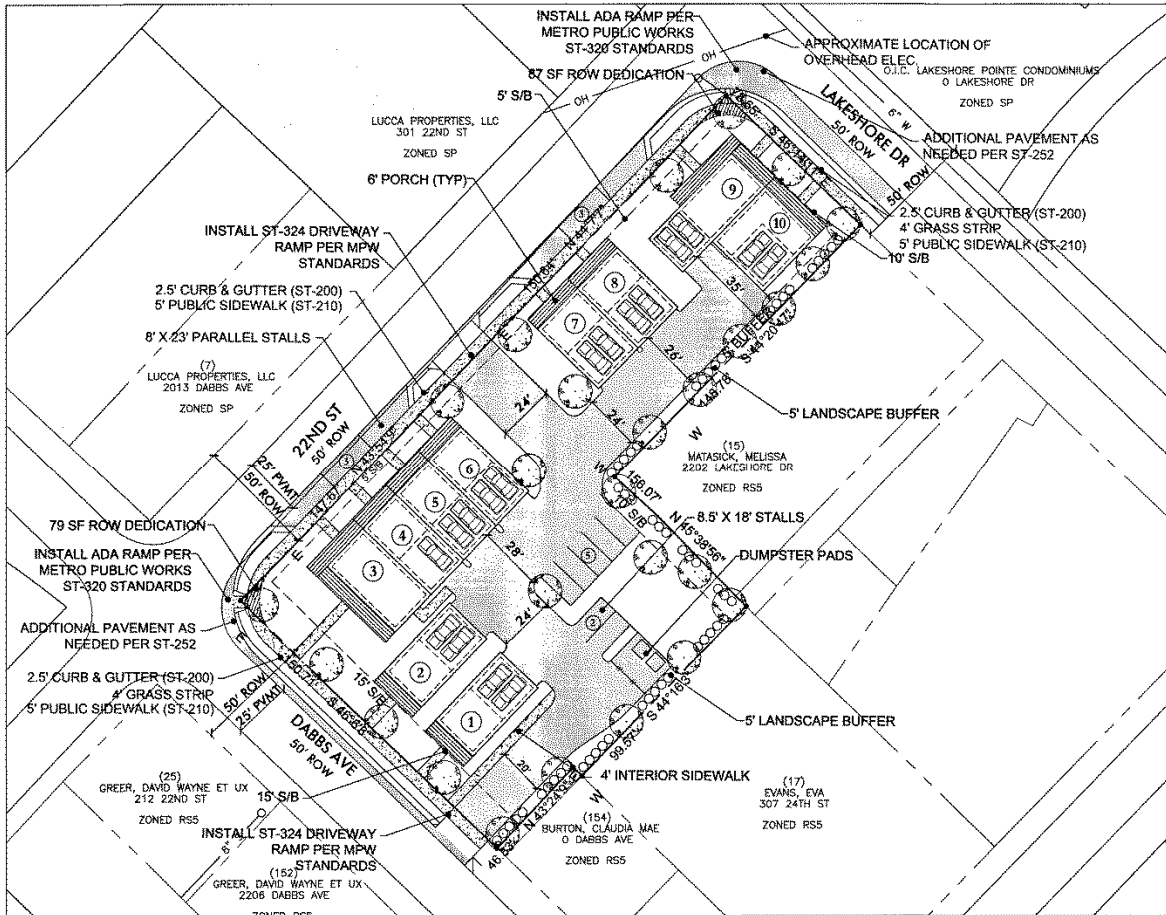
CRITICAL PLANNING GOALS

- 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.



Metro Planning Commission Meeting of 12/10/2015



Proposed Site Plan



Metro Planning Commission Meeting of 12/10/2015

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.

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 10 residential units including eight attached and two detached 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 be oriented toward 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



Metro Planning Commission Meeting of 12/10/2015

uses, including existing uses along Old Hickory Boulevard, increasing the functionality of the Mixed Use Neighborhood.

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 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 (220)	0.79	-	10 U	67	6	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4 U	+9	+1	0



Metro Planning Commission Meeting of 12/10/2015

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

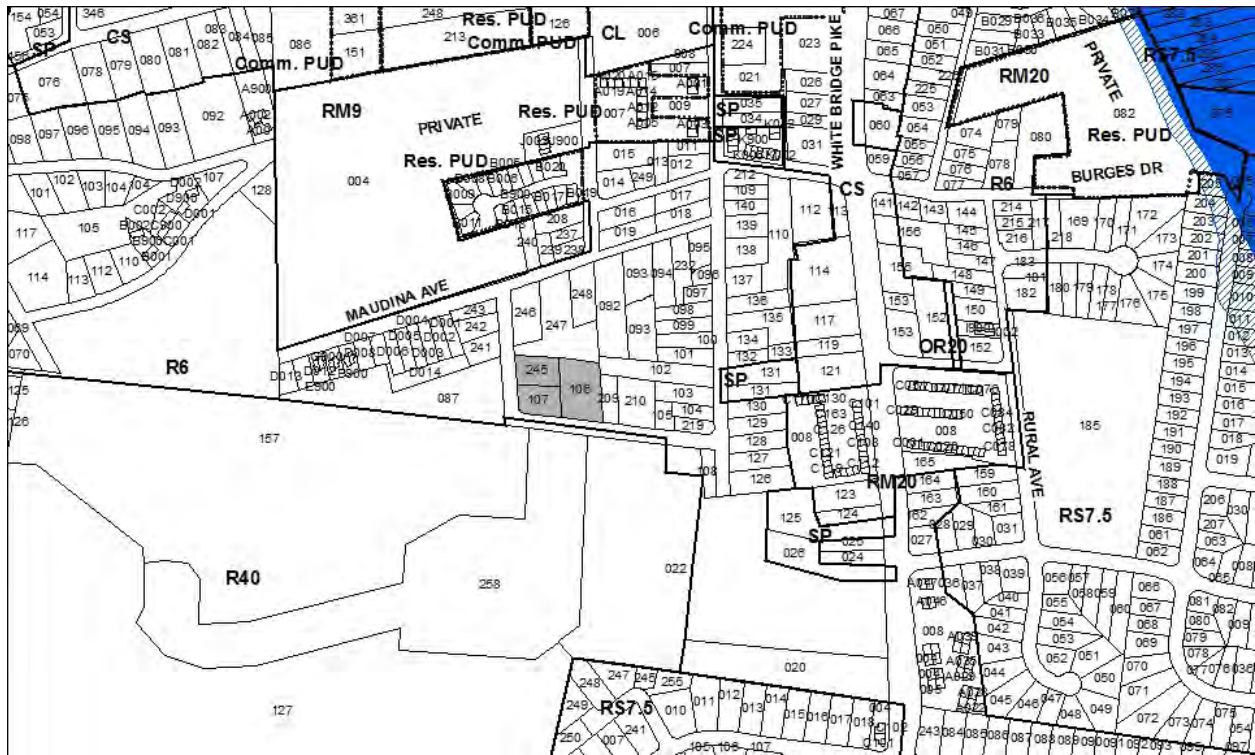
Staff recommends reopening the public hearing and recommends approval with conditions and disapproval without all conditions as the plan is consistent with the policy for the area and provides additional housing options.

CONDITIONS

1. Permitted land uses shall be limited to up to 10 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 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.



Metro Planning Commission Meeting of 12/10/2015



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.

Deferred This item was deferred from the November 12, 2015, Planning Commission meeting.

Staff Reviewer Swaggart
Staff Recommendation *Defer indefinitely.*

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.

STAFF RECOMMENDATION

Staff recommends indefinite deferral as requested by the applicant.



Metro Planning Commission Meeting of 12/10/2015



2015Z-047PR-001

Map 092-07, Parcel(s) 144-146

08, North Nashville

21 (Ed Kindall)



Project No.	Zone Change 2015Z-047PR-001
Project Name	801, 803 & 811 21st Ave N
Council District	21 – Kindall
School District	5 – Kim
Requested by	21 st Ave North Homes, applicant; Felicia Pratt and Myles Owens IV, owners.
Staff Reviewer	Burnette
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from Industrial Restrictive (IR) to Multi-Family Residential (RM20-A).

Zone Change

A request to rezone from Industrial Restrictive (IR) to Multi-Family Residential (RM20-A) zoning for properties located at 801, 803 and 811 21st Avenue North, approximately 220 feet south of Herman Street (0.29 acres).

Existing Zoning

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

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 5 units.*

CRITICAL PLANNING GOALS

- Supports Infill Development
- Supports a Range of Housing Choices
- 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 by adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure. This request also provides for a housing option not currently provided by the Industrial Restrictive zoning. The provision of additional housing types is important to serve a wide range of persons with different housing needs. In addition, the site is served by an existing transit route that runs along 21st Avenue North near Herman Street which will be supported by the additional density that is permitted by RM20-A.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) policy 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



Metro Planning Commission Meeting of 12/10/2015

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.

Special Policy

A Special Policy also applies to a wider area, including this site. This special policy intends for the intensity of development to occur on the lower end of the T4 Urban Neighborhood Evolving Policy with design based or Alternative Zoning Districts.

Consistent with Policy?

Yes, the proposed RM20-A zoning district is consistent with the Urban Neighborhood Evolving Policy as well as the Special Policy. The surrounding area is characterized by a mixture of land uses that includes single-family and multi-family residential uses, and the subject properties are immediately adjacent to an RM20 zoning district to the north. The RM20-A district includes design standards that further the goals of the Urban Neighborhood Evolving Policy, and RM20-A is on the lower end of the density range for potentially appropriate zoning districts within Urban Neighborhood Evolving Policy as outlined in the Community Character Manual.

PUBLIC WORKS RECOMMENDATION

Conditional if approved

- 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)	0.29	0.6 F	7,579 SF	27	3	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.29	20 D	5 U	34	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+7	-	+1



Metro Planning Commission Meeting of 12/10/2015

METRO SCHOOL BOARD REPORT

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

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

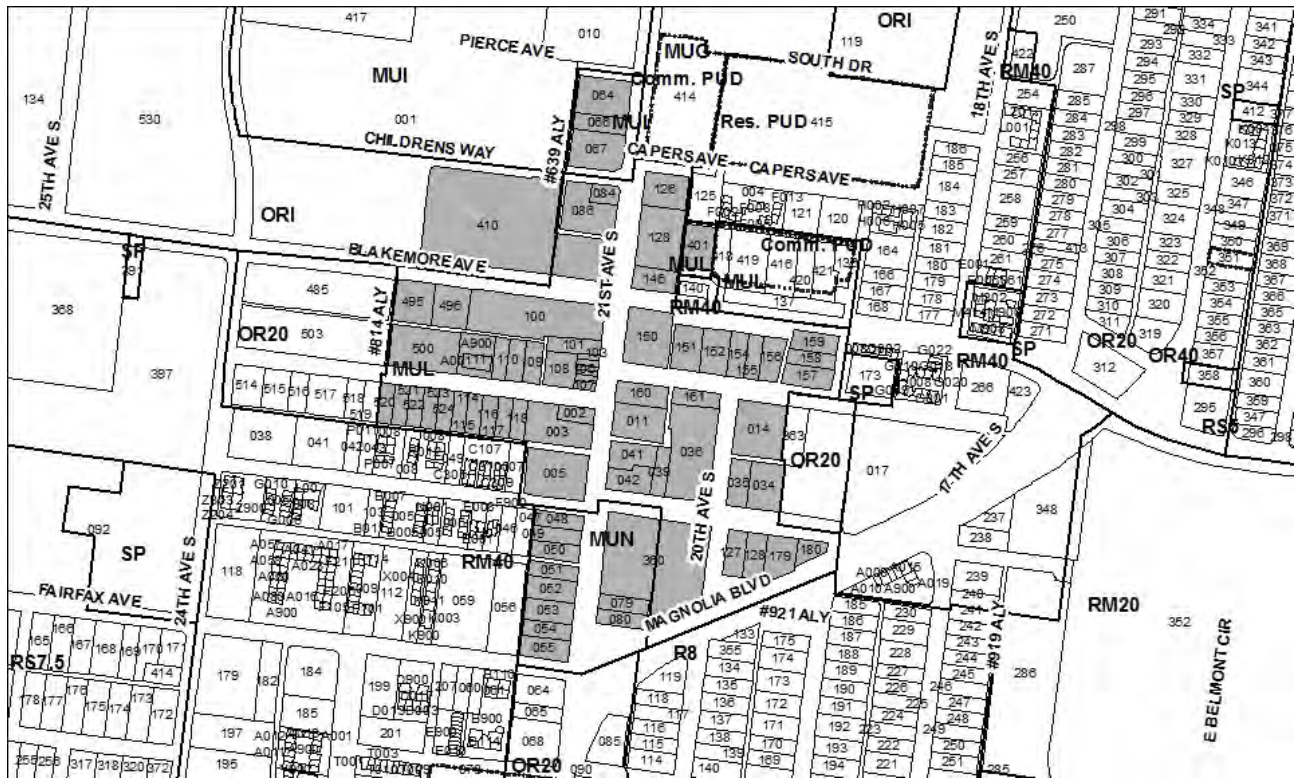
The proposed RM20-A district would generate two more students than what is typically generated under the existing IR zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. Pearl-Cohn High School has been identified as over capacity. There is capacity within adjacent clusters for additional high school students. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/10/2015



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



Project No. UDO Text Amendment 2005UD-009-004
Project Name Hillsboro Village UDO
Council Bill BL2015-83
Council District 17 – Sledge, 18 – Allen
School District 8 – Pierce
Requested by Metro Planning Department; Councilmember Allen, applicants; various property owners.

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

Staff Reviewer Wallace
Staff Recommendation *Approve with conditions.*

Approve with the condition that Council Bill BL2015-83 be updated to include the proposed changes as outlined below in the Hillsboro Village UDO document.

APPLICANT REQUEST

A request to amend the Hillsboro Village Urban Design Overlay (UDO) to add text to the Building Façade standard, for all subdistricts, to reflect appropriate window and door opening orientation and alignment, and to add, for subdistricts 1A and 1B, a definition of a mezzanine and a requirement that mezzanines are to be counted as an individual story, and a standard, for subdistricts 1A and 1B, that provides a bonus story for the preservation of character-defining buildings.

Existing Zoning

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

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

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

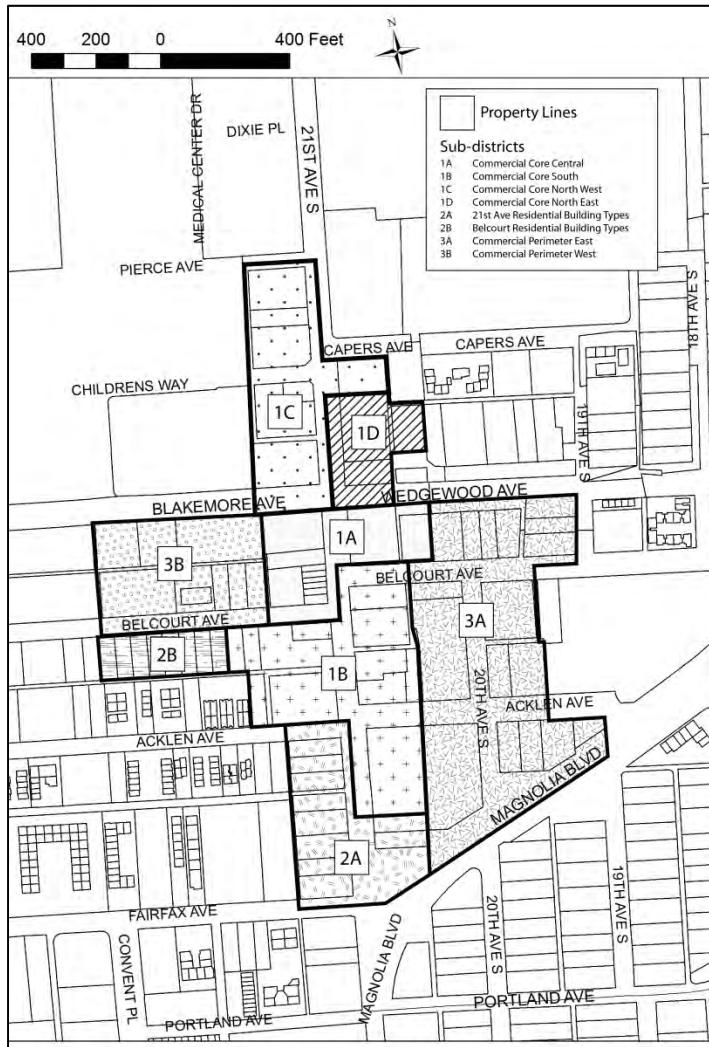
Hillsboro Village UDO: the intent of the Urban Design Overlay is to preserve and enhance the special character of Hillsboro Village by encouraging rehabilitation and new construction that is sensitive to the existing urban form.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

T4 Urban Neighborhood Mixed Use (T4 MU) 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.



Metro Planning Commission Meeting of 12/10/2015



UDO Plan with Subdistrict Boundaries



Metro Planning Commission Meeting of 12/10/2015

HILLSBORO VILLAGE URBAN DESIGN OVERLAY GOALS

- Maintain a scale and form of development that emphasizes sensitivity to the pedestrian environment
- Ensure the compatibility of new buildings with respect to the specific character of their immediate context.

Consistent with Policy?

Yes. The proposed text amendment serves to preserve and further enhance Hillsboro Village's special character and ensures compatible development and redevelopment within Hillsboro Village.

PROPOSED UDO TEXT CHANGES

The following is a summary of the proposed changes:

1. Adds text to the Building Façade standard, for all subdistricts, for door and window openings on a facade to reflect the number of stories in the building.
 - a. On Sheet 7 under "Facades" delete the sentence: "Window and door openings should have a vertical orientation and alignment." Replace with the following sentence: "Window and door openings shall have a vertical orientation and alignment and shall correctly articulate the maximum number of floors permitted in a structure."
 - b. Amend the standards of the Hillsboro Village UDO in Table A-1, Page 2 of the Appendix, to add a new footnote "j" to the footnotes under the table to read as follows: "Articulation of Building Wall Facing A Public Streets: Buildings shall have window and door openings directly related to the number of stories in a building. For example, a two story building shall have windows articulating a two story building. A two-story building shall not be designed to read as a three story building through the use of windows."
 - c. add footnote "j" to apply to all subdistricts in the row "Maximum Number of Stories" of Table A-1
2. Adds a definition of a mezzanine and a requirement that mezzanines are to be counted as an individual story.
 - a. On Page 1 of Appendix, add e) Definition of Mezzanine to General Provisions. Definition to read as follows, "A mezzanine is a partial floor that projects in the form of a balcony and with a low floor-to-ceiling height, or a floor that comes between two other floors of a building; mezzanines are not typically found in the character defining building within the UDO boundary, and within this UDO shall be counted as one individual story in a building.
 - b. On Page 2 of Appendix, add l) Definition of Mezzanine: Within subdistricts 1A & 1B, a mezzanine shall be counted as one individual story in a building.
 - c. Add footnote "l" to apply to subdistricts 1A and 1B in the row "Maximum Number of Stories" of Table A-1.
3. Encourages the protection of buildings designated as "Worthy of Conservation", in subdistricts 1A and 1B, by allowing one additional story (10 feet of height) stepped back from the street by 60 ft along 21st Avenue South and by 45 ft along Belcourt Avenue, Acklen Avenue, and Blakemore Avenue. The text amendment proposes that the buildings be preserved in perpetuity



Metro Planning Commission Meeting of 12/10/2015

through the means of a deed restriction filed with the Register of Deeds before the building permits for the new construction are issued.

- a. On Page 2 of Appendix, add footnote k) Building Preservation Bonus. The preservation and re-use of buildings designated as worthy of conservation is critical to maintaining the character and identity of Hillsboro Village. Use of this bonus shall require a recommendation from the Metropolitan Historical Commission, or its designee, on the worthiness of preserving a building including but not limited to buildings worthy of conservation, and buildings listed on or eligible to be listed on the National Register of Historic Places. The building height bonus shall be determined by the following standard:

Bonus Height: Within subdistricts 1A and 1B where existing character-defining structures are preserved in perpetuity through means of deed restriction to be recorded with the Register of Deeds, one additional story (10ft of height) shall be permitted stepped back from the right-of-way as follows:

Along 21st Ave S: 60ft

Along side streets (Belcourt Ave, Acklen Ave, and Blakemore Ave): 45ft

The binding commitments shall consist of an instrument recorded in the register of deeds, that records the preservation of the historic building in perpetuity by requiring that any exterior alterations including demolition in whole or in-part be reviewed and approved by the Metro Historic Zoning Commission following the Commission's processes, policies, Secretary of Interior's Standards and any applicable design guidelines; record the forfeiture or any future claim for additional building intensity of development, including any type of variance of the preserved historic building; and records the project's building height bonus.

- b. add footnote "k" to apply to subdistricts 1A and 1B in the row "Maximum Number of Stories" of Table A-1.

ANALYSIS

The proposed text amendment seeks to maintain compatibility of scale, orientation, and façade design of new development with the context of existing buildings found within Hillsboro Village. Existing buildings in Hillsboro Village have window and door openings that reflect the number of permitted stories in the building. New development should maintain this façade design to better integrate into the neighborhood's built environment.

The use of a mezzanine directly affects the number and alignment of windows and doors on the exterior of the façade and is out of character with existing structures within the heart of the Hillsboro Village UDO. The levels of windows and doors should reflect the number of stories allowed. Therefore the use of a mezzanine is inappropriate as it creates an additional level of windows and doors to the façade, beyond the permitted number of stories. Additionally, the use of bonus of additional height may help to incentivize the preservation of buildings considered Worthy of Conservation by allowing more development to be on the rear of a site than there has previously been an opportunity to achieve.

The Hillsboro Village Design Review Committee has met twice to discuss the amendment and requested that a definition of mezzanine be added to the UDO document, and then clarified that it



Metro Planning Commission Meeting of 12/10/2015

was to only apply to Subdistricts 1A and 1B and that it is defined as counting as one story. The use of mezzanines is not found in existing buildings in Hillsboro Village and does not meet the intent of the UDO, which is to maintain compatibility of new development with existing structures in Hillsboro Village. The Hillsboro Village Design Review Committee also requested the third part of the text amendment, which allows a height bonus in exchange for preserving a building considered Worthy of Conservation in Subdistricts 1A and 1B, to encourage preservation of buildings that may otherwise be under pressure to redevelop.

Planning Staff also attended a community meeting held by Councilmember Burkley Allen on Monday, November 16, 2015, at the Martin Center, 2400 Fairfax Avenue. Four representatives of Hillsboro Village businesses were in attendance.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

- Doors along the sidewalks should be recessed, so that they do not swing out into the pedestrian space.

STORMWATER RECOMMENDATION

N/A

TRAFFIC & PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

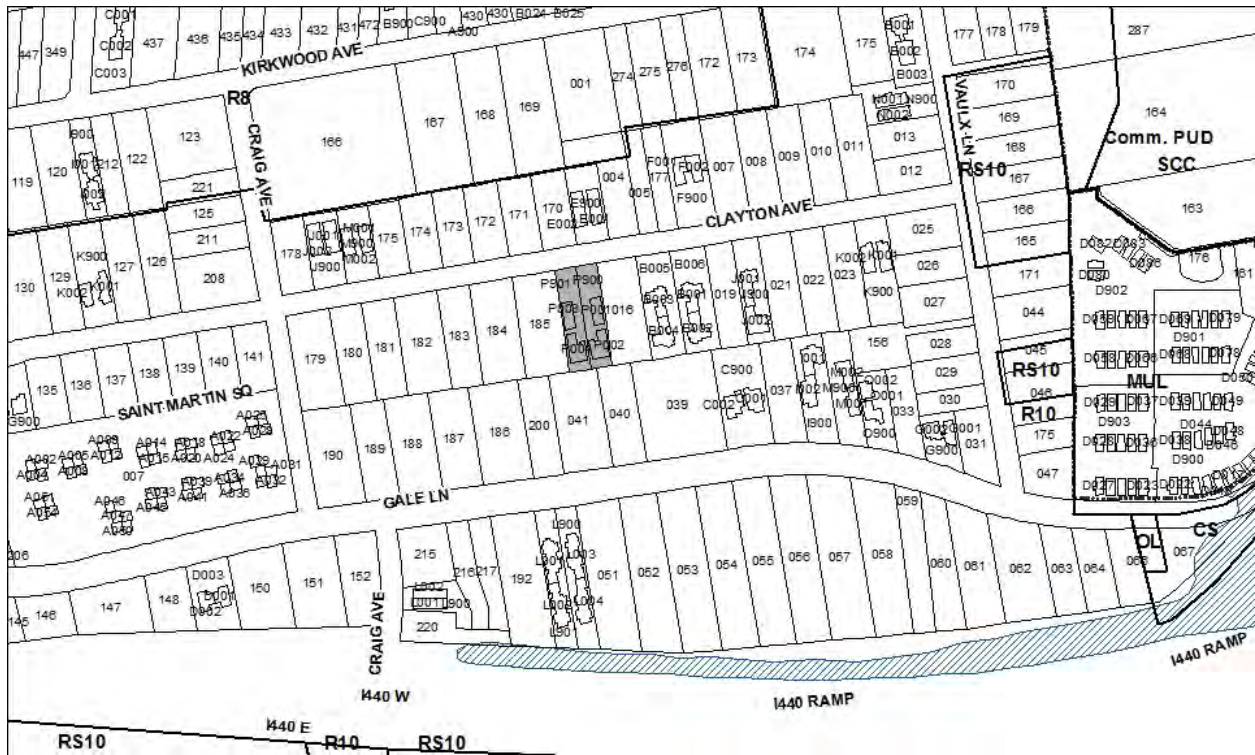
Staff recommends approval with the conditions. The text amendment request is consistent with the UDO's vision for maintaining compatibility of new development with the existing character of the existing buildings in Hillsboro Village.

CONDITIONS

1. Council Bill BL2015-83 shall be updated to include the proposed changes as outlined in the Hillsboro Village UDO document.



Metro Planning Commission Meeting of 12/10/2015



2014UD-001-002

CLAYTON AVENUE

Map 118-06-P, Parcel(s) 001-004, 900-901

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.
Deferral	This request was deferred from the November 12, 2015, Planning Commission meeting.
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.*

The original Battlefield Estates subdivision was recorded in 1935. These two parcels each contain two 25 foot wide lots from the original plat. The Zoning Administrator has deemed that the underlying lot lines can be reestablished by deed and each lot can contain a single-family house or two 25 foot wide lots can be combined into a 50 wide parcel and each parcel can contain a duplex. Either option results in a maximum of four homes.

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.



Metro Planning Commission Meeting of 12/10/2015

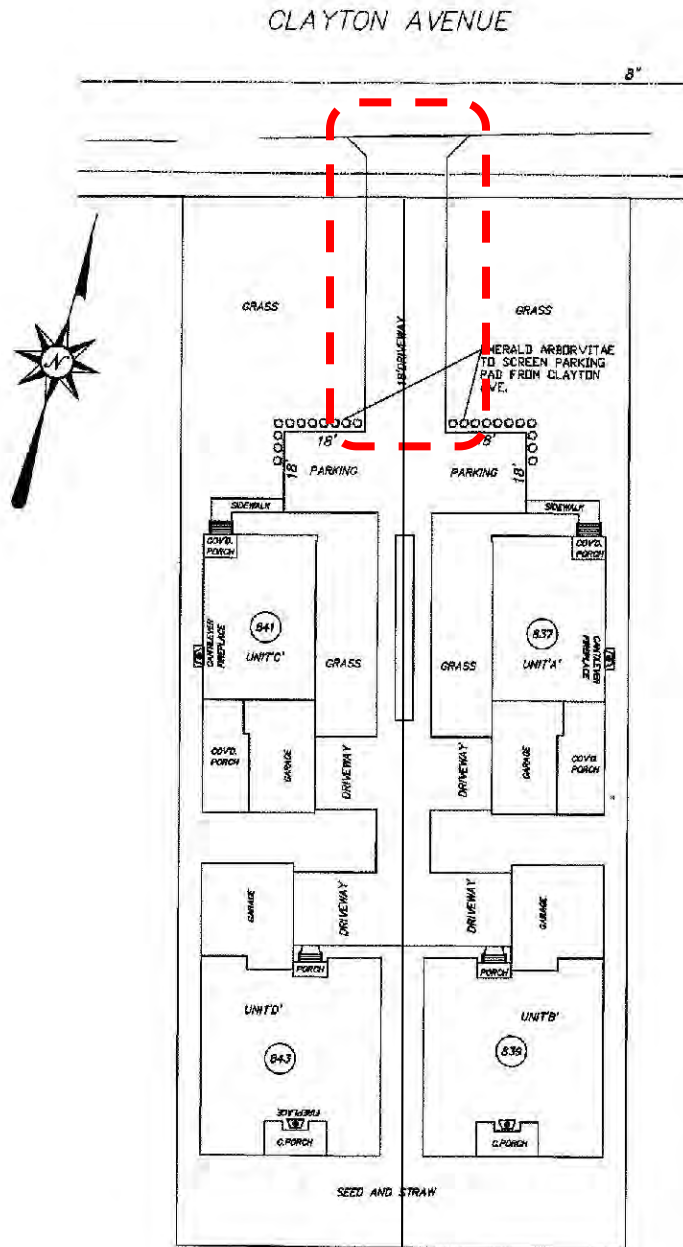
MODIFICATION REQUEST DETAILS

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.





Metro Planning Commission Meeting of 12/10/2015

Consistent with Policy?

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

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.



Metro Planning Commission Meeting of 12/10/2015



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.

Deferral This request was deferred from the November 12, 2015, Planning Commission meeting.

Staff Reviewer Burnette
Staff Recommendation *Approve with conditions.*

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.

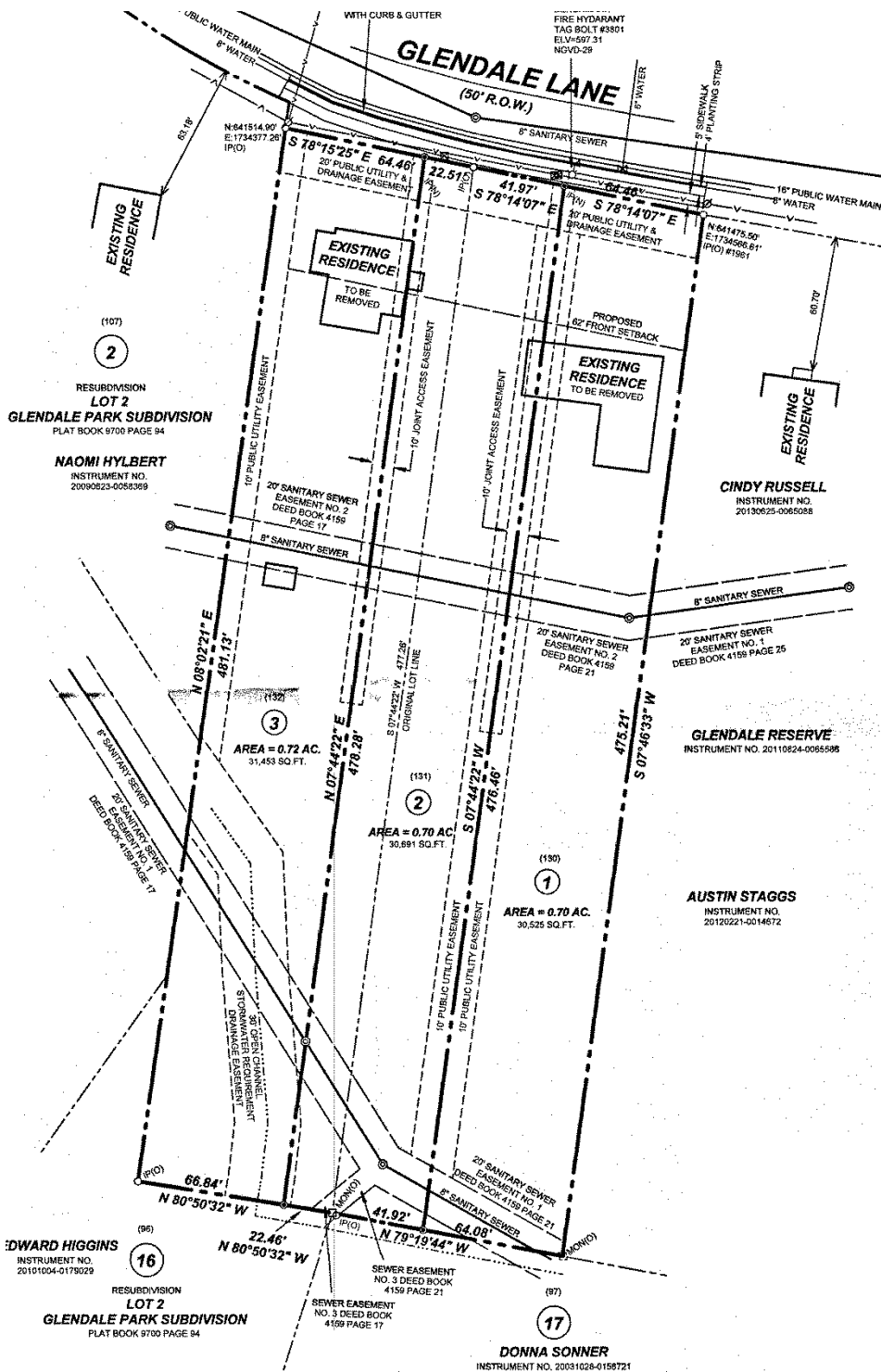
PLAN DETAILS

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. Lots 1 and 3 include existing residences which are proposed to be 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



Metro Planning Commission Meeting of 12/10/2015



Proposed Subdivision



Metro Planning Commission Meeting of 12/10/2015

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



Metro Planning Commission Meeting of 12/10/2015

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.
2. Prior to recordation, the existing residences shall be demolished and removed from the plat.

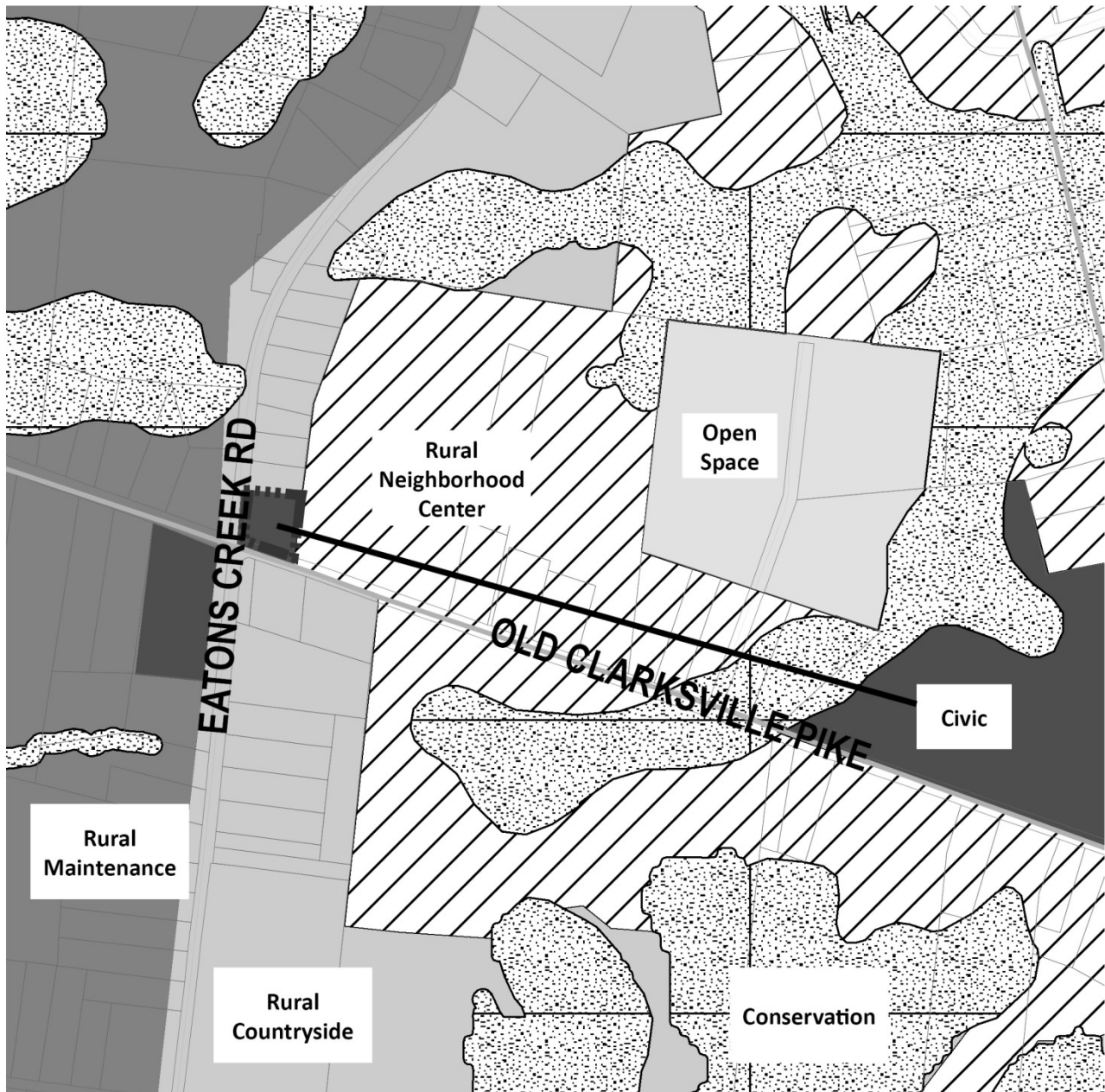


COMMUNITY PLAN POLICY CHANGES and ASSOCIATED CASE

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



Metro Planning Commission Meeting of 12/10/2015



2015CP-001-001
JOELTON COMMUNITY PLAN AMENDMENT
Map 021, Parcel(s) 301
01, Joelton
01 (Loniel Greene, Jr.)



Project No.	Major Plan Amendment 2015CP-001-001
Project Name	Joelton Community Plan – Amendment
Associated Case	2015Z-098PR-001
Council District	1 – Greene
School Districts	1 – Gentry
Requested by	Gresham, Smith & Partners, applicant; Metro Government, owner.
Staff Reviewer	Claxton
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Community Character policy to change from Civic to Transition policy.

Major Plan Amendment

A request to amend the Joelton Community Plan for property located at 3646 Old Clarksville Pike, at the northeast corner of Old Clarksville Pike and Eatons Creek Road, by changing from Civic Community Character policy to Transition policy (0.78 acres).

JOELTON COMMUNITY PLAN – AMENDMENT

Current Policy

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

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.

BACKGROUND

The community plan amendment was requested in conjunction with Zone Change application 2015Z-098PR-001 to change the zoning from R40 to ON for this property. The building on this property was used as the Joelton Fire Station until 2013, when the new fire station opened across the street. Since then, Metro Finance Public Property has determined that the property should be sold.

The property is adjacent to the commercial and civic core of Joelton, which is reflected by the T2 Rural Neighborhood Center (T2 NC) policy. However, development within this Neighborhood Center is located along Whites Creek Pike, east of the property. Commercial development has not yet reached the intersection of Old Clarksville Pike and Eatons Creek Road, although there is an



Metro Planning Commission Meeting of 12/10/2015

approved, but undeveloped, Planned Unit Development allowing for a shopping center between Eatons Creek Road and Whites Creek Pike.

COMMUNITY PARTICIPATION

Community meeting notices were mailed out to property owners within 1,300 feet of the amendment area on November 10, 2015. The community meeting was held on November 23, 2015, at the Paradise Ridge Community Center. It was attended by 8 people in addition to the property owner and Metro Planning staff. One additional community member who could not attend the meeting contacted staff to discuss the request.

No attendees expressed opposition to the request, and some spoke in favor of it. Nevertheless, some attendees raised concerns related to:

- The potential for retail spreading past Eatons Creek Road.
- Amount of parking that would be required.
- The potential for taller buildings.
- Potential to increase surrounding property values.

ANALYSIS

The property is located along Old Clarksville Pike, a collector-avenue, between Joelton's large Rural Neighborhood Center and Rural Neighborhood areas (T2 Rural Countryside (T2 RCS) and T2 Rural Maintenance (RM)). It includes an unused structure that previously served a Civic function with regular employees and some noise impacts.

The application of Transition policy in this area near downtown Joelton creates opportunities to reuse the old Joelton fire station, which has been unused since the new fire station was built across the street. Transition policy would allow either small office or retail use or housing that matches the character of the surrounding development.

Transition policy can be used to anticipate future transitions between commercial uses and residences, even though commercial development has not yet reached this intersection. Reusing this structure supports economic activity in Joelton and Davidson County.

STAFF RECOMMENDATION

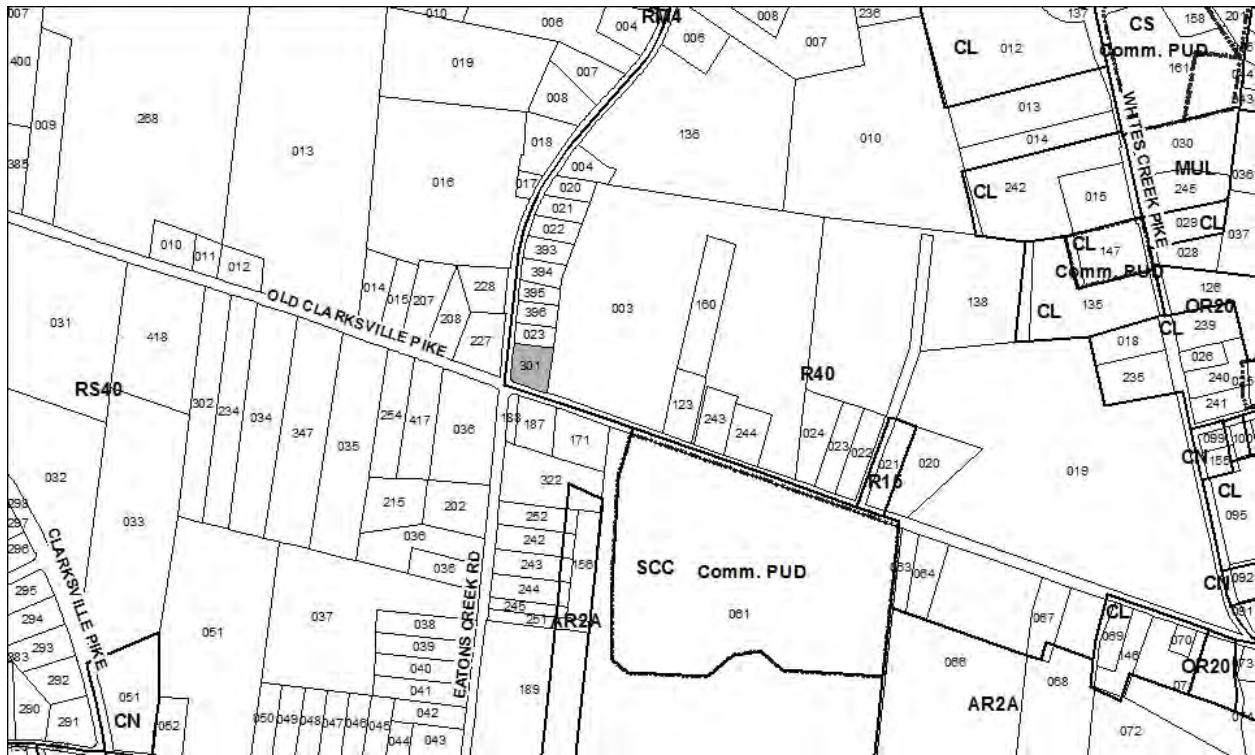
Staff recommends approval of the amendment.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



2015Z-098PR-001

Map 021, Parcel(s) 301

01, Joelton

01 (Loniel Greene, Jr.)



Project No.	Zone Change 2015Z-098PR-001
Council District	1 – Greene
School District	1 – Gentry
Requested by	Gresham, Smith & Partners, applicant; Metro Government, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve if associated plan amendment is approved. Disapprove if associated plan amendment is not approved.</i>

APPLICANT REQUEST

Zone change from R40 to ON.

Zone Change

A request to rezone from One and Two-Family Residential (R40) to Office Neighborhood (ON) zoning for property located at 3643 Old Clarksville Pike, at the northeast corner of Eatons Creek Road and Old Clarksville Pike (0.78 acres).

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 1 lot with 0 duplex lots for a total of 1 unit.*

Proposed Zoning

Office Neighborhood (ON) is intended for low intensity office uses.

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

Current Policy

Civic (CI) is intended to preserve and enhance existing publicly owned properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific public purposes they serve or the manner in which they serve them change. This is in recognition that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of Civic policy is to provide guidance for rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

Proposed Policy

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



Metro Planning Commission Meeting of 12/10/2015

moderate density residential of all types. Transition areas may be used in situations where it would otherwise be difficult to provide a transition between higher intensity development or a major thoroughfare and an adjacent residential neighborhood and where there is a market for a compatibly scaled office, live-work, and/or residential uses.

Consistent with Policy?

The proposed zoning district is not consistent with the current Civic Policy. However, the property is no longer being used as a fire station. The proposed Transition District is consistent with the proposed ON zoning district. The site is surrounded by residential uses. The proposed Transition Policy encourages transitions between lower density residential, which surrounds this site, to allow an opportunity for small scale offices or uses that are similar.

ANALYSIS

The property located at 3646 Old Clarksville Pike is approximately 0.78 acres. The existing building on the site was used as the Joelton Fire Station until 2013. The building is no longer used as a fire station. The site is surrounded by residential uses and the newly built fire station.

The ON zoning district provides an appropriate transition to the surrounding residential uses, as ON zoning limits permitted uses and bulk standards ON. The ON zoning district is designed for low intensity office development appropriate for the Transitional Policy and the neighborhood.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Traffic study may be required at the time of development

WATER SERVICES RECOMMENDATION

No agency review required

STORMWATER RECOMMENDATION

No agency review required

Maximum Uses in Existing Zoning District: **R40**

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)	0.78	1.0 D	2 U*	20	2	3

*Based on two two-family lots.



Metro Planning Commission Meeting of 12/10/2015

Maximum Uses in Proposed Zoning District: **ON**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.78	0.4 F	13, 590 SF	150	22	21

Traffic changes between maximum: **R40** and **ON**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+130	+20	+18

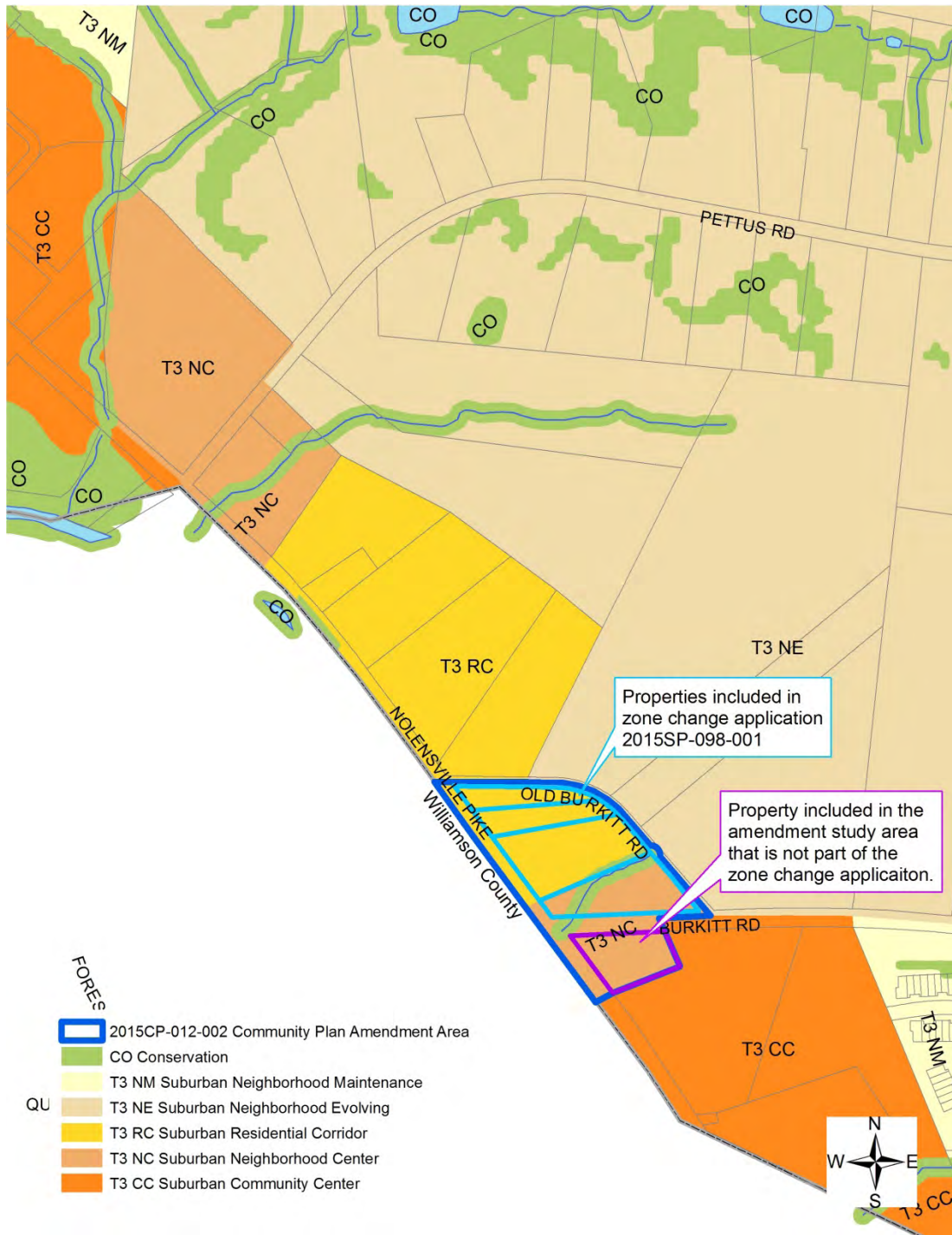
The Metro School Board report was not generated because the proposed zone change would not generate students.

STAFF RECOMMENDATION

Staff recommends approval of the proposed zone change if the associated plan amendment is approved and disapproval if the associated plan amendment is not approved.



Metro Planning Commission Meeting of 12/10/2015



2015CP-012-002
SOUTHEAST COMMUNITY PLAN AMENDMENT
 Map 186-00, Parcel(s) 013.01, 011-014
 12, Southeast
 31 – Fabian Bedne



Project No.	Major Plan Amendment 2015CP-012-002
Project Name	Southeast Community Plan – Amendment
Associated Case	2015SP-098-001
Council District	31 – Bedne
School Districts	2 – Brannon
Requested by	Gresham, Smith and Partners, applicant; 6968 Nolensville Road, LLC, owner.
Staff Reviewer	Wood
Staff Recommendation	<i>Defer to the January 14, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend the Community Character policy for properties located at 6960 and 6968 Nolensville Pike, Nolensville Pike (unnumbered) and 7203 and 7205 Old Burkitt Road from T3 Suburban Residential Corridor, T3 Suburban Neighborhood Center, and Conservation to T3 Suburban Community Center.

Major Plan Amendment

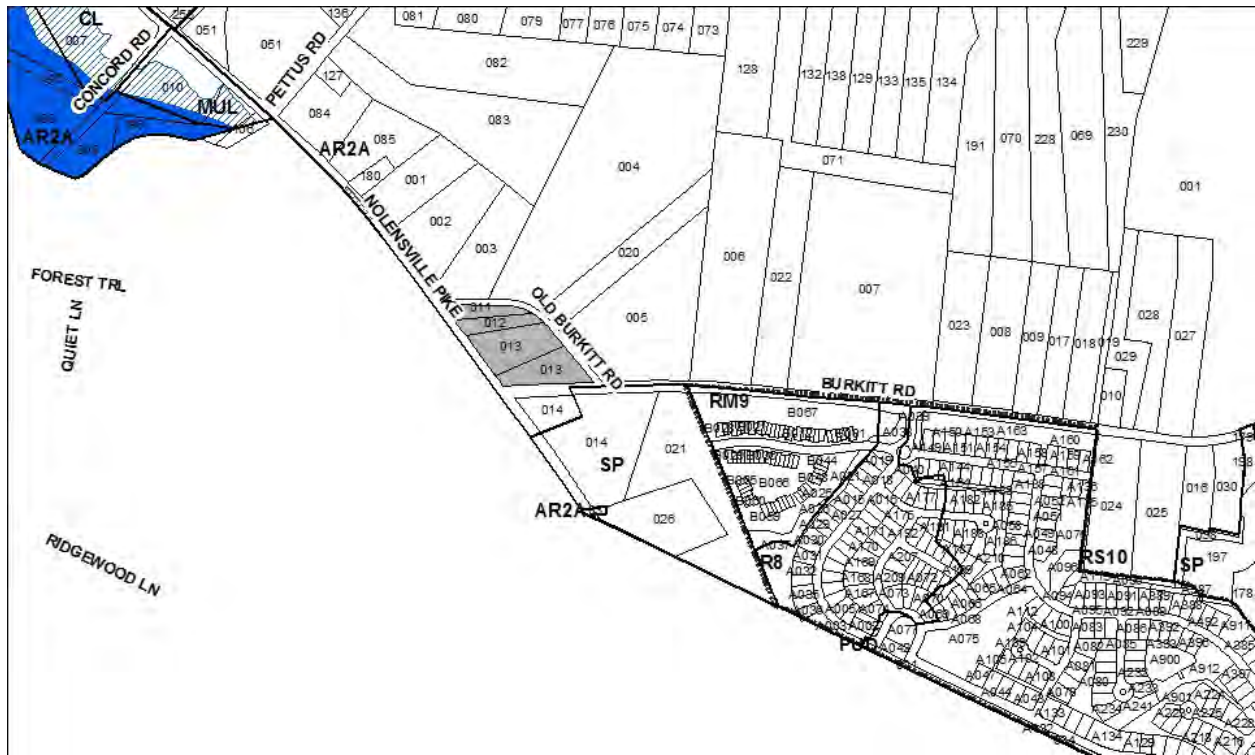
A request for a Major Amendment to the Southeast Community Plan to change the Community Character Policies from T3 Suburban Residential Corridor, T3 Neighborhood Center, and Conservation to T3 Suburban Community Center for properties located at 6960 and 6968 Nolensville Pike, Nolensville Pike (unnumbered) and 7203 and 7235 Old Burkitt Road (8.22 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 12/10/2015



2015SP-098-001
CEDARWOOD SP
Map 186, Parcel(s) 013.01, 011-013
12, Southeast
31 (Fabian Bedne)



Project No.	Zone Change 2015SP-098-001
Project Name	Cedarwood SP
Associated Case	2015CP-012-002
Council District	31 – Bedne
School District	2 – Brannon
Requested by	Gresham Smith & Partners, applicant; 6968 Nolensville Road, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the January 14, 2016, Planning Commission Meeting.</i>

APPLICANT REQUEST

Zone change to permit a commercial development.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Commercial (SP-C) zoning for properties located at 6960 and 6968 Nolensville Pike and 7203 and 7235 Old Burkitt Road, at the corner of Nolensville Pike and Burkitt Road (6.72 acres), to permit a commercial development.

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting as requested by the applicant.



SEE NEXT PAGE

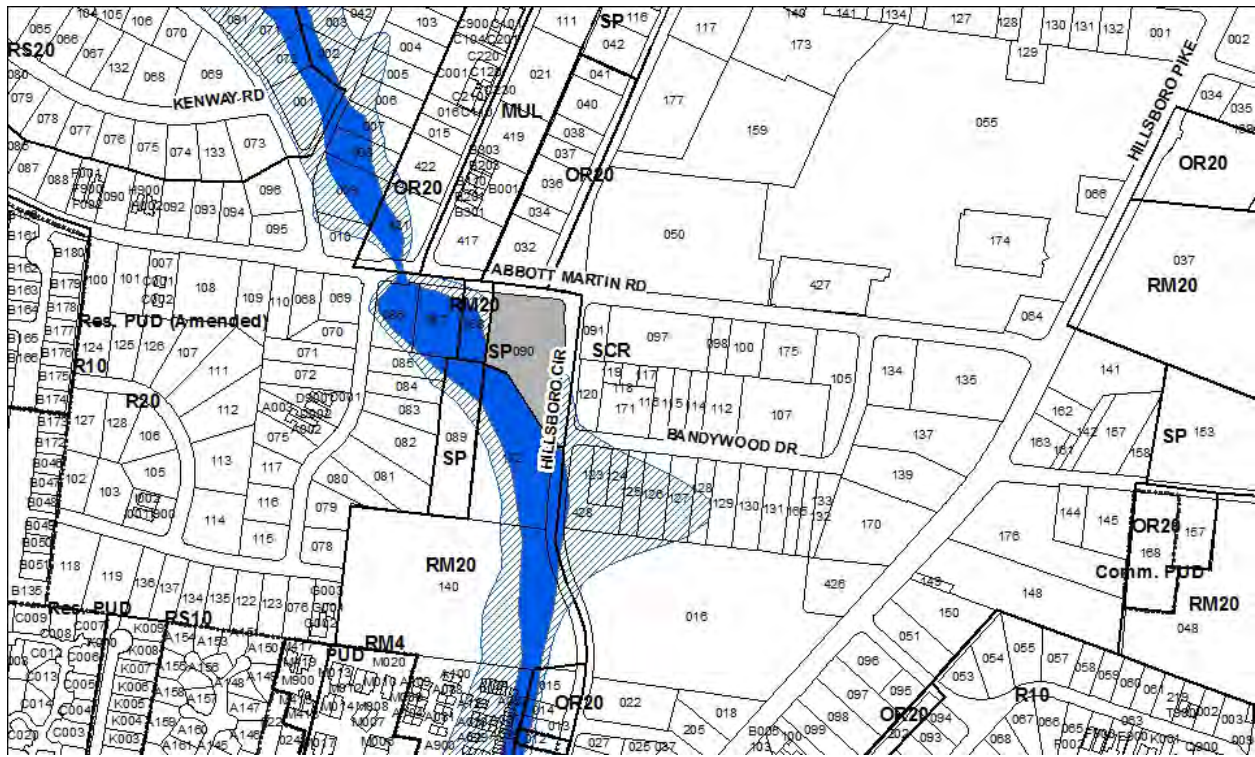


RECOMMENDATIONS TO METRO COUNCIL

- **Specific Plans**
- **Zone Changes**
- **Neighborhood Conservation Overlays**



Metro Planning Commission Meeting of 12/10/2015



2010SP-003-002

METRO NASHVILLE TEACHER'S APARTMENT (AMENDMENT)

Map 117-14, Parcel(s) 090

10, Green Hills - Midtown

25 (Russ Pulley)



Project No.	Specific Plan 2010SP-003-002
Project Name	Metro Nashville Teacher’s Apartment SP (Amendment)
Council District	25 - Pulley
School District	8 - Pierce
Requested by	Lose & Associates, applicant; Metro Nash Teachers Apt, Inc., owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Amend the SP to allow seasonal outdoor retail sales.

Preliminary SP

A request to amend the Metro Nashville Teacher's Apartment Specific Plan District for property located at 2209 Abbott Martin Road, at the southwest corner of Abbott Martin Road and Hillsboro Circle (2.08 acres), to allow seasonal outdoor retail sales as a permitted use where multi-family, restaurant, a cellular communications tower, and personal care service uses are currently permitted.

Existing Zoning

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

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.

HISTORY

The Metro Nashville Teacher’s Apartment SP was originally approved by the Metro Council on June 18, 2010. The allowed uses were limited to multi-family residential, restaurant, cellular communication tower, and personal care services.

CRITICAL PLANNING GOALS

N/A

GREEN-HILLS MIDTOWN COMMUNITY PLAN

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, institutional land uses.



Metro Planning Commission Meeting of 12/10/2015

Consistent with Policy?

Yes. The amendment to the plan to allow for seasonal outdoor retail sales is consistent with the T5 Regional Center policy. The property lies within a larger policy area that is designated as Regional Center. The inclusion of seasonal outdoor sales provides an opportunity for a supporting land use that creates an additional destination for pedestrians in the area.

PLAN DETAILS

The site is located at 2209 Abbott Martin Road, on the south side of Abbot Martin Road. The site is approximately 2.08 acres in size and currently contains a multi-family residential use and supportive uses.

Site Plan

The plan proposes to utilize a portion of the existing parking lot for seasonal outdoor retail sales. A total of 8 parking spaces are designated for this use. If all 8 parking spaces are in use by the seasonal outdoor retail sales, the site will continue to meet the required parking standards of the Zoning Ordinance. A total of 86 parking spaces are required and a total of 108 are provided.

ANALYSIS

The plan is consistent with the T5 Regional Center policy and provides for an additional supportive use within the larger center.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- Only existing active water and sewer connections may be used for this purpose.

PUBLIC WORKS RECOMMENDATION

No exception taken.

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- Locate tents or tall merchandise a minimum of 10 ft from back of sidewalk along the north side of exit drive in order to provide adequate sight distance of peds, bikes and vehicular traffic.

No traffic table was prepared as the use is not anticipated to generate additional traffic.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to seasonal outdoor retail sales, multi-family residential, restaurant, cellular communications tower, and personal care services.
2. Add the following definition to the corrected copy of the SP: Seasonal Outdoor Retail Sales is defined as the short-term sale of agricultural products that are seasonal in nature, including produce, pumpkins, Christmas trees, and other similar products.

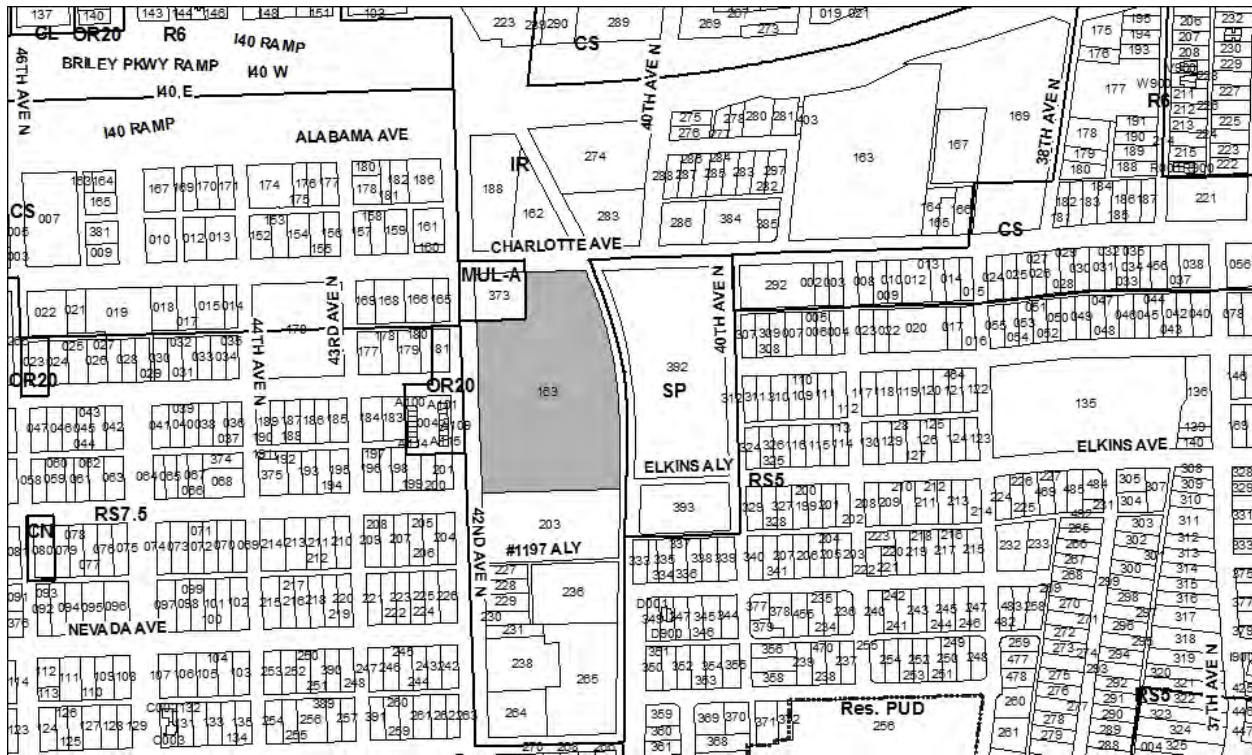


Metro Planning Commission Meeting of 12/10/2015

3. All conditions from the approval of the SP as noted in BL 2010-675 shall apply.



Metro Planning Commission Meeting of 12/10/2015



2015SP-103-001

MADISON MILL LOFTS

Map 091-16, Parcel(s) 163

07, West Nashville

24 (Kathleen Murphy)



Project No.	Specific Plan 2015SP-103-001
Project Name	Madison Mill Lofts SP
Council District	24 - Murphy
School District	9 - Frogge
Requested by	Fulmer Engineering, LLC, applicant; Thomas Patten, owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Permit a mixed-use development with up to 457 residential units and up to 10,000 square feet of non-residential uses.

Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) for property located at 4101 Charlotte Avenue, at the southeast corner of the intersection of Charlotte Avenue and 42nd Avenue N. (7.1 acres), to permit a mixed use development with up to 10,000 square feet of non-residential uses and up to 457 residential dwelling units.

Existing Zoning

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

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

N/A

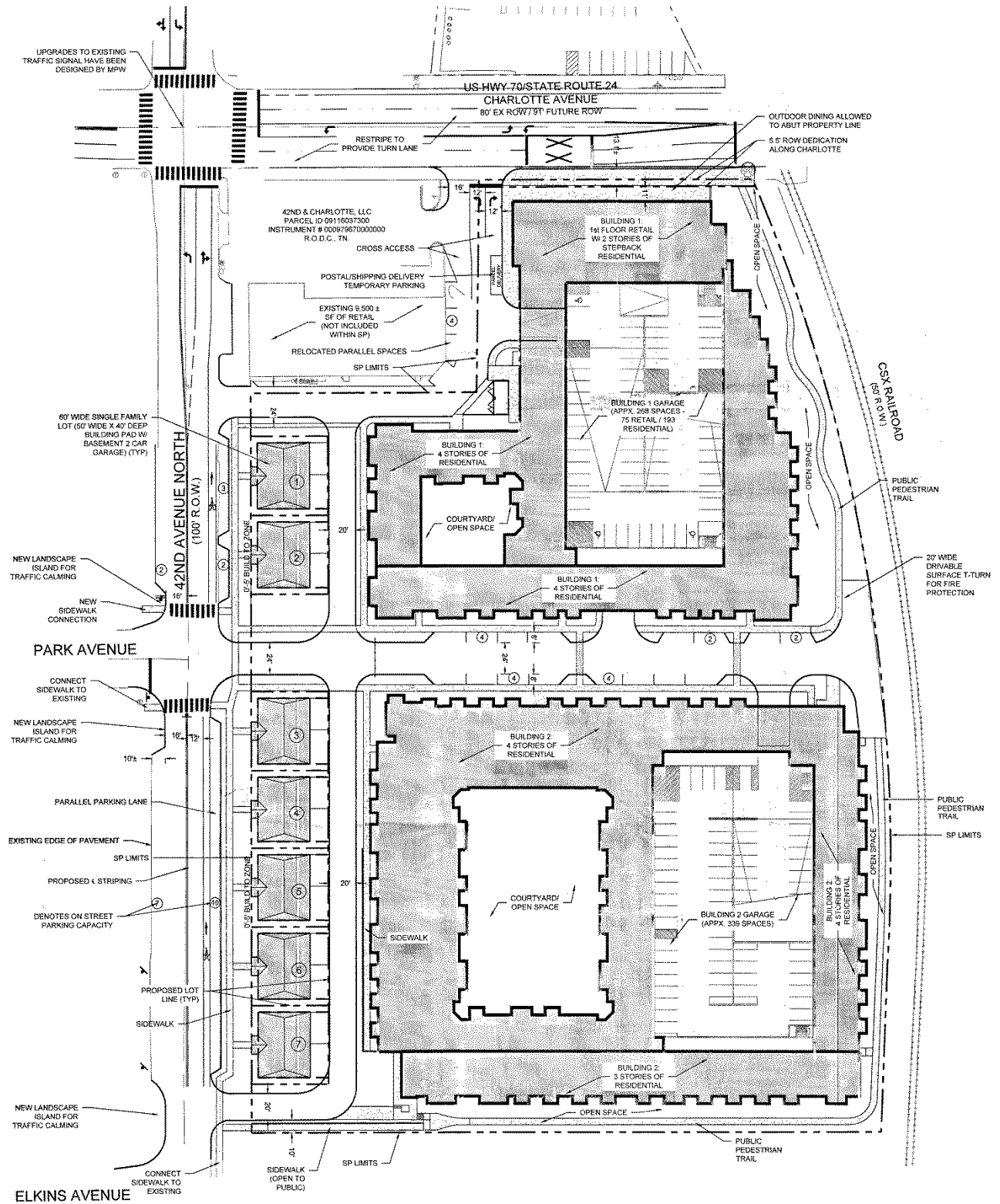
WEST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Special Policy – 07-T4-CM-02 applies to the portion of the property within the T4 CM policy area. The Special Policy addresses several design elements including access, height, connectivity, parking location, and appropriate zoning districts. Based on the Special Policy, no additional access points should be provided along Charlotte Avenue, appropriately wide sidewalks and pedestrian amenities shall be provided, and parking shall be located primarily behind the building. For the property in question, the building height should range from 2 stories minimum to 4 stories. Zoning



Metro Planning Commission Meeting of 12/10/2015



Proposed Site Plan



Metro Planning Commission Meeting of 12/10/2015

districts in the special policy area are limited to design based zoning districts based on MUL-A, OR20-A, or RM20-A districts.

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

Consistent with Policy?

No. The plan is not consistent with the Special Policy or with the T4 Urban Neighborhood Maintenance policy. The T4 Urban Neighborhood Maintenance policy gives specific guidance in regards to the redevelopment of non-residential sites, such as the subject property. The policy states that such sites may be redeveloped with a broader mix of housing types than the rest of the area only subject to appropriate design that transitions in building type, massing and orientation in order to blend new development into the surrounding neighborhood. Charlotte Avenue is designated by the Major and Collector Street Plan as an arterial. The land use policy along Charlotte Avenue is T4 Urban Mixed Use Corridor with a Special Policy calling for heights ranging from a minimum of two stories to a maximum of four stories. Given the land use policies, it is appropriate to have more intensity and height along Charlotte Avenue and then transition to less intensity and height as the site moves south into the residential area. The proposed elevation along Charlotte Avenue is one-story with a stepback to two stories of multi-family residential. It would be possible to design with more appropriate height along the Charlotte Avenue corridor given the designation as an arterial and the heights indicated by the Special Policy. Additionally, providing the additional height along Charlotte Avenue would allow for the project to transition to lesser height and intensity on the remainder of the site.

The plan does not appropriately transition in building type, massing and orientation to blend new development into the surrounding neighborhood. While single-family lots have been proposed along 42nd Avenue, the single-family lots are inconsistent with surrounding single-family lots in regards to size. The development of these lots would result in shallow setbacks and minimal spacing between homes. Additionally, the scale of the large multi-family buildings is such that even with the single-family lots proposed along 42nd Avenue there is not an appropriate transition into the neighborhood.

PLAN DETAILS

The site is located at 4101 Charlotte Avenue, on the east side of 42nd Avenue N. The site is approximately 7.1 acres in size and is currently being used as a limited manufacturing facility.

Site Plan

The plan proposes a total of up to 457 residential dwelling units, including seven single-family detached units and 450 multi-family units. The single-family units are to line 42nd Avenue North with the multi-family located behind the single-family units. The multi-family units are located within two buildings. The first building is proposed to front along Charlotte Avenue and includes a minimum of 7,000 square feet and a maximum of 10,000 square feet of non-residential uses fronting on Charlotte. The remainder of the building is proposed for multi-family residential units. A larger building is proposed for multi-family units, and is located at the rear of the site.



Metro Planning Commission Meeting of 12/10/2015

There is one vehicular access point proposed along Charlotte Avenue and three vehicular access points proposed along 42nd Avenue North. Parking is provided through structured parking within both multi-family residential buildings as well as garages for each single-family detached residence. Parallel parking is proposed along the main interior drive. Sidewalks will be required to be improved along Charlotte Avenue to be consistent with the Major and Collector Street Plan (4 foot planting strip/tree wells; 8 foot sidewalk; 4 foot frontage zone). Sidewalks are also proposed along 42nd Avenue North to tie in to the existing sidewalk to the south of the property. Internal sidewalks are provided as well as a trail in the open space adjacent to the railroad.

The building along Charlotte Avenue is proposed to be one-story of non-residential uses with a stepback to two stories of multi-family residential. The remainder of the multi-family residential is four stories in height. The portion of the building on the southern edge of the project is indicated as being three stories of residential and while there are only three stories of units, the actual height is the same for the entire building. The applicant has indicated that the single-family detached homes will be designed in such a way as to meet the intent of the adjacent conservation overlay located to the west, along Park Avenue. The units are proposed to be a maximum of 2.5 stories in height.

The developer is proposing that 50% of the exterior facing ground floor multi-family units, excluding courtyard units, will have a stoop with a connection to the adjacent sidewalks. Elevations have been provided as part of the SP.



Elevation of Buildings looking from 42nd Avenue N



Elevation along Charlotte Avenue



East elevation (facing railroad tracks) – Charlotte Avenue on the right



Metro Planning Commission Meeting of 12/10/2015

ANALYSIS

The proposed development is inconsistent with the T4 Urban Neighborhood Maintenance policy. The building proposed along Charlotte Avenue could be designed with more appropriate height. A minimum height of two stories is specified by the Special Policy and only one story of height is proposed. With the adoption of NashvilleNext, the T4 Urban Neighborhood Maintenance Policy was updated to include specific guidance in regards to the redevelopment of existing non-residential sites within Neighborhood Maintenance areas, such as the subject property. The policy states that with the redevelopment of these sites a broader mix of housing may be allowed on the site versus what is typically allowed within the policy. However, care must be taken to ensure that the development is an appropriate design and that transitions in building type, massing, and orientation are utilized in order to blend the new development into the surrounding neighborhood.

The surrounding neighborhood to the west is located within a Neighborhood Conservation Zoning Overlay and the predominant land use is generally single-family detached residential located on lots of approximately 9,500 square feet in size with deep rear setbacks. To the south is a recreational field and additional single-family detached homes. The Hill Center Sylvan Heights SP project is located to the east, across the railroad tracks.

The proposed single-family detached lots are approximately 2,000 square feet in size with narrow setbacks and limited separation between individual homes which is inconsistent with the pattern of development of the surrounding single-family homes. Additionally, the single-family homes will feature garages that are loaded from the proposed alley. This results in a situation where the portion of the multi-family residential building facing 42nd Avenue North will be oriented toward the backs of the single-family homes. There is no transition between the proposed single-family and the proposed multi-family buildings. The two unit types are separated only by an alley and no open space is provided to create a transition from single-family to multi-family.

The lowest proposed height for the development is located along Charlotte Avenue and the building heights step up from Charlotte Avenue as the project moves further into the neighborhood. There is a grade change from 42nd Avenue North into the site which sits lower than 42nd Avenue. The applicant has indicated that 3 stories is proposed adjacent to the southern property line, however, the actual height is the same across the entire building as shown in the following elevation:



The portion of the building to the left includes three-stories of residential but a consistent height with the remainder of the building as opposed to stepping the building down as it moves into the neighborhood.

The Neighborhood Maintenance policy indicates that in general heights of one to three-stories are most appropriate and that additional height may be found abutting or adjacent to centers and corridors. However, consideration of taller heights is based on certain criteria. While it is



Metro Planning Commission Meeting of 12/10/2015

appropriate to have additional height adjacent to Charlotte Avenue, the height should transition down as the project moves away from Charlotte Avenue into the neighborhood.

There is also a need for additional open space within the project. Given the number of residential units proposed, and the intensity of the proposed development on the site, additional open space is needed for both recreational purposes as well as for buffering and transitions to the existing residential areas. The plan indicates that 28.6% of the site is set aside for open space. However, this number includes the yards within the single-family lots as well as the courtyards located on the interior of the two multi-family buildings. Neither of these areas would be accessible to all residents of the development nor do they contribute to the overall usable open space for the development. The majority of the provided open space is limited to space immediately adjacent to the railroad tracks. The open space is overstated on the current plan and the actual open space is not sufficient given the intensity of the proposed development.

Lastly, Public Works has made recommendations on the Traffic Improvements Study (TIS). Some of these recommendations do not further an improved pedestrian environment. Staff recommends continuing conversations on the TIS recommendations.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Revise with new Preliminary Note to plans:
- Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.

WATER SERVICES RECOMMENDATION

Approve 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. Please update availability study before Final SP stage, to reflect the latest unit counts (this SP proposes less units than the latest availability study). This way, the applicant is not overcharged capacity fees.

PUBLIC WORKS RECOMMENDATION

Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with MPW Traffic Engineer
- Install "Now entering private property" signage all connections of this project with the public ROW. These are to be plainly visible, ground mount signs, or similar in kind.



Metro Planning Commission Meeting of 12/10/2015

- Remove the indication of the landscape islands on the west side of 42nd Ave. These may be possible with the Final but at the current time they should be removed and coordinate with MPW Staff prior to the submittal of the Final SP.
- Indicate that all driveways are to have MPW standard ST-324 driveway ramps.
- The driveway on Charlotte should be revised to 1-11' RT lane, 1-10' LT lane, and 1-14' receiving lane. This will meet the MPW standard of 35' max driveway width.
- Remove the "piano keys" from 42nd for the preliminary approval, as well as the in-street signage that is shown.
- Add note that all improvements that were designed by MPW for Charlotte Ave are to be installed by this project. Coordinate with MPW Project Management to obtain design plans.
- Prior to Final SP approval submit copy of Cross Access Agreement. If Cross Access Agreement cannot be obtained then additional analysis will be required to justify any proposed access to Charlotte.
- Add note that prior to building permit approval applicant must obtain permit for all construction with TDOT ROW on Charlotte.

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

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

Charlotte Avenue

- Based on discussions with Metro Public Works representatives, construction plans are in progress, which include restriping Charlotte Avenue between 42nd Avenue North and 40th Avenue North to provide a center turn lane. The plans for improvements also include reconstructing the traffic signal on Charlotte Avenue at 42nd Avenue and restriping the northbound and southbound approaches of 42nd Avenue North to provide dedicated left turn lanes. However, this project is not funded or scheduled for construction by MPW.
- The center turn lane with protected/permissive left turn phasing, as planned, will provide significant improvements for westbound left turns onto 42nd Avenue North. The center left turn lane will also provide improved operations and provide vehicle storage for westbound left turns entering the site access point on Charlotte Avenue.
- Therefore, the developer shall construct these roadway and signal improvements per final MPW construction plans as a condition of SP approval.

42nd Avenue North

- The existing curb-to-curb width of 42nd Avenue North between Charlotte Avenue and Elkins Avenue is extremely wide, but it varies along the length. The right-of-way is approximately 100 feet. One travel lane should be provided in each direction. On-street parallel parking should be provided along the both sides of 42nd Avenue North within the existing pavement width between Park Avenue and Elkins Avenue in order to narrow the travel width to discourage speeding.
- Existing vegetation on the west side of 42nd Avenue North should be trimmed and/or removed to improve intersection sight distance for left turns from Park Avenue and Elkins Avenue onto 42nd Avenue North. The existing trees appear to be located within the right-of-way.



Metro Planning Commission Meeting of 12/10/2015

- The centerline pavement markings on 42nd Avenue North should be refurbished between Charlotte Avenue and approximately 200 feet south of Dakota Avenue. The excess pavement width between Charlotte Avenue and Elkins Avenue should be allocated to the travel lane, and bike sharrows pavement markings should be provided. The existing bike sharrows pavement markings should be removed as they are located where on-street parallel parking is recommended. Developer shall apply to T&P staff to allow parallel on-street parking.
- Metro standard 2.5-foot curb and gutter should be constructed along the project site frontage on 42nd Avenue North.

Charlotte Avenue and 42nd Avenue North

- The intersection and traffic signal modifications per Metro Public Works signal construction plans will provide improvements that will accommodate the projected traffic at the intersection.
- Charlotte Avenue shall be restriped between 42nd Avenue North and 40th Avenue North to provide two lanes in each direction and one center turn lane.
- The northbound and southbound approaches of 42nd Avenue North shall be restriped to provide one left turn lane and one shared through right turn lane.
- The traffic signal shall be reconstructed with mast arm design. The traffic signal design will include protected/permissive left turn signal phasing for the westbound approach of Charlotte Avenue. Permissive signal phasing will be provided for the northbound and southbound approaches. The traffic signal and intersection design shall include pedestrian facilities for each leg of the intersection.

Charlotte Avenue and Shared Commercial Site Access

- Site access at Charlotte Avenue should be provided by a shared access with the adjacent commercial property.
- The site access drive should include one entering lane and two exiting lanes. The exiting lanes should be marked as one left turn lane and one right turn lane.
- Stop-sign control should be provided for the site access drive.
- Construction plans to restripe Charlotte Avenue to provide a center turn lane, will provide a left turn lane for the project traffic entering the site at the shared commercial site access.

42nd Avenue North and Park Avenue/Park Avenue Extended (Private Drive)

- The site access should be aligned with Park Avenue and include a minimum of one lane in each direction (one entering lane and one exiting lane).
- Stop-sign control should be provided for the westbound approach of the site access drive.
- The stop line and stop sign on the eastbound approach of Park Avenue should be relocated with the construction of the curb extensions.
- Crosswalks should be provided on the north and south legs crossing 42nd Avenue North.
- ADA compliant curb ramps should be provided for each corner of the intersection.
- Pedestrian warning signs with supplemental diagonal arrow signs should be provided at each of the crosswalks.
- The existing vegetation on the west side of 42nd Avenue North between Park Avenue and Elkins Avenue should be trimmed back to improve intersection sight distance for vehicles turning left from Park Avenue and right from Elkins Avenue onto 42nd Avenue North. It appears all of the vegetation is located within the right-of-way.



Metro Planning Commission Meeting of 12/10/2015

- The existing vegetation on the west side of 42nd Avenue North between Charlotte Avenue and Park Avenue should be trimmed back to improve intersection sight distance for vehicles turning right from Park Avenue onto 42nd Avenue North. It appears all of the vegetation is located within the right-of-way.

Murphy Road and 42nd Avenue North

- The stop line pavement marking for the southbound approach of 42nd Avenue North at Murphy Road should be refurbished.

42nd Avenue North and Dakota Avenue

- Prior to Final site plan approval, developer shall apply to the T&P operations staff to determine if intersection traffic control should be modified.

Final SP site plan shall include signal construction plans and pavement markings and signage plans. 42nd Ave cross section modification will be determined at final site plan approval. Any trimming or removal of vegetation by developer shall occur only within the public ROW.

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	7.1	0.60	185,565 SF	89	8	82

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family	7.1	-	457 U	2893	228	269

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail	7.1	-	10,000 SF	444	-	28

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3248	+220	+215

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 23 Elementary 11 Middle 10 High

The proposed SP-MU zoning district could generate 44 more students than what is typically generated under the existing IR zoning district. Students would attend Sylvan Park Elementary



Metro Planning Commission Meeting of 12/10/2015

School, West End Middle School, and Hillsboro High School. West End Middle School and Hillsboro High School have been identified as over capacity. There is capacity within the adjacent cluster for high school students, but 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 11 new middle school students is \$286,000 (11 X \$26,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

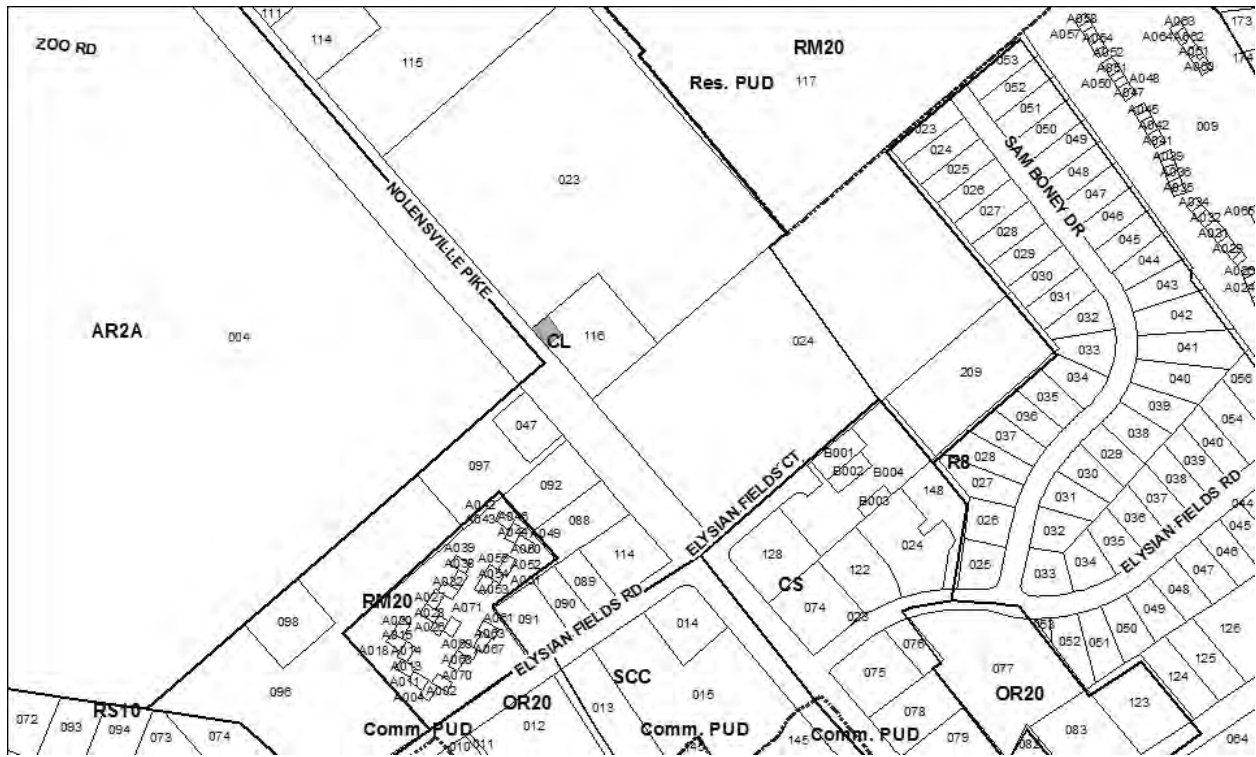
Staff recommends disapproval as the proposed project is inconsistent with the policy for the area and a recommendation of approval has not been received from all reviewing agencies.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



2015SP-104-001

LOS ARCOS SIGN SP

Map 133, Part of Parcel(s) 116

12, Southeast

26 (Jeremy Elrod)



Project No.	Specific Plan 2015SP-104-001
Project Name	Los Arcos Sign SP
Council District	26 - Elrod
School District	07 - Pinkston
Requested by	Jose Gutierrez, applicant; Richard Moore; owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Permit a digital sign.

Preliminary SP

A request to rezone from Commercial Limited (CL) to Specific Plan-Commercial (SP-C) for a portion of property located at 3798 Nolensville Pike, approximately 475 feet north of Elysian Fields Road (approximately 0.05 acres), to permit an digital sign.

Existing Zoning

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

Proposed 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

SOUTHEAST COMMUNITY PLAN

T4 Urban Community Center (T4 CC) is intended to preserve, enhance, and create urban community centers encouraging their development and redevelopment as intense mixed use areas 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 Community Centers are pedestrian friendly areas, generally located at intersections of prominent urban streets.

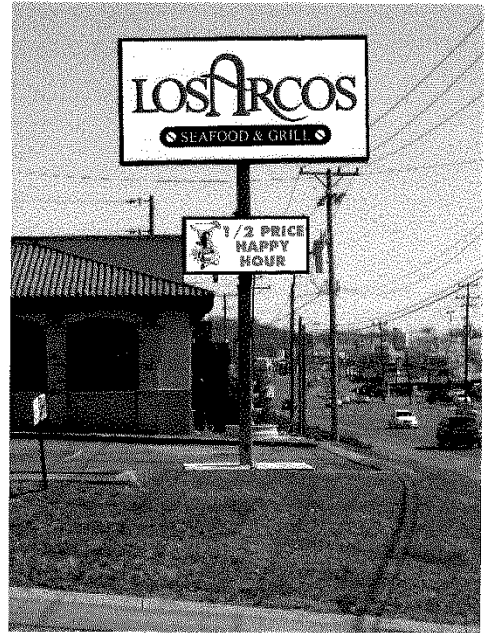
Consistent with Policy?

No. The signage standards for this policy are not consistent with this request. Typically, signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. Signage is generally scaled for pedestrians, and building- mounted signs, projecting signs, or awning signs are appropriate within this policy.

The digital sign being proposed by the applicant would be distracting and overwhelming for pedestrians, motorists and cyclists. Furthermore, a pole mounted sign as currently present is not a



Metro Planning Commission Meeting of 12/10/2015



Proposed Sign



Metro Planning Commission Meeting of 12/10/2015

sign standard scaled for pedestrians and therefore is inappropriate. This application would not enhance the visual environment and would encourage visual clutter.

ANALYSIS

This property is located at 3798 Nolensville Pike and is 0.96 acres. This request is to rezone a portion of the property (approximately 0.05 acres) to SP-C to permit a digital sign. There is currently an existing restaurant on this property and a pole mounted sign. The top signage of the pole mounted sign is existing, the digital sign is being proposed underneath. The sign is located at the northwest corner of the property and is approximately 30 feet in height.

The property is zoned Commercial Limited (CL), which does not permit digital signs. The surrounding properties are also zoned CL. Generally, signs with any copy, graphics or digital displays that change messages by electronic or mechanical means are only permitted in the CA, CS, CF, CC, SCR, IWD, IR, and IG districts if certain conditions are met, such as distance requirements to residential and agricultural zoning districts. Continuous video scrolling messages and animation signs are only permitted within the Commercial Attraction (CA) district.

This request is not appropriate in scale and design for pedestrians and would encourage visual clutter of streetscapes. Furthermore, the installation of digital signage extends the life of the existing pole sign, which is nonconforming with the policy. As this request is not allowed under the current zoning district and is not consistent with policy, staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved with Conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Sign should not be located within the sight triangle per Metro Code

TRAFFIC & PARKING RECOMMENDATION

No Exception Taken

WATER SERVICES RECOMMENDATION

Approved

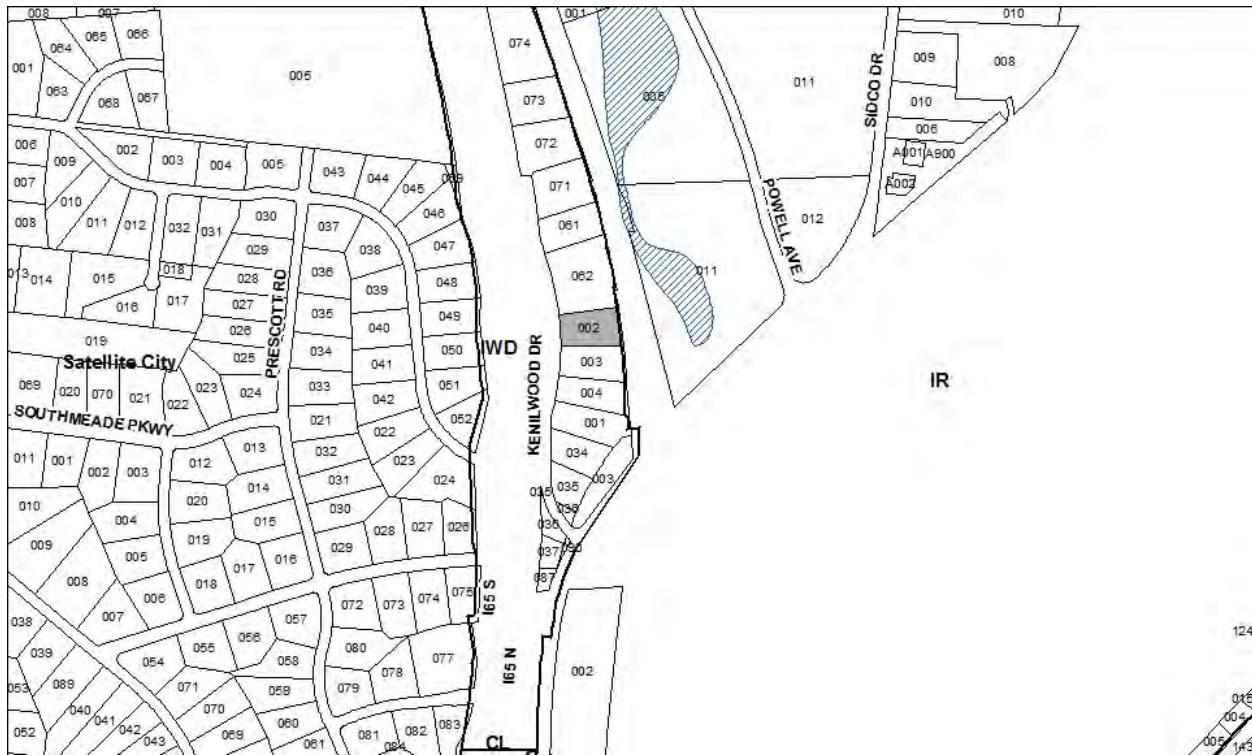
- Approved, on the condition the proposed electrical work does not impact the public water and sewer lines near the sign.

STAFF RECOMMENDATION

Staff recommends disapproval as this request is not consistent with the goals of the policy.



Metro Planning Commission Meeting of 12/10/2015



2015SP-107-001

4326 KENILWOOD DRIVE
Map 132-08, Parcel(s) 002
11, South Nashville
16 (Mike Freeman)



Project No.	Specific Plan 2015SP-107-001
Project Name	4326 Kenilwood Drive SP
Council District	16 – Freeman
School District	7 – Pinkston
Requested by	Crunk Engineering, LLC, applicant; One Seven, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Permit a self-storage facility.

Preliminary SP

A request to rezone from Industrial Warehousing and Distribution (IWD) to Specific Plan – Industrial (SP-IND) zoning for property located at 4326 Kenilwood Drive, approximately 905 feet north of Sidco Drive, to permit a 91,200 square foot self-service storage facility (1.01 acres).

Existing Zoning

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution 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 industrial uses.

CRITICAL PLANNING GOALS

N/A

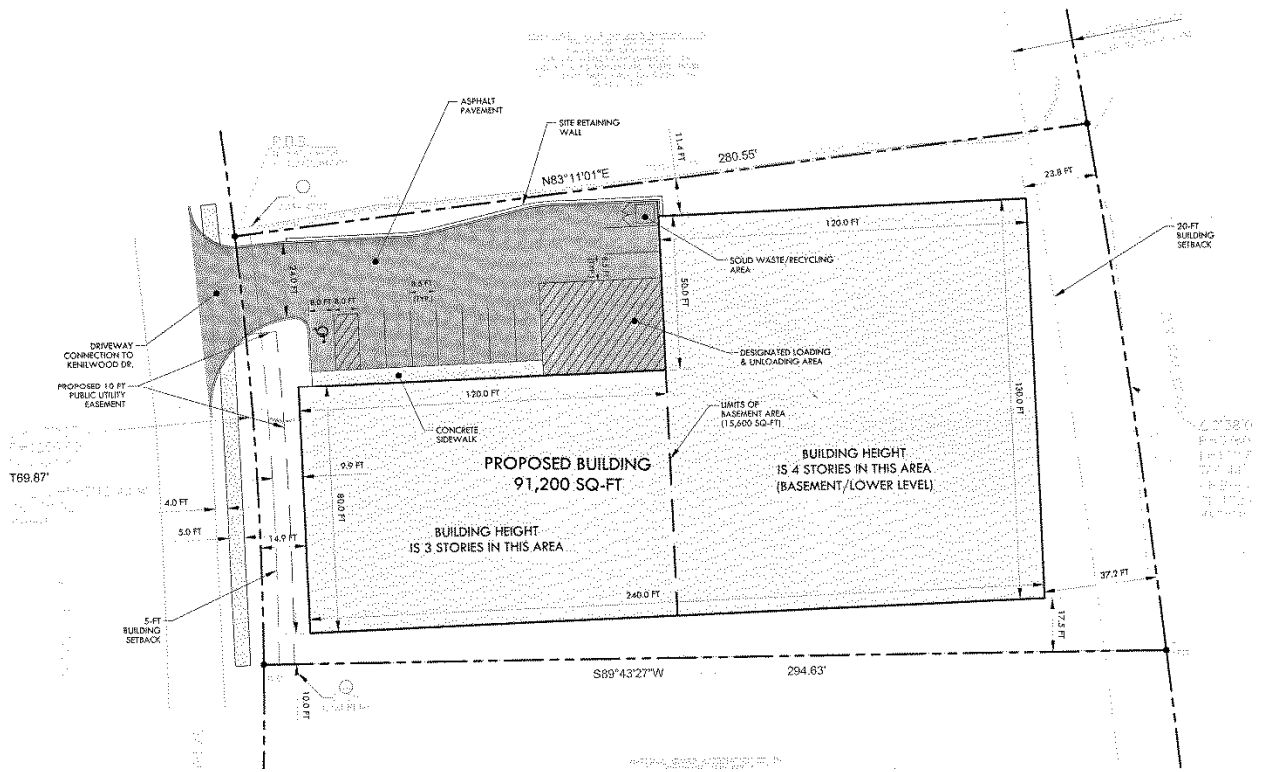
SOUTH NASHVILLE COMMUNITY PLAN

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

District Industrial (D IN) policy 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.



Metro Planning Commission Meeting of 12/10/2015



Proposed Site Plan



Metro Planning Commission Meeting of 12/10/2015

Consistent with Policy?

Yes. The proposed self-service storage facility is consistent with the D IN policy. The current zoning also permits self-service storage facilities. The proposed SP permits a higher floor area ratio than what is permitted under the current IWD zoning. The increase in floor area is not inconsistent with D IN policy. The CO policy on the site recognizes a very small area at the back of the site with steep slopes. The sloped area on the site is not natural, but is an embankment up to the railroad that runs along the rear property line. While in some instances it may be important to protect manmade slopes, this sloped area does not need to be conserved.

PLAN DETAILS

The approximately one acre site is located on the east side of Kenilwood Drive which runs adjacent to Interstate 65. A railroad track runs along the rear property line. The site is developed and contains an office and warehouse. The property immediately to the north is classified as self-service storage and the property immediately to the south is classified as office.

Site Plan

The plan calls for a 91,200 square foot self-storage facility. The plan identifies the proposed building to be setback from Kenilwood Drive approximately 15 feet, but the SP would permit a front setback of five feet. The maximum height is 30 feet. Access to the site will be from a single drive onto Kenilwood Drive. The plan identifies a sidewalk along Kenilwood Drive.

ANALYSIS

The proposed SP to permit a self-storage facility is consistent with the D IN policy. As well, the CO policy located at the rear of the site is due to the adjacent railroad and does not need to be protected as more natural features should.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- All infrastructure within the ROW is to be per MPW standards and specifications, i.e. curb and gutter (ST-200) at the existing EOP, 4' furnishing zone, and 5' sidewalk (ST-210.)

TRAFFIC AND PARKING RECOMMENDATION

No Exceptions Taken



Metro Planning Commission Meeting of 12/10/2015

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.01	0.8 F	35,196 SF	126	11	12

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)	1.01	-	91,200 SF	228	14	24

Traffic changes between maximum: **IWD** and **SP-IND**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+102	+3	+12

WATER SERVICES RECOMMENDAION

Approved

- Approved as a Preliminary SP only.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. The SP shall be limited to self-service storage facility with a maximum floor area of 91,200 square feet.
2. Prior to the final site plan being approved, a subdivision amendment shall be recorded to remove the existing platted setback.
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 IWD zoning district as of the date of the applicable request or application.
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.
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.

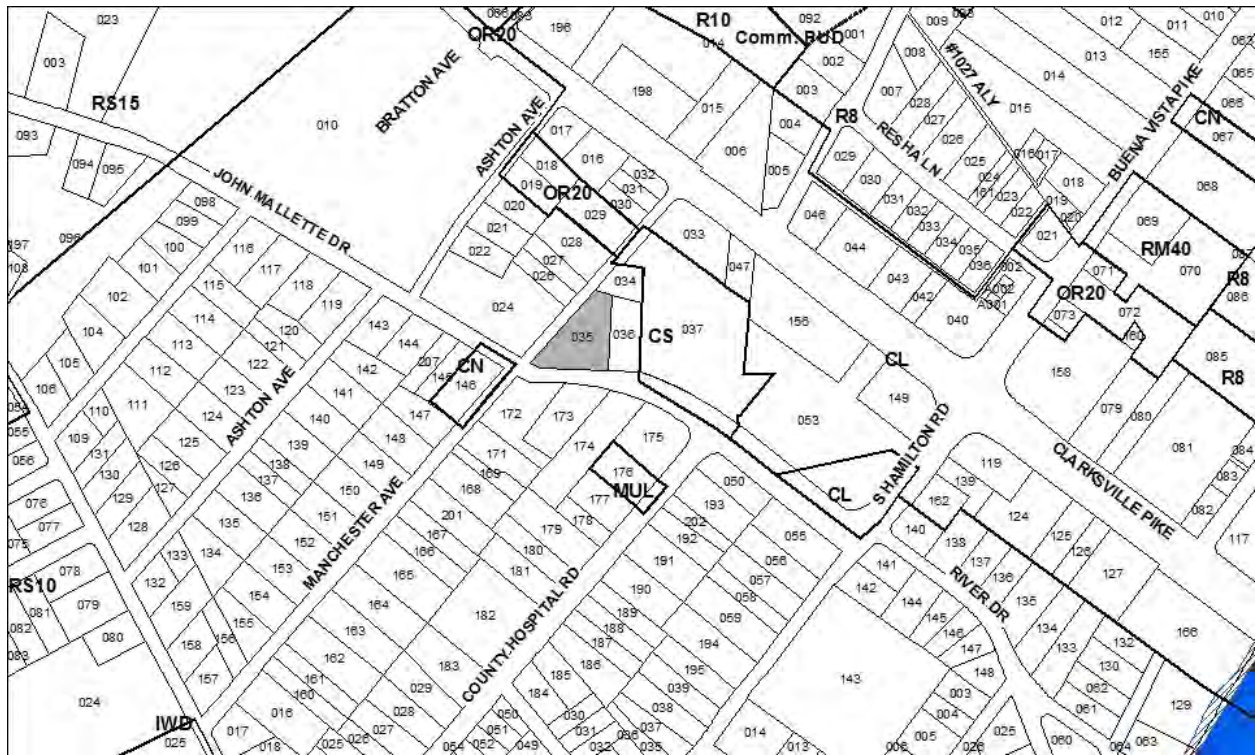


Metro Planning Commission Meeting of 12/10/2015

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 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.
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.



Metro Planning Commission Meeting of 12/10/2015



2015SP-108-001
MANCHESTER HEIGHTS
Map 069-16, Parcel(s) 035
03, Bordeaux - Whites Creek
02 (DeCosta Hastings)



Project No.	Specific Plan 2015SP-108-001
Project Name	Manchester Heights
Council District	2 - Hastings
School District	1 - Gentry
Requested by	Dale and Associates, applicant; William E. Kirby, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Permit eleven multifamily units.

Preliminary SP

A request to rezone from Single Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for property located at 3312 John Mallette Drive, at the northeast corner of Manchester Avenue and John Mallette Drive (0.72 acres), to permit up to 11 attached residential units.

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 3 units.*

Proposed Zoning

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

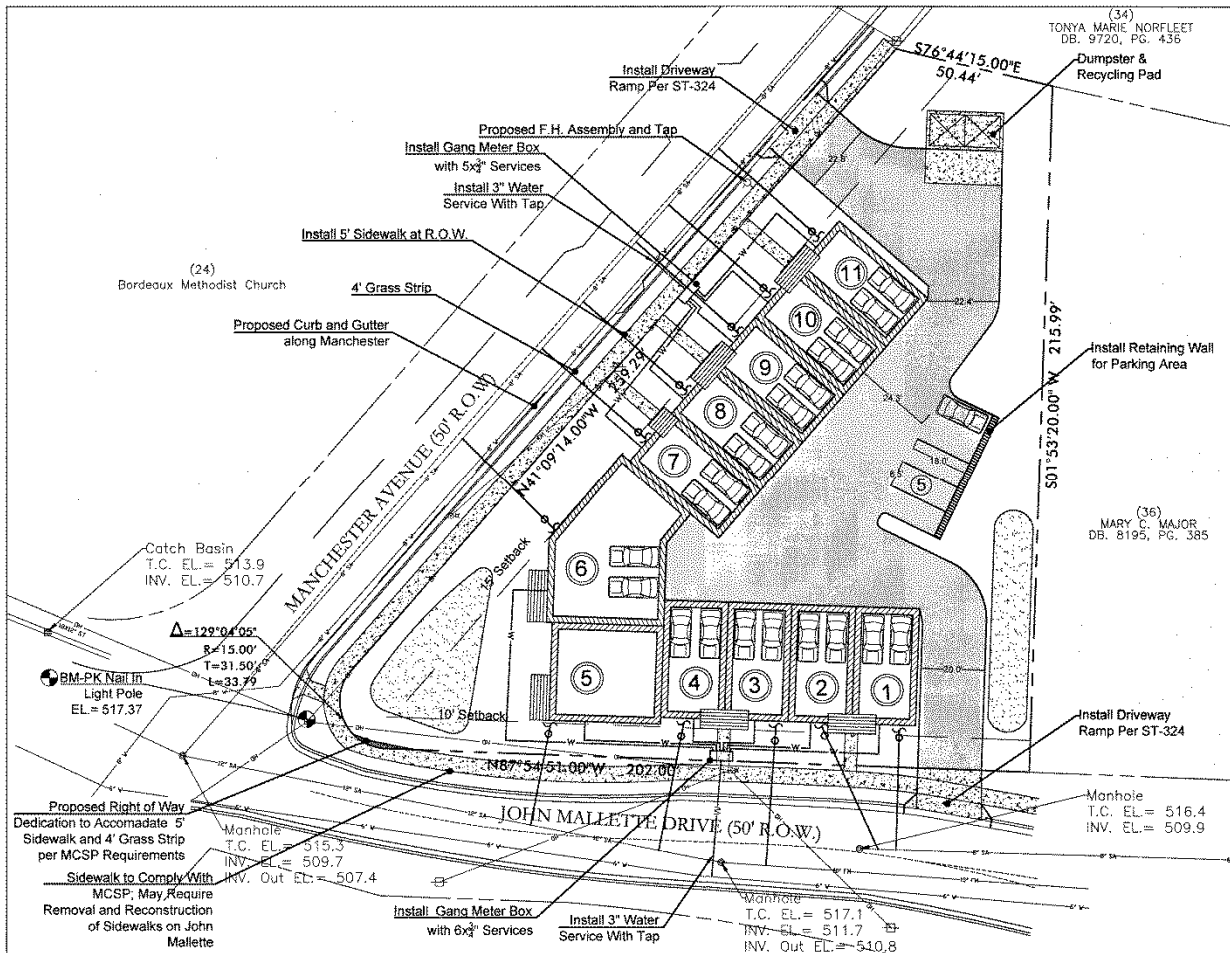
CRITICAL PLANNING GOALS

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

This area is served by adequate infrastructure including roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure. The request provides for an additional housing option in the area with a higher density than what is permitted under the existing single-family zoning district. 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 John Mallette Drive and a bus stop is located at the southwest corner of John Mallette Drive and Manchester Avenue.



Metro Planning Commission Meeting of 12/10/2015





Metro Planning Commission Meeting of 12/10/2015

BORDEAUX – WHITES CREEK COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing 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. These are challenges that were not faced when the original suburban neighborhoods were built.

Consistent with Policy?

Yes. The policy supports residential uses, including multifamily residential. The plan provides an urban form by placing the buildings along Manchester Avenue and John Mallette Drive and providing a private drive to access the buildings. The proposed multifamily residential units provide a mixture of housing types in a strategic location within the Bordeaux – Whites Creek area.

PLAN DETAILS

The 0.72 acre site is located at the northeast corner of Manchester Avenue and John Mallette Drive, in the Bordeaux – Whites Creek area. The site consists of one parcel containing an existing single family residential home. Residential uses border the property on the north, south and east. The property to the west contains a religious institution.

Site Plan

The proposed plan calls for 11 multifamily residential units. Five units address John Mallette Drive while the remaining six units address Manchester Avenue. All units are limited to a maximum of three stories in 35 feet to the roofline. 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 eastern side of the lot, from John Mallette Drive and extending north to Manchester Avenue. Ten of the proposed eleven units will have a two-car garage, accessed from the private drive. Five surface parking spaces have been provided on-site, screened from view from the right-of-way. A “C-3” type landscape buffer will be installed along the northern and eastern property line. Both Manchester Avenue and John Mallette Drive are considered local streets. The plan includes a five foot sidewalk and a four foot planting street along both streets as the Major and Collector Street Plan (MCSP) requires.

ANALYSIS

Staff recommends approval of this request as the proposed plan provides an additional housing option and a design that is consistent with the goals of the T3 NE land use policy. The proposal also meets several critical planning goals. 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.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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



Metro Planning Commission Meeting of 12/10/2015

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- As the unit count in this revised SP (stamped received November 17, 2015) matches the latest availability study, MWS approves as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Apply to T&P to restrict on street parking along both frontage roads.

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

Maximum Uses in Existing Zoning District: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.72	4.35 D	3 U	29	3	4

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)	0.72	-	11 U	80	7	8

Traffic changes between maximum: **RS10** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+51	+4	+4



Metro Planning Commission Meeting of 12/10/2015

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 0 Elementary 1 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 RS10 zoning district. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School. 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 within this SP shall be limited to a maximum of 11 multifamily residential units.
2. 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.
3. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. Building elevations for all street facing facades shall be provided with the final site plan. The following standards shall be met:
 - a. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
 - b. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers or egress windows.
 - c. EIFS, vinyl siding and untreated wood shall be prohibited.
 - d. Porches shall provide a minimum of six feet of depth.
 - e. A raised foundation of 18"- 36" is required for all residential structures.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. 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.
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. 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



Metro Planning Commission Meeting of 12/10/2015

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.

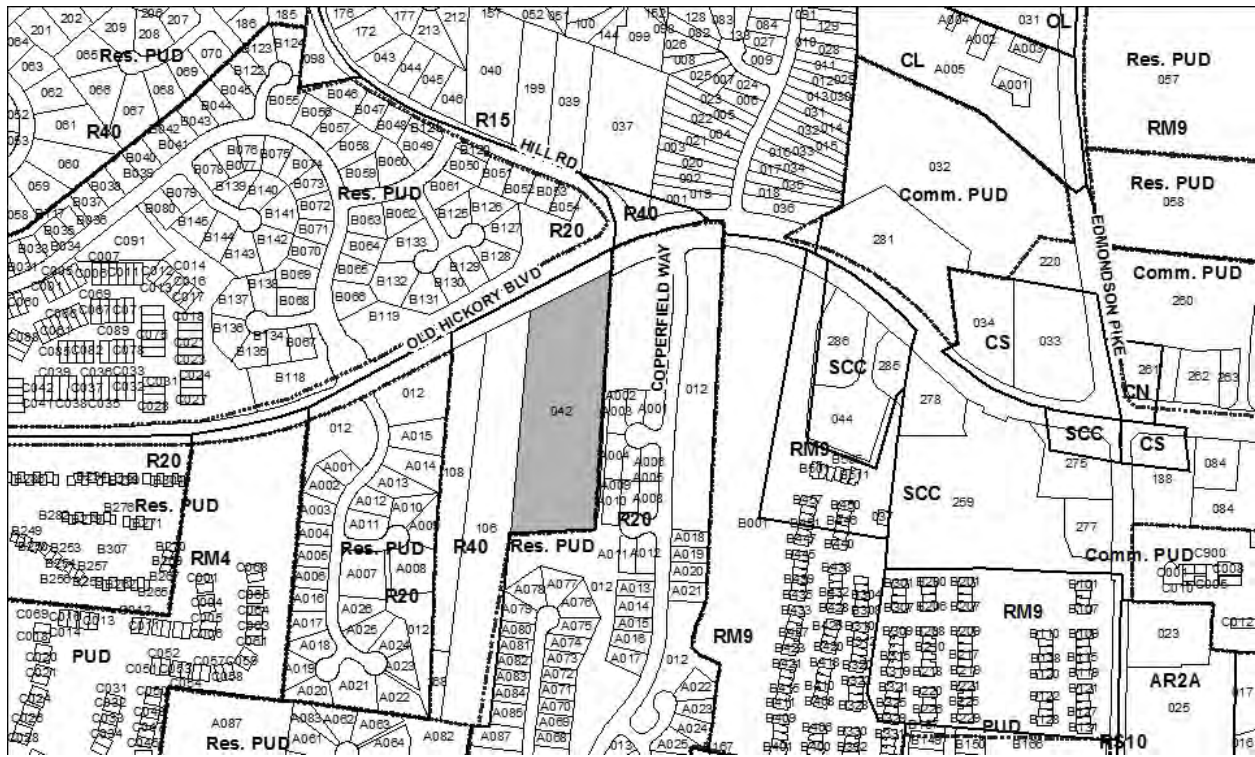
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



2015SP-109-001

ARCADIA BRENTWOOD

Map 161, Parcel(s) 042

12, Southeast

04 (Robert Swope)



Project No.	Specific Plan 2015SP-109-001
Project Name	Arcadia Brentwood
Council District	4 - Swope
School District	2 - Brannon
Requested by	Ragan-Smith Associates, applicant; Roy S. Jones, Trustee, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the January 14, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Permit a 66 unit assisted care living facility.

Preliminary SP

A request to rezone from One and Two-Family Residential (R40) to Specific Plan-Residential (SP-R) for property located at 511 Old Hickory Boulevard, approximately 275 feet west of Copperfield Way (5.43 acres), to permit a 66 unit assisted living care facility.

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 12/10/2015



2015SP-110-001

2202 HOBBS

Map 131-01, Parcel(s) 022, 024

Map 131-02-0-M, Parcel(s) 413, 415, 417, 419, 900

10, Green Hills - Midtown

34 (Angie Henderson)



Project No.	Specific Plan 2015SP-110-001
Project Name	2202 Hobbs
Associate Case	2003P-013-001
Council District	34 - Henderson
School District	08 - Pierce
Requested by	Dale & Associates, applicant; Haury & Smith Contractors, owners.
Staff Reviewer	Deus
Staff Recommendation	<i>Defer to the January 14, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Permit up to 11 residential units.

Preliminary SP

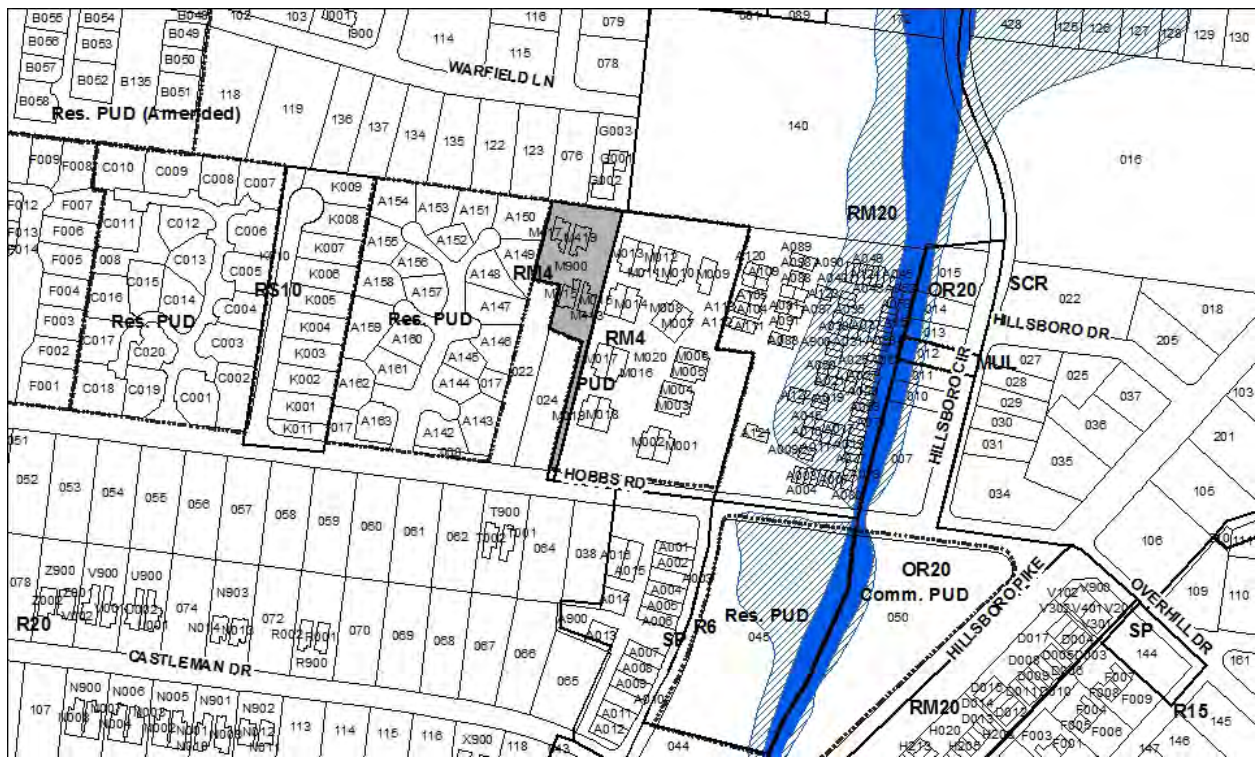
A request to rezone from Multi-Family Residential (RM4) and One and Two-Family Residential (R20) to Specific Plan-Residential (SP-R) for properties located at 413, 415, 417, 419, and 419B Village Hall Place and 2204 and 2202B Hobbs Road, approximately 380 feet west of Stammer Place (2.68 acres), to permit up to 11 residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 12/10/2015



203P-013-001

VILLAGE HALL PHASE II

Map 131-02-0-M, Parcel(s) 413, 415, 417, 419, 900

10, Green Hills - Midtown

34 (Angie Henderson)



Project No.	Planned Unit Development 2003P-013-001
Project Name	Village Hall PUD (Cancellation)
Associated Case No.	Specific Plan 2015SP-110-001
Council District	34 - Henderson
School District	8 - Pierce
Requested by	Dale & Associates, applicant; Haury & Smith Contractors, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Defer to the January 14, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST
Cancel a portion of a PUD.

Cancel PUD

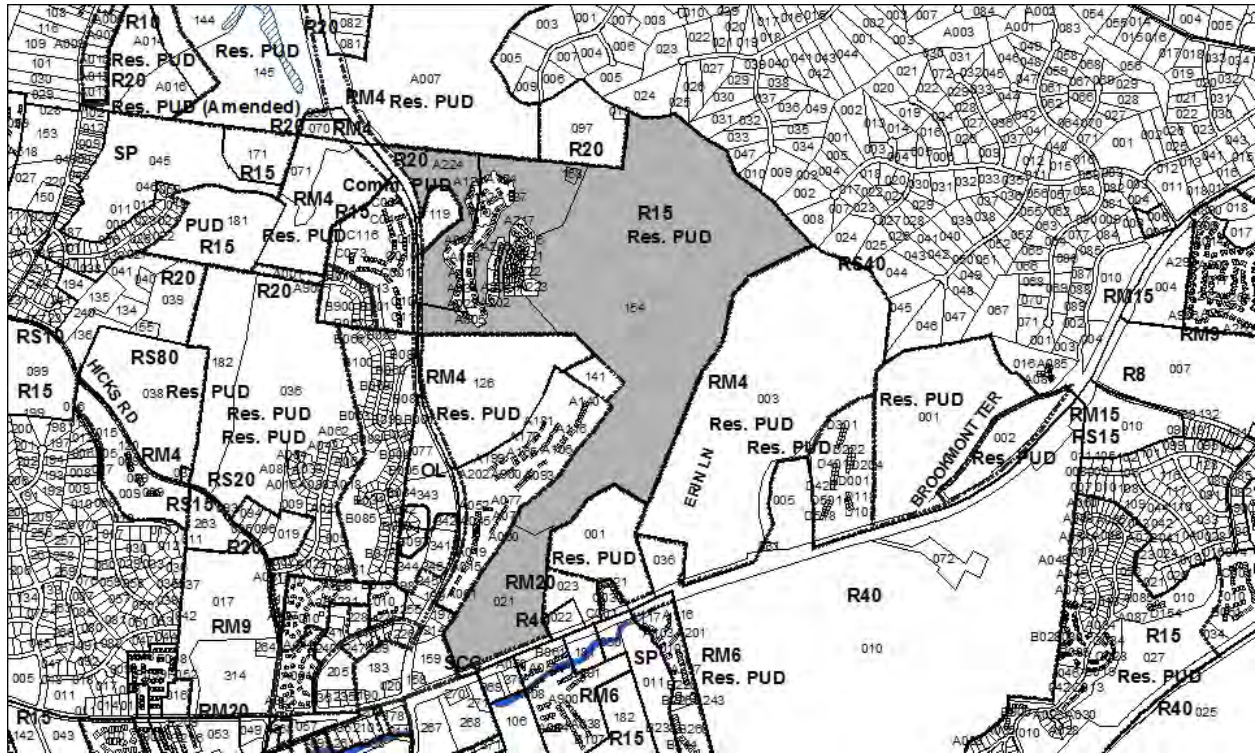
A request to cancel a portion of the Village Hall Planned Unit Development Overlay District for properties located at 413, 415, 417, 419, and 419B Village Hall Place, approximately 380 feet east of Stammer Place (1.5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 12/10/2015



2015SP-113-001

NASHVILLE HIGHLANDS SP

Map 128, Parcel(s) 154, 168

Map 128-12-0-A, Parcel(s) 224

Map 142, Parcel(s) 021

06, Bellevue

23 (Mina Johnson)



Project No.	Specific Plan 2015SP-113-001
Project Name	Nashville Highlands SP
Bill No.	BL2015-86
Associated Case No.	PUD Cancellation 73-85P-001
Council District	23 – Johnson
School District	9 – Frogge
Requested by	Metro Planning Commission, applicant, Harpeth Valley Utility District, Nashville Highlands, LLC and Reserve Service Assoc., Inc., owners.

Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the January 14, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit up to 360 multi-family units.

Zone Change

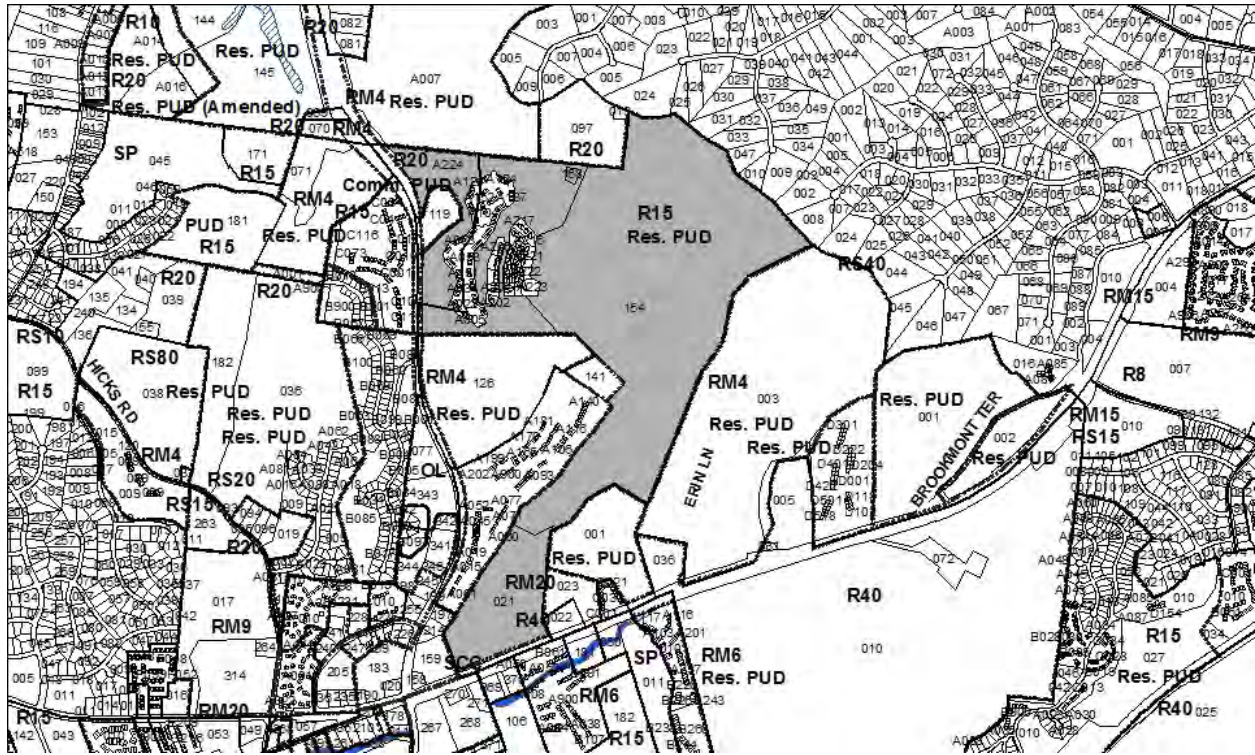
A request to rezone from One and Two-Family Residential (R15) and One and Two-Family Residential (R20) to Specific Plan – Residential (SP-R) for properties located at 326 Old Hickory Boulevard, Old Hickory Boulevard (unnumbered) and Highway 70 (unnumbered), on the east side of Old Hickory Boulevard and north of Highway 70 (approximately 246 acres), to permit the additional disturbance of the natural landscape to a maximum of 14 acres to permit up to 360 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting. The primary property owner has requested that the Planning Department consider permitting an additional 90 units (a maximum of 360 units). According to the owner the additional 90 units could be constructed in compliance with the standards of the proposed SP. The deferral will provide staff time to evaluate the owner’s request. Since public hearing notices for 270 units were mailed out to the public, then new notices for the January 14, 2015, Commission meeting will be mailed. The Council legislation will be deferred to the February Council public hearing.



Metro Planning Commission Meeting of 12/10/2015



73-85P-001

NASHVILLE HIGHLANDS (PUD CANCELLATION)

Map 128, Parcel(s) 154, 168

Map 128-12-0-A, Parcel(s) 224

Map 142, Parcel(s) 021

06, Bellevue

23 (Mina Johnson)



Project No.	Planned Unit Development 73-85P-001
Project Name	Nashville Highlands PUD (Cancellation)
Bill No.	BL2015-87
Associated Case No.	Specific Plan 2015SP-113-001
Council District	23 – Johnson
School District	9 – Frogge
Requested by	Metro Planning Commission, applicant, Harpeth Valley Utility District, Nashville Highlands, LLC and Reserve Service Assoc., Inc., owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the January 14, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST
Cancel a portion of a PUD.

Cancel PUD

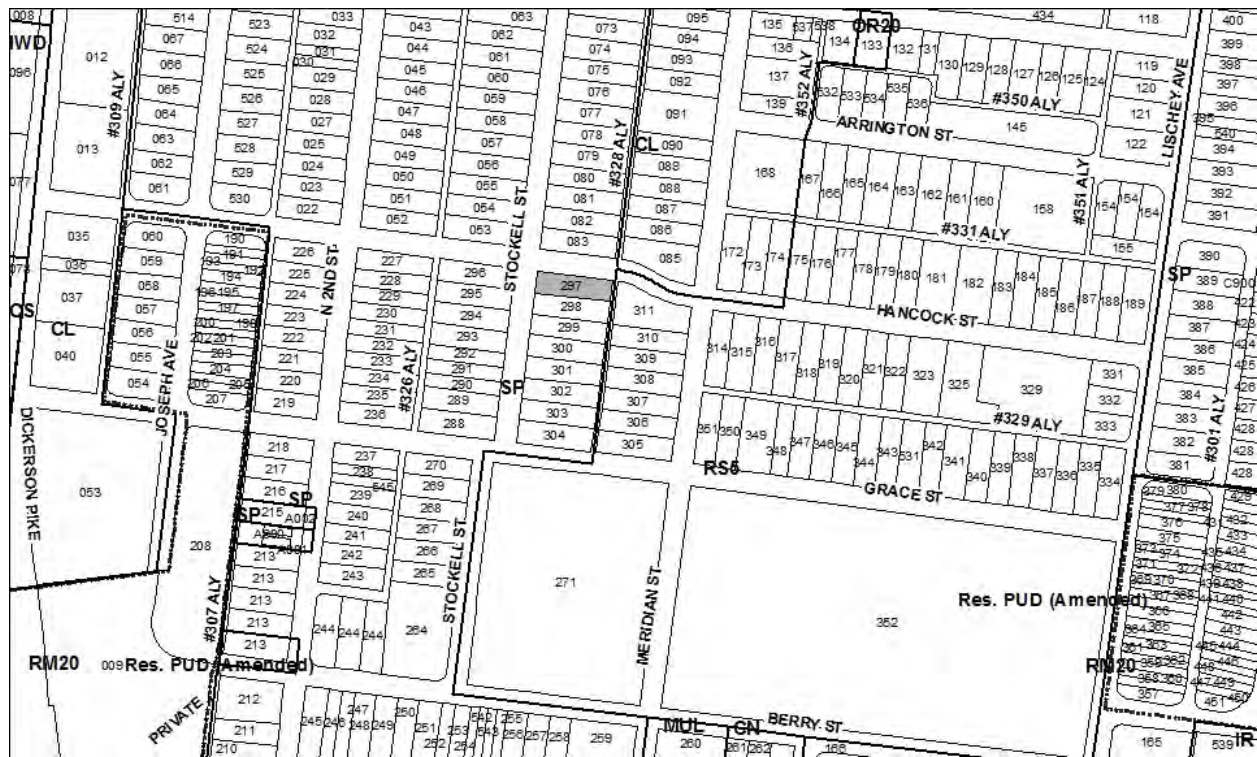
A request to cancel a portion of the Nashville Highlands Planned Unit Development for properties located at 326 Old Hickory Boulevard, Old Hickory Boulevard (unnumbered) and Highway 70 (unnumbered), on the east side of Old Hickory Boulevard and north of Highway 70, approximately 246 acres, zoned One and Two-Family Residential (R15) and One and Two-Family Residential (R20).

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting. The Council legislation will be deferred to the February Council public hearing.



Metro Planning Commission Meeting of 12/10/2015



2015Z-089PR-001

Map 082-07, Parcel(s) 297

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2015Z-089PR--001
Council District	5 - Davis
School District	5 - Kim
Requested by	Cal-Ten, Inc., applicant and owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Zone change from SP-R to R6.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential (R6) zoning for property located at 715 Stockell Street, at the southeast corner of Stockell Street and Hancock Street (0.20 acres).

Existing 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.

Proposed 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 1 duplex lot for a total of 2 units.*

CRITICAL PLANNING GOALS

N/A

EAST 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 rezoning request to R6 is inconsistent with the goals of the T4 Urban Neighborhood Maintenance Policy in this specific area. The T4 NM policy is intended to preserve the general character of the existing neighborhood, which is predominantly single-family. Rezoning to R6 would allow two-family residences, which is not consistent with the character of the surrounding area.

ANALYSIS

The property at 715 Stockell Street is currently zoned SP as part of the Cleveland Park/McFerrin SP. The zoning district allows for all uses permitted by the RS5 zoning district, as well as detached



Metro Planning Commission Meeting of 12/10/2015

accessory dwelling units. The existing SP provides the opportunity for a second residence, while ensuring the single-family context is maintained through the use of appropriate bulk and massing standards. No such standards would apply to the redevelopment of the site if it were to be rezoned to R6.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- Traffic study may be required at time of development

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

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)	0.20	-	1 U	10	1	2

Maximum Uses in Proposed 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)	0.20	7.26 D	2 U*	20	2	3

*Based on two-family lots.

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

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	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R6 zoning is not expected to generate more students than the existing SP-R zoning. Students would attend Glenn Elementary School, Jere Baxter Middle School and Maplewood High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated October 2014.

STAFF RECOMMENDATION

Staff recommends disapproval as the rezoning is inconsistent with the land use policy for the area.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



2015Z-091PR-001

Map 083-01, Parcel(s) 237

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2015Z-0091PR-001
Council District	5 - Davis
School District	5 - Kim
Requested by	Harold Johnson, applicant and owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Zone change from RS5 to R6.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 1023 Petway Avenue, approximately 885 feet west of Gallatin Avenue and located within the Greenwood Neighborhood Conservation Overlay District (0.28 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

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

EAST 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 requested R6 zoning is inconsistent with the T4 Neighborhood Maintenance policy. While some change is expected within the Neighborhood Maintenance area, the change should be sensitive to the existing neighborhood character. The primary character within this area is single-family detached dwellings.

ANALYSIS

The requested rezoning to R6 is inconsistent with the policy for the area and is an inappropriate zoning given the location of the lot within the interior of an existing neighborhood. All surrounding



Metro Planning Commission Meeting of 12/10/2015

properties are zoned RS5, and the existing character of the street is of single-family detached residential units on individual lots. The requested zoning may allow for the construction of a two-family dwelling which would not be compatible with the existing character or pattern of the neighborhood and is not consistent with the intent of the T4 NM policy.

HISTORIC ZONING COMMISSION STAFF RECOMMENDATION

Recommend disapproval as the rest of the neighborhood is zoned single-family, therefore, duplexes are not a common architectural form for this area of the neighborhood.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: **RS-5**

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)	0.28	8.7 D	2 U	20	2	3

Maximum Uses in Proposed 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)	0.28	7.26 D	4 U	39	3	5

*Based on two two-family lots.

Traffic changes between maximum: **RS-5** and **R6**

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 RS5 district: 0 Elementary 0 Middle 0 High

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

The proposed R6 zoning is expected to generate no more students than what would be generated under the existing RS5 zoning.

STAFF RECOMMENDATION

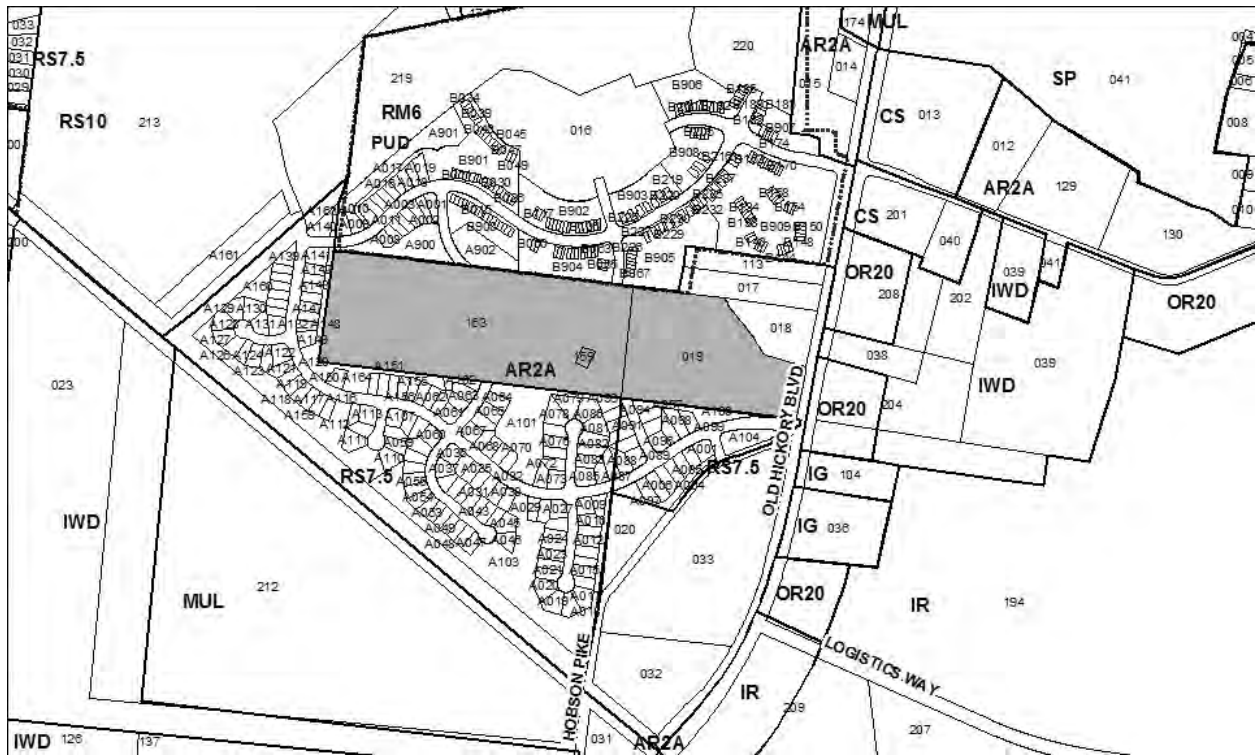
Staff recommends disapproval, as the request is inconsistent with the land use policy and the Historic Zoning Commission staff is recommending disapproval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



2015Z-092PR-001

Map 175, Parcel(s) 019, 159, 163

13, Antioch - Priest Lake

32 (Jacobia Dowell)



Project No.	Zone Change 2015Z-092PR-001
Council District	32 - Dowell
School District	6 - Hunter
Requested by	Dale & Associates, Inc., applicant; Robert E. Lanning, owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from AR2A to RS7.5

Zone Change

A request to rezone from Agricultural/Residential (AR2A) to Single-Family Residential (RS7.5) zoning for properties located at 12740 and 12784 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), at the northwest corner of Old Hickory Boulevard and Preserve Boulevard (23.80 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 11 lots with 2 duplex lots for a total of 13 units.*

Proposed 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 138 units.*

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.

ANTIOCH-PRIEST LAKE 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.

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban neighborhoods. T3 NM areas will experience some change over time, primarily



Metro Planning Commission Meeting of 12/10/2015

when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The requested rezoning is consistent with the T3 Suburban Neighborhood Maintenance policy. The adjacent properties are developed with a mixture of attached single-family and detached single-family units. The requested zone change would retain the existing character of the surrounding developments.

ANALYSIS

The request is consistent with the policy for the area and is an appropriate zoning given the location of the property in a primarily developed suburban context. The existing zoning is inconsistent with the goals of the policy as it relates to the type of development encouraged by the T3 Neighborhood Maintenance policy. Prior to development, a subdivision plan would be reviewed to ensure appropriate connectivity and minimal disturbance to sensitive features and conservation areas.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: **AR-2A**

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)	23.80	0.5 D	11 U	106	9	12

Maximum Uses in Proposed Zoning District: **RS7.5**

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)	23.80	5.8 D	138 U	1399	107	144

Traffic changes between maximum: **AR2A** and **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 127	+1,293	+98	+132

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 11 Elementary 8 Middle 9 High

Projected student generation proposed RS7.5 district: 27 Elementary 19 Middle 21 High

The proposed RS7.5 is expected to generate 39 additional students over what would be generated by the existing zoning. Students would attend Cane Ridge Elementary School, Antioch Middle School and Cane Ridge High School. Cane Ridge Elementary School and Cane Ridge High School are both over capacity. There is capacity for additional elementary within the cluster. However, there is no



Metro Planning Commission Meeting of 12/10/2015

capacity for additional high school students within adjacent clusters. This information is based upon data from the school board last updated October 2014.

Fiscal Liability

The fiscal liability of 12 new high school students is \$432,000 (12 X \$36,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 12/10/2015



2015Z-094PR-001

Map 072-06, Parcel(s) 208

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2015Z-094PR-001
Council District	5 – S. Davis
School District	3 – Speering
Requested by	Greenline Partners, applicant; Iglesia Hispana de Nashville, Inc., owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from R6 to MUL-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Mixed Use – Alternative (MUL-A) zoning for property located at 1077 East Trinity Lane, approximately 125 feet west of Gallatin Pike (0.82 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 five lots with one duplex lot for a total of six 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

N/A

EAST NASHVILLE COMMUNITY PLAN

Urban Community Center (T4 CC) is intended to preserve, enhance, and create urban community centers encouraging their development and redevelopment as intense mixed use areas 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 Community Centers are pedestrian friendly areas, generally located at intersections of prominent urban streets.

Consistent with Policy?

Yes. The proposed MUL-A district is consistent with the T4 CC policy. MUL-A zoning permits a variety of uses, including multi-family residential, office and commercial, which are all consistent with the policy. The bulk standards for the MUL-A district provides for a form that is urban in character with shallow setbacks, parking located to the rear of new structures and doors at the street which is a form supported by the policy.



Metro Planning Commission Meeting of 12/10/2015

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: R6

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)	0.82	7.26 D	7 U*	67	6	8

*Based on two two-family lots.

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)	0.82	1.0 F	35,719 SF	1566	36	108

Traffic changes between maximum: R6 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,499	+30	+100

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 1 Elementary 0 Middle 0 High

Projected student generation proposed RS7.5 district: 5 Elementary 3 Middle 2 High

The proposed MUL-A is expected to generate nine additional students over what would be generated by the existing zoning. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School and Maplewood High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated October 2014.

STORMWATER RECOMMENDATION

Ignore

WATER SERVICES RECOMMENDATION

N/A



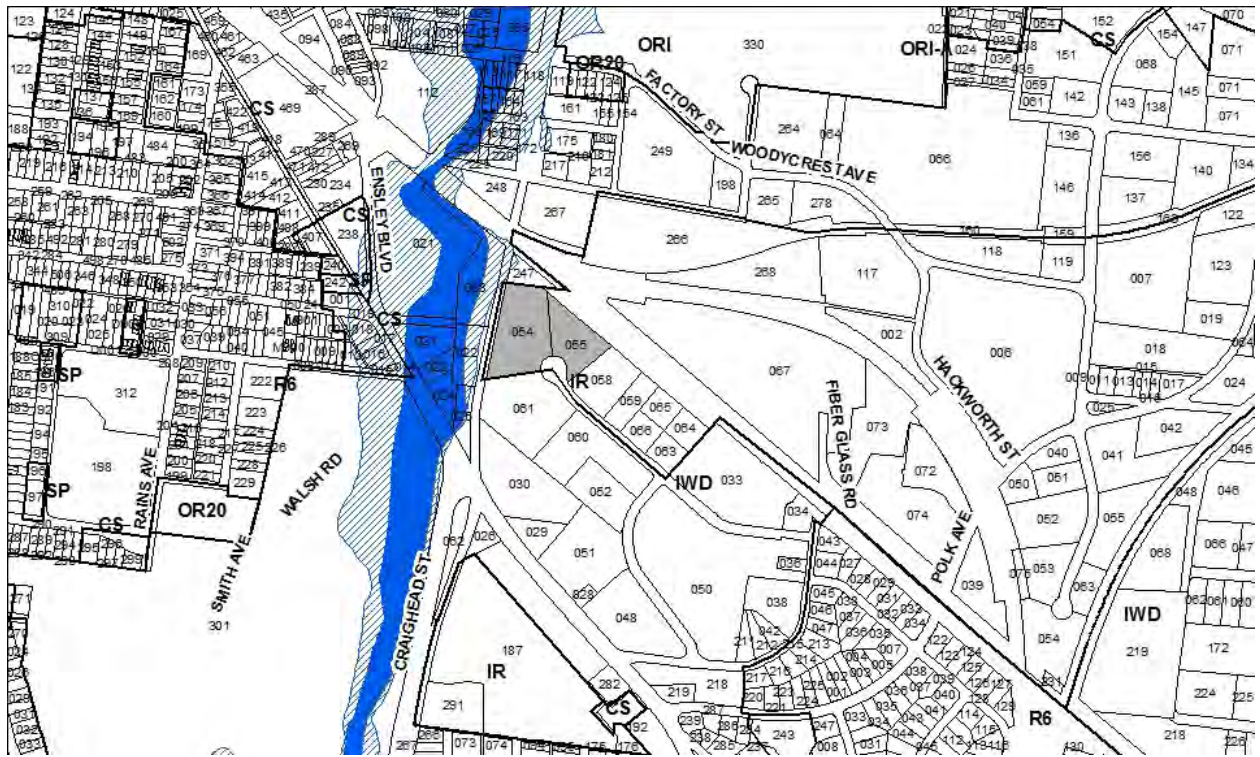
Metro Planning Commission Meeting of 12/10/2015

STAFF RECOMMENDATION

Staff recommends that the proposed MUL-A zoning district be approved as it is consistent with the T4 CC land use policy.



Metro Planning Commission Meeting of 12/10/2015



2015Z-095PR-001

Map 105-12, Parcel(s) 054-055

11, South Nashville

17 (Colby Sledge)



Project No.	Zone Change 2015Z-095PR-001
Council District	17 - Sledge
School District	7 - Pinkston
Requested by	Civil Site Design Group PLLC, applicant; LVH2, LLC, owner.
Staff Reviewer	Moukaddem
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IR to MUL-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 370 and 380 Herron Drive, approximately 870 feet west of Interstate Boulevard South (5.52 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

This request creates an opportunity for urban development that reuses brown and gray fields, filling in gaps in areas 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.

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood policy (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.

Consistent with Policy?

Yes. The rezoning to MUL-A is consistent with the T4 Urban Mixed Use Neighborhood (T4 MU) Policy and is appropriate given the site’s location in an urban area. The rezoning would encourage the mixture of uses promoted under this policy, and redevelopment would result in a pedestrian-oriented streetscape.



Metro Planning Commission Meeting of 12/10/2015

ANALYSIS

Staff recommends approval of this request as the proposed rezoning is consistent with T4 Urban Mixed Use Neighborhood policy and redevelopment of the site would comply with the pedestrian-friendly standards of the MUL-A district. This rezoning request offers potential for infill development to occur in a way that would meet policy goals by enhancing the walkability of the area and placing a potential residential and mixed use development in proximity to Nolensville Pike, a corridor with bus service. The existing IR zoning does not offer this potential.

FIRE MARSHAL RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions if Approved

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	5.52	0.6 F	144, 270 SF	514	44	47

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 (820)	5.52	1.0 F	240, 451 SF	12012	259	1146

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+11,498	+215	+1,099

PUBLIC WORKS RECOMMENDATION

N/A

STAFF RECOMMENDATION

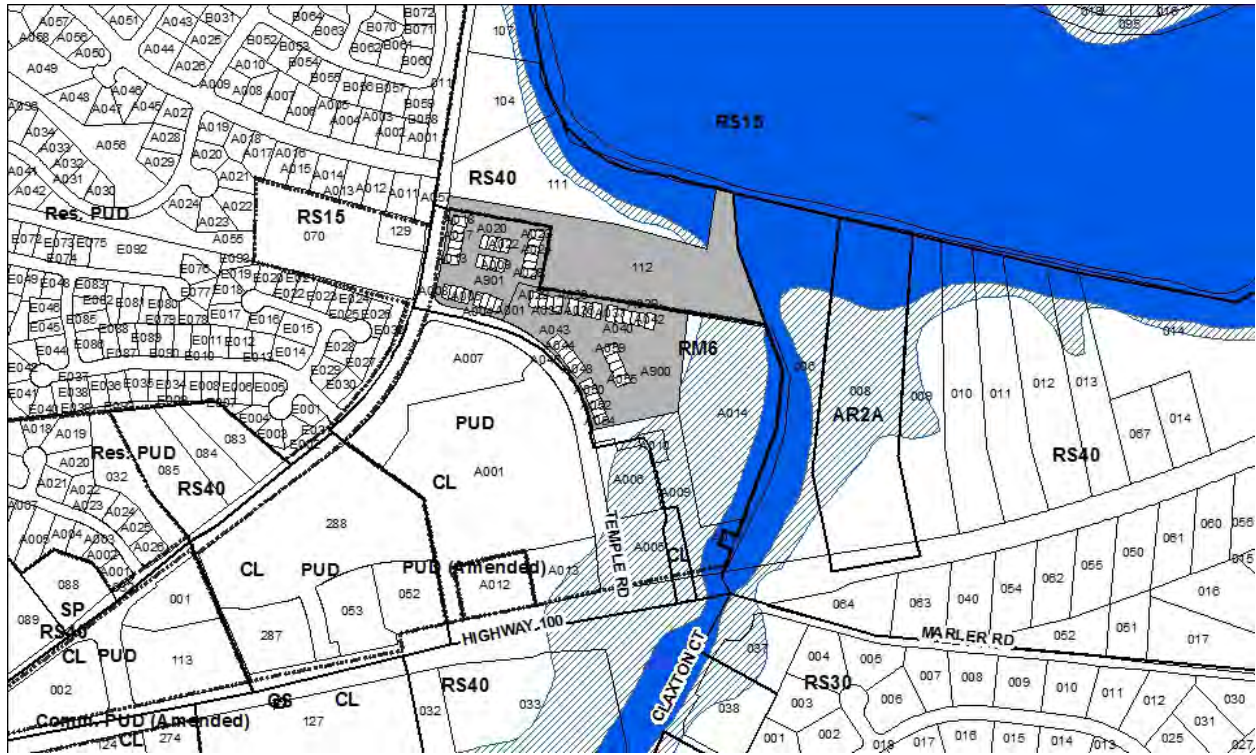
Staff recommends approval as the requested zone change complies with the policy for the area.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



2005P-008-007

HARPETH VILLAGE

Map 156, Parcel(s) 112

Map 156-05-0-A, Parcel(s) 900-901

06, Bellevue

35 (Dave Rosenberg)



Project No. **Planned Unit Development 2005P-008-007**
Project Name **Harpeth Village (PUD Amendment)**
Associated Case No. Zone Change 2015Z-096PR-001
Council District 35 – Rosenberg
School District 9 – Frogge
Requested by Batson and Associates, applicant; Trendmark Construction, LLC, O.I.C. Harpeth Village, owners.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the January 14, 2016, Planning Commission meeting.*

APPLICANT REQUEST

PUD amendment to add area into PUD to permit up to 25 additional residential units.

PUD Amendment

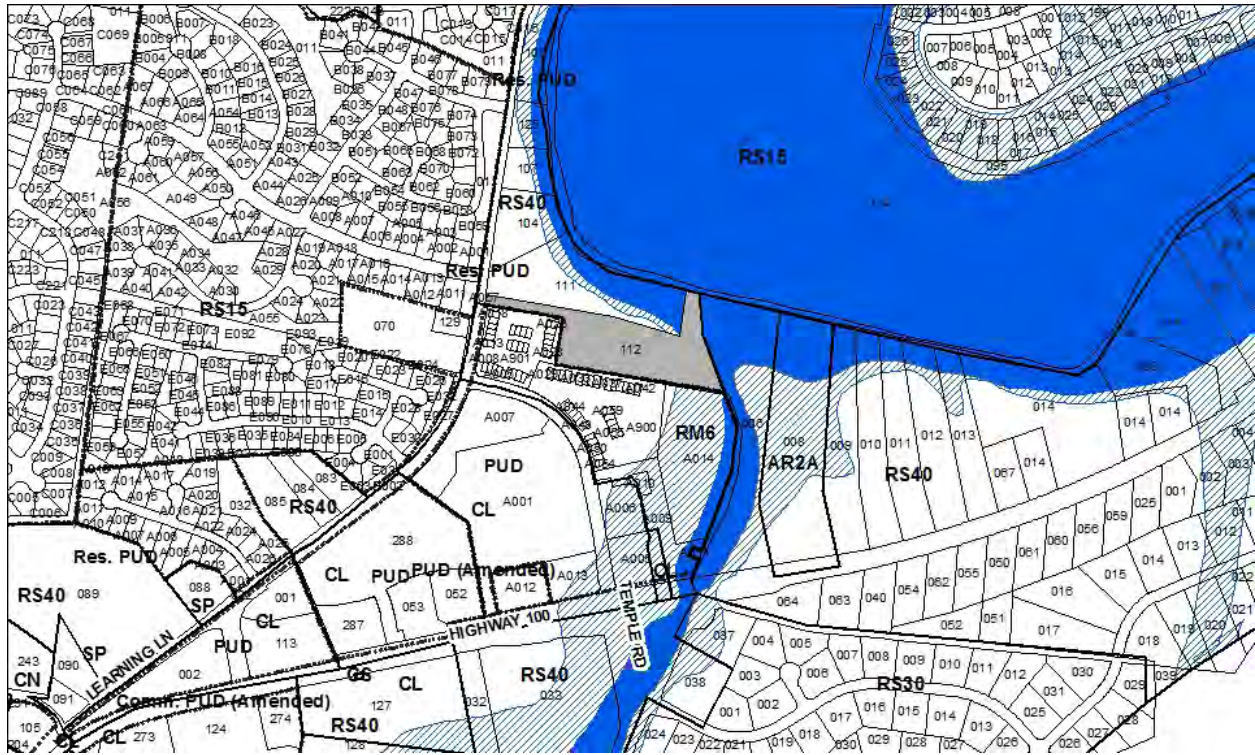
A request to amend the Harpeth Village Planned Unit Development for property located at 7725 Old Harding Pike, approximately 350 feet north of Temple Road, (5.06 acres), to add property into the overlay to permit 25 multifamily units, zoned Single-Family Residential (RS40) and proposed for Multi-Family Residential (RM6).

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 12/10/2015



2015Z-096PR-001

Map 156, Parcel(s) 112

06, Bellevue

35 (Dave Rosenberg)



Project No.	Zone Change 2015Z-096PR-001
Associated Case No.	Planned Unit Development 2005P-008-007
Council District	35 – Rosenberg
School District	9 – Frogge
Requested by	Batson and Associates, applicant; Trendmark Construction, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the January 14, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from RS40 to RM6.

Zone Change

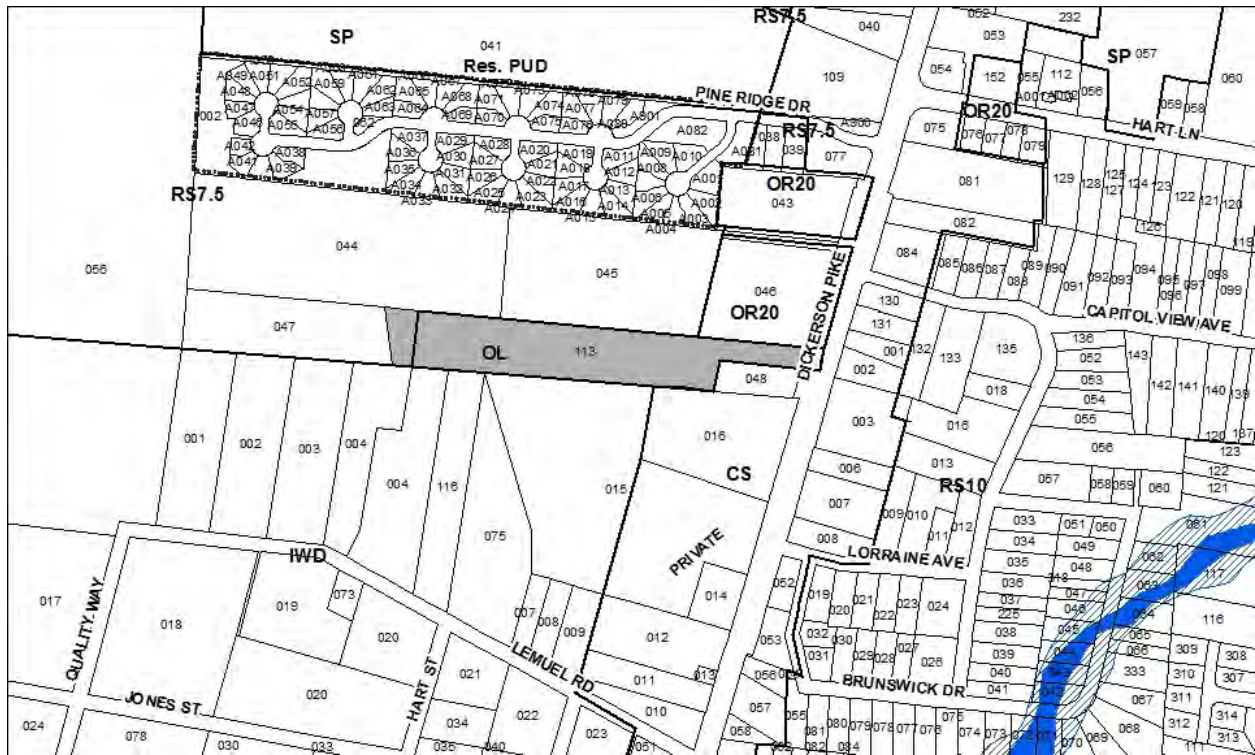
A request to rezone from Single-Family Residential (RS40) to Multi-Family Residential (RM6) zoning and proposed for a Planned Unit Development Overlay (PUD) for property located at 7725 Old Harding Pike, approximately 345 north of Temple Road (5.06 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 12/10/2015



2015Z-097PR-001

Map 060, Parcel(s) 113

05, East Nashville

02 (DeCosta Hastings)



Project No.	Zone Change 2015Z-097PR-001
Council District	02 - Hastings
School District	01 - Gentry
Requested by	French Landing Investors, applicant; 2816 Dickerson, LLC, owner.
Staff Reviewer	Moukaddem
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from OL and RS7.5 to IWD.

Zone Change

A request to rezone from Office Limited (OL) and Single-Family Residential (RS7.5) to Industrial Warehousing/Distribution (IWD) zoning for property located at 2816 Dickerson Pike, approximately 760 feet south of Pine Ridge Drive (5 acres).

Existing Zoning

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

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.

Proposed Zoning

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Consistent with Policy?

No. The proposed IWD zoning is inconsistent with the T4 Urban Mixed Use Corridor policy. The T4 CM policy is intended to encourage a higher intensity of compatible mixed use development to create urban neighborhoods accessible to pedestrians and cyclists as well as vehicles. Rezoning to a zoning district that allows for industrial uses would move this property further away from the goals of the policy.



Metro Planning Commission Meeting of 12/10/2015

ANALYSIS

The proposed IWD zoning is inconsistent with the T4 Urban Mixed Use Corridor policy, which does not allow for industrial uses. The goal of this policy is to transition this area toward more residential uses and toward nonresidential uses that would be compatible with the residential uses along this corridor. IWD zoning would allow for light industrial uses, including light manufacturing, warehousing, and heavy equipment sales and services. A rezoning to IWD would move the zoning of the property further away from the goals of T4 Urban Mixed Use Corridor policy. There are residential developments near this property which could be negatively impacted by the introduction of an industrial use in the area, and the property is also adjacent to properties currently zoned for residential use, but which have not been developed.

FIRE MARSHAL RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- Traffic study may be required at time of development.

PUBLIC WORKS RECOMMENDATION

N/A

STAFF RECOMMENDATION

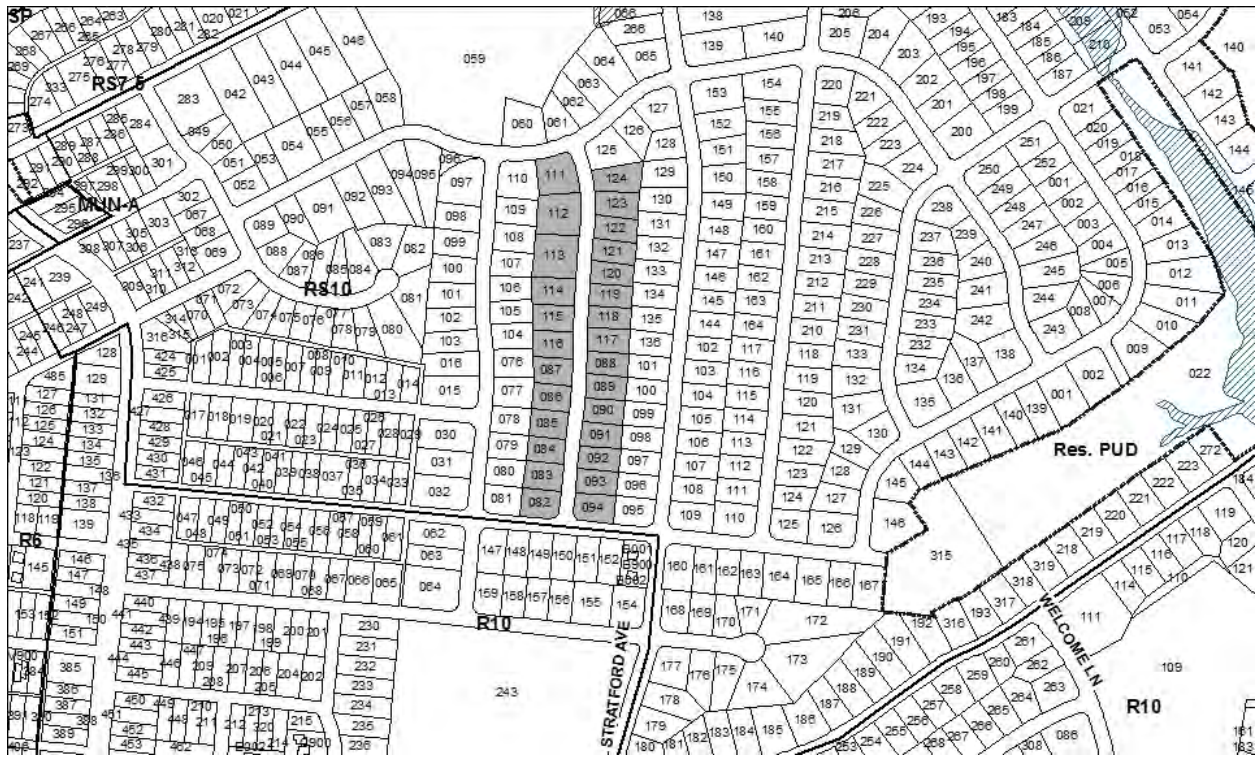
Staff recommends disapproval as the request is inconsistent with the T4 Urban Mixed Use Corridor policy for the area.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



2015Z-099PR-001

Map 072-08, Parcel(s) 111-124

Map 072-12, Parcel(s) 082-094

05, East Nashville

07 (Anthony Davis)



Project No.	Zone Change 2015Z-099PR-001
Council Bill	BL2015-85
Council District	7 - Davis
School District	5 - Kim
Requested by	Councilmember Anthony Davis, applicant; various property owners.
Staff Reviewer	Moukaddem
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 Pinewood Road, west of Stratford Avenue (approximately 8.0 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.

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

EAST NASVILLE 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?

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 as established cannot be modified.



Metro Planning Commission Meeting of 12/10/2015

The Design Standards established through the Contextual Overlay include special 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 access points on the public streets as well as the location of garages and parking to lessen the impact of new construction on existing homes.

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.
 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



Metro Planning Commission Meeting of 12/10/2015

TRAFFIC AND PARKING RECOMMENDATION

Conditions if Approved

- Comply with road comments

PUBLIC WORKS RECOMMENDATION

Approved with Conditions

- Driveways and access points are to comply with Metro Code 13.12, 17.20.160, and 17.20.170

FIRE MARSHAL RECOMMENDATION

N/A

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 12/10/2015



2015NHC-002-001

WAVERLY-BELMONT NEIGHBORHOOD CONSERVATION OVERLAY

Map Various, Parcels Various

10, Green Hills - Midtown

17 (Colby Sledge)



Project No.	2015NHC-002-001
Project Name	Waverly-Belmont Neighborhood Conservation Overlay District
Council Bill No.	BL 2015-84
Council District	17 - Sledge
Requested by	Councilmember Colby Sledge, applicant; various property owners.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply Neighborhood Conservation Zoning Overlay.

Neighborhood Conservation Zoning Overlay

A request to apply the provisions of the Waverly-Belmont Neighborhood Conservation Zoning Overlay District to properties located along 9th Avenue South, 10th Avenue South, 11th Avenue South, Acklen Avenue, Bate Avenue, Benton Avenue, Bradford Avenue, Caruthers Avenue, Douglas Avenue, Elliott Avenue, Gilmore Avenue, Glen Avenue, Halcyon Avenue, Lawrence Avenue, Lealand Lane, Montrose Avenue, Paris Avenue, S. Douglas Avenue, Sherbourne Avenue, Waldkirch Avenue, and Wedgewood Avenue (approximately 152 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.

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.

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.

Proposed Overlay

Neighborhood Conservation Zoning Overlay Districts (NCZO) are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

The Neighborhood Conservation Zoning Overlay District is intended to preserve historic structures within the Waverly-Belmont neighborhood through the implementation of development and design guidelines by the Metro Historic Zoning Commission and staff.



Metro Planning Commission Meeting of 12/10/2015

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Civic (CI)s intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

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.

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

T4 Urban Residential Corridor (T4 RC) is intended to preserve, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

Consistent with Policy?

Yes. All policies encourage the preservation and protection of historic features. The proposed Waverly-Belmont Neighborhood Conservation Zoning Overlay District will aid implementation of the design principles provided for the land use policy.

REQUEST DETAILS

The properties to be included in the proposed Neighborhood Conservation Zoning Overlay are generally located east of 12th Avenue South, south of Wedgewood Avenue, north of Kirkwood Avenue, and west of Franklin Pike. The area consists primarily of single-family residential and two-family residential uses, but also include a few civic and institutional uses.

The following background information from the Metro Historical Commission staff was available in the staff report to the MHZC.



Metro Planning Commission Meeting of 12/10/2015

Metro Historic Zoning Commission staff recommendation

Applicable Ordinance:

Article III. Historic Overlay Districts

17.36.120.A. Historic Districts Defined. Historic Preservation and Neighborhood Conservation Districts. These districts are defined as geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meet one or more of the following criteria:

1. The district is associated with an event that has made a significant contribution to local, state or national history; or
2. It includes structures associated with the lives of persons significant in local, state or national history; or
3. It contains structures or groups of structures that embody the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or that possesses high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. It has yielded or may be likely to yield archaeological information important in history or prehistory; or
5. It is listed or is eligible for listing in the National Register of Historic Places.

Background:

The Waverly-Belmont neighborhood has discussed the possibility of an overlay for several years. Public informational meetings were held on July 22, 6:30 p.m., August 25, August 31, 6:30 p.m. and October 12, 6:30 p.m. at the Sevier Park Community Center and were organized the 12 South Neighborhood Association or the Sunnyside Neighborhood Association. The public hearing for the Planning Commission is scheduled for December 10, 2015, and Metro Council for January 5, 2016.

The boundaries of the overlay include the Waverly Place National Register of Historic Places district and additional properties that are eligible for listing in the National Register. Since notice was sent the following properties were removed at the request of the councilman: 815 Acklen Avenue, 2906 and 2910 10th Avenue South.

The land in this neighborhood was a part of larger nearby estates prior to being subdivided, beginning in the 1890s. The southern portion of the neighborhood can be tied to the Sunnyside Mansion. Other portions of the neighborhood may have been a part of Adelia Acklen's expansive Belmont Mansion holdings to the northwest or the Waverly Estate to the northeast. Regardless, by the 1910s, the area was considered a part of the larger 'Waverly Place' neighborhood.

During the 1920s and 30s, new home construction continued throughout the entire neighborhood at a fairly regular pace. Although most houses built in this era were single family homes, the neighborhood has always included a mix of some multi-family properties. Common architectural styles include Queen Anne, Tudor Revival and Craftsman, with a few examples of four squares. All



Metro Planning Commission Meeting of 12/10/2015

of these house styles were popular throughout Nashville in the first half of the 20th century as the first ring suburbs were being constructed along street car lines.

After World War II, with the streetcar gone and the increasing popularity of the personal automobile, Nashville experienced a rapid expansion of second ring suburbs. As was happening nationwide, the rise of the suburbs led to a lack of investment in previously booming urban neighborhoods and commercial areas in Nashville. In Waverly-Belmont, there was a brief surge of postwar construction in the early 1950s – about seven one-story rectangular side-gabled houses are concentrated on Caruthers and Gilmore Avenues. While these homes lack the architectural detailing found in the neighborhood’s earlier houses, they do fit into the historic street rhythm in terms of size, massing, setback, materials, lot coverage and siting – and they are a part of the story of the evolution of the neighborhood.

Today, the 12-South commercial corridor is bustling with hip boutiques and trendy restaurants. Patio seating lines a street that used to be known for crime. The reversal of fortunes is perhaps best illustrated by the gourmet ice cream shop occupying the address where the triple murder occurred in the 1980s. High-density mixed-use developments are being constructed along 12th Avenue to accommodate the demand for both residential and commercial space. Just behind this commercial strip though is a thriving historic neighborhood. The homes are largely owner-occupied and well cared for, young families live next door to retirees and newcomers mingle with long-time residents, many of whom have been in the neighborhood for forty years or more. Plans are underway to reopen the Waverly-Belmont School as a neighborhood elementary school in time for the 2015-2016 academic year.

Starting around 2005, new residential construction began again in the neighborhood. While some existing vacant lots offered building sites, many of the new houses constructed in the past decade have required the demolition of a historic home. Concerned by the loss of historic resources, residents began advocating for a Neighborhood Conservation Zoning Overlay in 2013. They hope to protect the strong sense of place conveyed by the historic architecture of their established traditional neighborhood, while still allowing the district to evolve with new construction that is appropriate to its context.

Analysis and Findings:

A portion of the overlay is listed in the Waverly Place National Register of Historic Places District. According to the nomination written in 1985, Waverly Place was nominated under Criteria A and C as a locally significant late nineteenth century suburban development. The subdivision was designed by James A. Jowett, a native of England, who served as district engineer from 1886 to 1898 and also designed the city reservoir. Although the entire area of the proposed overlay does not follow the design of Waverly Place, with its broad and gently curving streets, a type of “romantic suburb” design pioneered by Frederick Law Olmstead, the remaining area south of this development includes much of the same housing stock constructed in the same era as the homes included in Waverly Place. The nomination notes that the district has “good examples of the variety of American suburban houses, late Victorian styles, foursquares, and bungalows.” Architecturally, the same type of development continues south of the National Register district. While Waverly Place is important under both Criteria A and C, the remaining portion of the proposed overlay is eligible under criterion C for its architectural significance.



Metro Planning Commission Meeting of 12/10/2015

The properties meet criterion 5 as a portion of the proposed overlay is listed in the National Register of Historic Places and the other portion is eligible for listing in the National Register.

Staff suggests that the Commission recommend approval of the overlay for these eligible properties to the Council and adopt the design guidelines proposed for the new district.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

On November 18, 2015, the Metro Historic Zoning Commission recommended approval and adoption of the design guidelines for the Waverly-Belmont Neighborhood Conservation Zoning Overlay.

STAFF RECOMMENDATION

Staff recommends approval of the establishment of the Waverly-Belmont Neighborhood Conservation Zoning Overlay District.



SEE NEXT PAGE

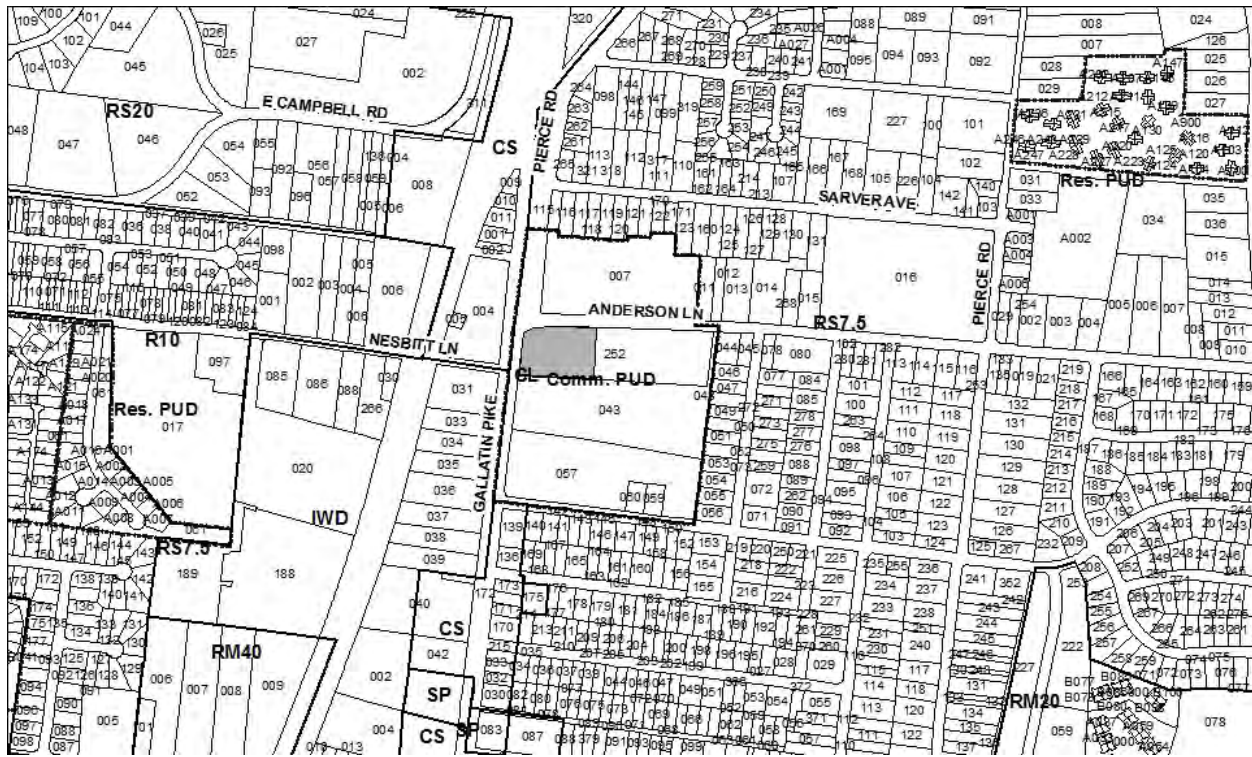


PLANNING COMMISSION ACTIONS

- **Subdivision (Regulations Amendments)**
- **Planned Unit Developments**
- **Subdivision (Concept)**
- **Subdivision (Final)**



Metro Planning Commission Meeting of 12/10/2015



142-66P-002

CEDARWOOD DEVELOPMENT

Map 043-05, Part of Parcel(s) 252

04, Madison

09 (Bill Pridemore)



Project No.	Planned Unit Development 142-66P-002
Project Name	Cedarwood Development (Revision)
Council District	9 - Pridemore
School District	3 - Speering
Requested by	Gresham, Smith, and Partners, applicant; Sheila L. Yarbrough, Trustee, owner.
Staff Reviewer	Burnette
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revision to the preliminary plan for a portion of the Commercial Planned Unit Development overlay to permit a 5,100 square foot building for automobile convenience and restaurant uses.

Revise Preliminary PUD

A request to revise the preliminary plan for the Commercial Planned Unit Development Overlay on part of property located at 800 Gallatin Pike, at the corner of Anderson Lane and Gallatin Pike (1.87 acres), zoned Commercial Limited (CL), to permit a 5,100 square foot building for automobile convenience and restaurant uses.

Existing Zoning

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

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title.

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

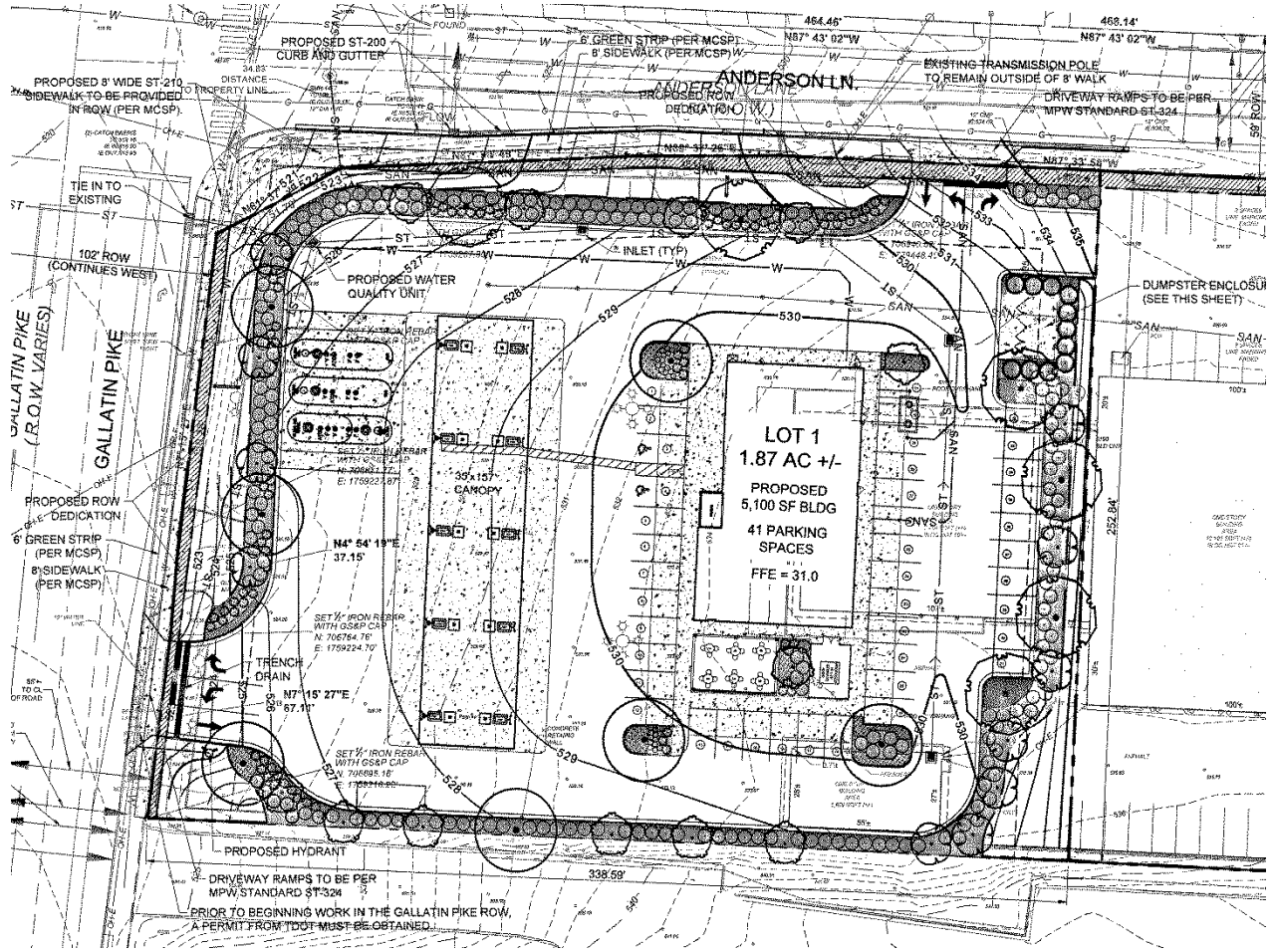
The site is located at the southeast corner of Gallatin Pike and Anderson Lane. In 1979, the PUD was approved for a 27,700 square foot automobile dealership. Today, the footprint of the existing buildings is 33,646 square feet. The revision proposes to remove an existing 9,063 square foot building and replace with a 5,100 square foot building.

Site Plan

The plan calls for one 5,100 square foot building for automobile convenience and restaurant uses, as well as an associated canopy to cover proposed fuel islands. The site has existing access to Gallatin Pike and Anderson Lane, although the locations of the curb cuts are proposed to shift slightly. Additional right-of-way is proposed to be dedicated along both Gallatin Pike and Anderson Lane to accommodate the requirements of the Major and Collector Street Plan, including 6 foot planting strips and 8 foot sidewalks along each street. The proposal includes 41 parking spaces.



Metro Planning Commission Meeting of 12/10/2015



Proposed Revision



Metro Planning Commission Meeting of 12/10/2015

ANALYSIS

The request reduces the existing square footage by 3,963 square feet. The proposed 5,100 square foot building is consistent with the approved PUD; therefore, staff finds that the proposed change is a minor modification (revision).

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, which is provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
 - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities,



Metro Planning Commission Meeting of 12/10/2015

unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

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

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire code issues for the structure will be addressed at permit application review.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

- Locate access drive between Lot 1 and Lot 2 a minimum of 40 feet from back of sidewalk along Anderson Lane to allow appropriate driveway throat and queue distance for exiting traffic.
- Align drive between Lot 1 and Lot 2 with Lot 1 drive aisle. Modify parking spaces on Lot 2 as necessary to align drive aisles. Align Anderson Lane driveway with opposing auto dealer service drive to minimize left turn conflicts.
- Submit pavement and striping plan for any modification to bike and transition lanes on Gallatin Pike per AASHTO and MUTCD standards with final site plan.
- Align driveway on Gallatin Pike with Nesbitt Lane and a minimum distance of 30 feet from adjacent driveway.
- Developer shall install ped crossing with associated infrastructure for the south leg of Gallatin Pike and Anderson Lane per MUTCD standards. A signal plan shall be submitted with final site plan.
- Additional traffic analysis/updated TIS is required prior to final site plan to determine any additional road modifications.
- Upon redevelopment of Lot 2, Lot 2 Drives along Anderson Lane may require modification.



Metro Planning Commission Meeting of 12/10/2015

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approve with conditions

Approved as a PUD Revision only. The following items need to be addressed before the upcoming Final Site Plan will be approved:

- Awaiting payment of the required capacity fees.
- Public construction plans for the proposed hydrant must be submitted and approved before Final Site Plan Approval.
- Private sewer service lines must run directly from the served lot to the public sewer main, without crossing through another property (such is the case for lot 2).
- Private sewer service lines may not be shared among multiple lots.
- Since this development will be parcelled off into its own lot, public sewer construction plans must be submitted and approved, under the same timeframe as the public water plans.

MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION

Approved

- The District has water available to the above referenced location. Any improvements and/or actual water use would be subject to project review and subject to requirements related to specific demand or use projected by the Fire Marshall and the District's personnel and Engineers.

STAFF RECOMMENDATION

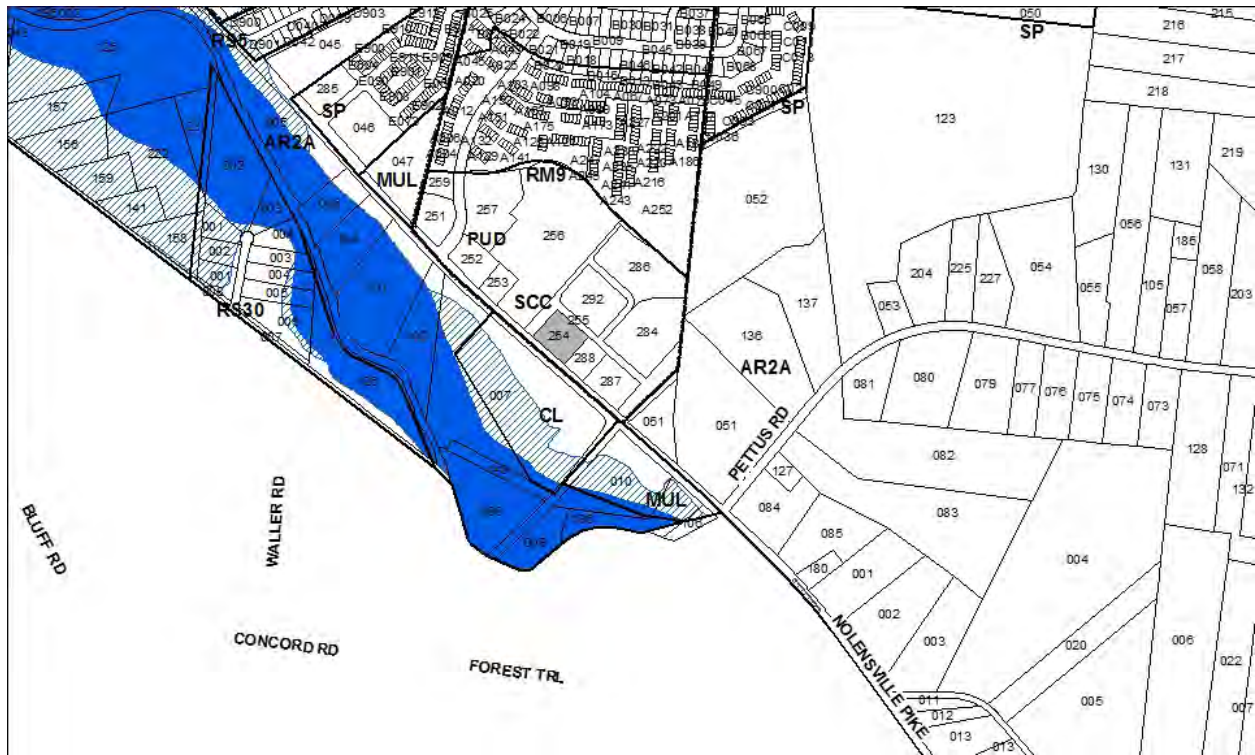
Staff recommends approval with conditions.

CONDITIONS

1. 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.
2. 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.
3. 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.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
5. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



Metro Planning Commission Meeting of 12/10/2015



2004P-013-007
MILL CREEK COMMONS
Map 181, Parcel(s) 254
12, Southeast
31 (Fabian Bedne)



Project No.	2004P-013-007
Project Name	Mill Creek Commons
Council District	31- Bedne
School District	09- Brannon
Requested by	Littlejohn Engineering, applicant; Regions Bank, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise preliminary plan for a 3,820 square foot financial institution and for final site plan approval for 2,657 square foot financial institution.

Revise PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Mill Creek Town Centre Commercial Planned Unit Development Overlay District on property located at 6700 Nolensville Pike, approximately 450 feet north of Concord Road, zoned Shopping Center Community (SCC) (1.2 acres), to permit the development of a 2,657 square foot financial institution within Phase 1.

Existing Zoning

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

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

CRITICAL PLANNING GOALS

N/A

REQUEST DETAILS

This property is located at 6700 Nolensville Pike and is approximately 1.2 acres in size. This request is for a revision to the preliminary plan for a 3,820 square foot financial institution and for final site plan approval for 2,657 square feet.

ANALYSIS

This PUD was originally approved by Metro Council in 2004 to permit 45 single-family lots, 248 townhomes, and 236,851 square feet of retail, restaurant, financial institution and gas station uses. It subsequently has been revised a number of times. The most recent revision to the property under



Metro Planning Commission Meeting of 12/10/2015

consideration was approved by the Planning Commission in 2007. That request was to permit a 3,820 square foot bank replacing 5,200 square feet of retail/ restaurant uses that had previously been approved.

This application is to allow for preliminary approval for a 3,820 square feet financial institution and for final site plan approval for 2,657 square feet of financial institution use. This proposed revision would reduce the amount of parking, while still meeting parking criteria requirements and would reduce the number of bank teller lanes creating a less auto oriented development. This application would also provide greater pedestrian connectivity with connections to the sidewalk located along Nolensville Pike and with the interior sidewalk network of the overall PUD.

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.
- 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

Approved with Conditions

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



Metro Planning Commission Meeting of 12/10/2015

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No Exception Taken

TRAFFIC & PARKING RECOMMENDATION

No Exception Taken

WATER SERVICES RECOMMENDATION

Approve with Conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

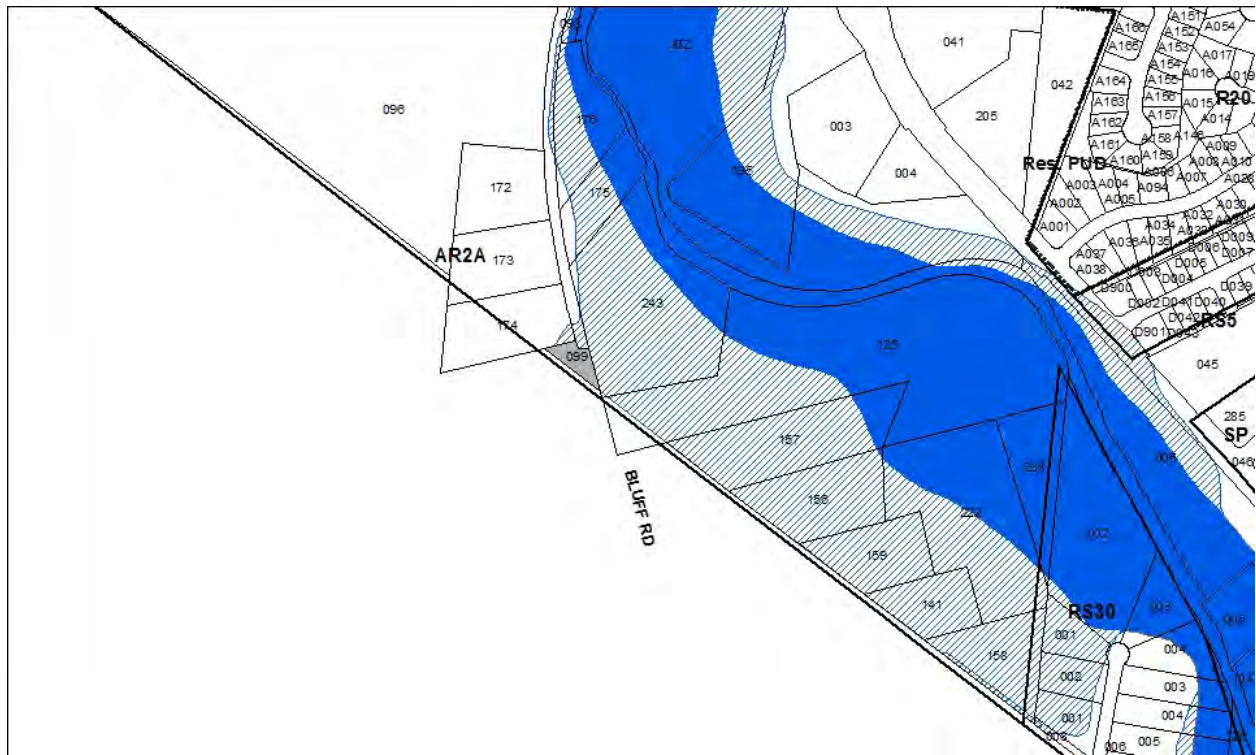
1. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
3. This approval does not include any signs with the exception that digital signs are not permitted. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
6. 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.
7. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.



SEE NEXT PAGE



Metro Planning Commission Meeting of 12/10/2015



2015S-177-001
STONECREST
Map 181, Parcel(s) 099, 174
12, Southeast
04 (Robert Swope)



Project No. 2015S-177-001
Project Name Stonecrest
Council District 4 - Swope
School District 2 - Brannon
Requested by Ragan- Smith Associates, applicant; Billy Mainord et ux, owners.

Staff Reviewer Deus
Staff Recommendation *Defer to the January 14, 2016, Planning Commission meeting, unless a recommendation of approval is received from Stormwater. If a recommendation of approval is received from Stormwater, staff recommends approval.*

APPLICANT REQUEST

Create open space and dedicate right-of-way.

Concept Plan

A request for concept plan approval to create open space and dedicate right-of-way on property located at Bluff Road (unnumbered), abutting Williamson County, zoned Agricultural/Residential (AR2a) (0.97 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.

CRITICAL PLANNING GOALS

N/A

SOUTHEAST COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing 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. These are challenges that were not faced when the original suburban neighborhoods were built.

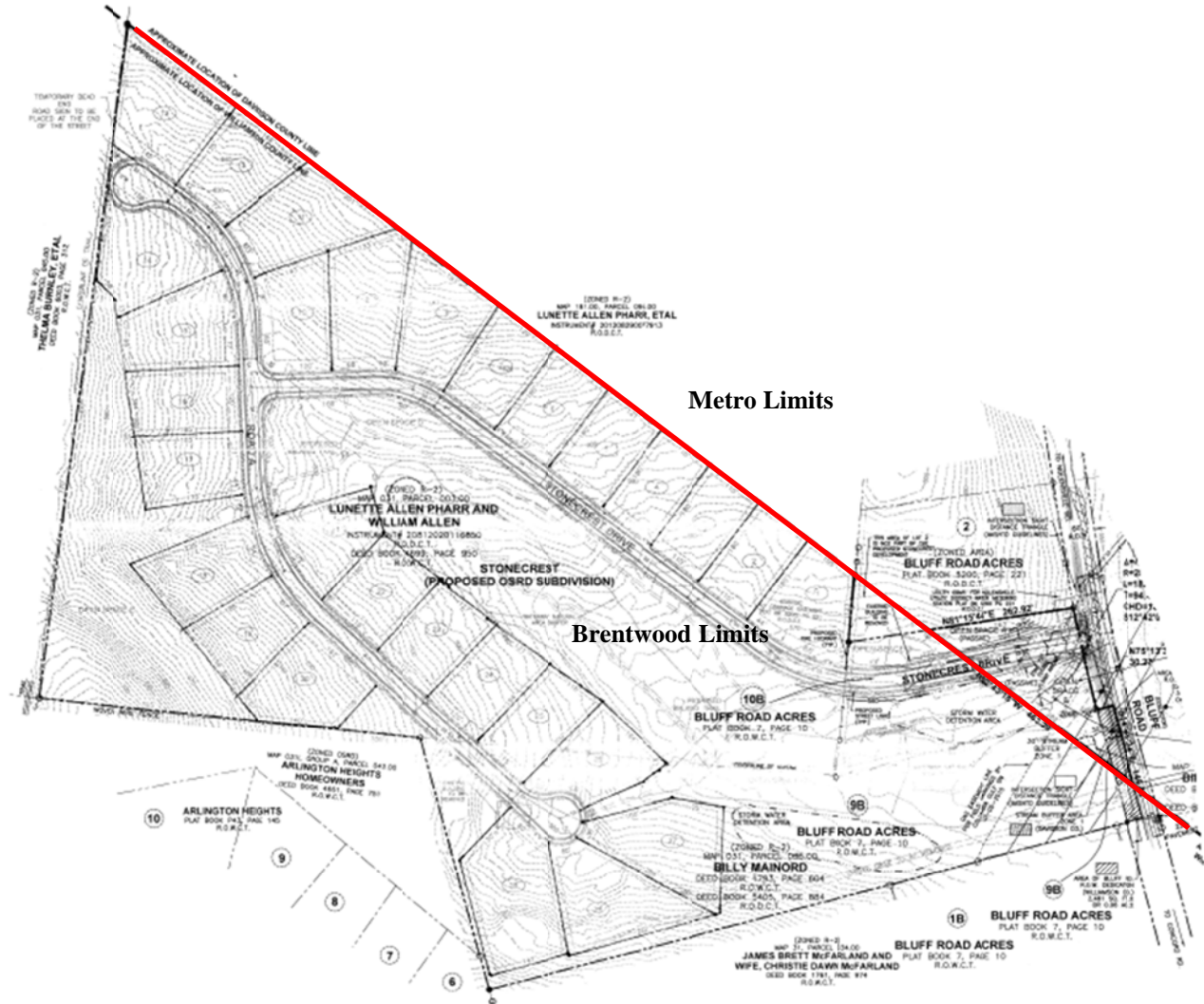
PLAN DETAILS

This request is for a concept plan approval to create open space and dedicate right-of-way on property located at Bluff Road (unnumbered). The property is 0.97 acres and is currently vacant. This Concept Plan would create 0.65 acres of (passive) open space and 0.32 acres of right- of way.

The Stonecrest Drive right-of-way will create the sole access point for the proposed Stonecrest subdivision located within the Brentwood municipal boundaries. There is right-of-way that is proposed to be dedicated along Bluff Road. The passive open space will serve as a larger open



Metro Planning Commission Meeting of 12/10/2015



Proposed Subdivision



Metro Planning Commission Meeting of 12/10/2015

space network that includes additional open space to be located within the boundaries of the proposed subdivision within the City of Brentwood. Sidewalks are proposed along both sides of Stonecrest Drive for the portion of the proposed subdivision located within Davidson County.

ANALYSIS

This concept plan request would create open space and dedicate right-of-way to serve lots located within the jurisdiction of Brentwood. The remainder of the Stonecrest subdivision is located within the Brentwood municipal limits and is currently in the rezoning process; staff has been in contact with Brentwood's planning department.

The rezoning for the proposed subdivision has passed first reading at the Brentwood City Commission. This request is scheduled to go to the Brentwood Planning Commission in January for a recommendation to determine whether or not the proposed request meets code. After the Brentwood Planning Commission has made their recommendation it will go to two more hearings at their City Commission for consideration of approval. The applicant could conceivably begin the subdivision process in Brentwood as early as February once approved. These lots would be serviced by the City of Brentwood.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Returned

- Use correct FEMA map number.
- Provide documentation from neighboring jurisdiction that this project will meet their water quality and water quantity standards.

PUBLIC WORKS RECOMMENDATION

Conditions if Approved

- 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

No Exception Taken

WATER SERVICES RECOMMENDATION

Approved with Conditions

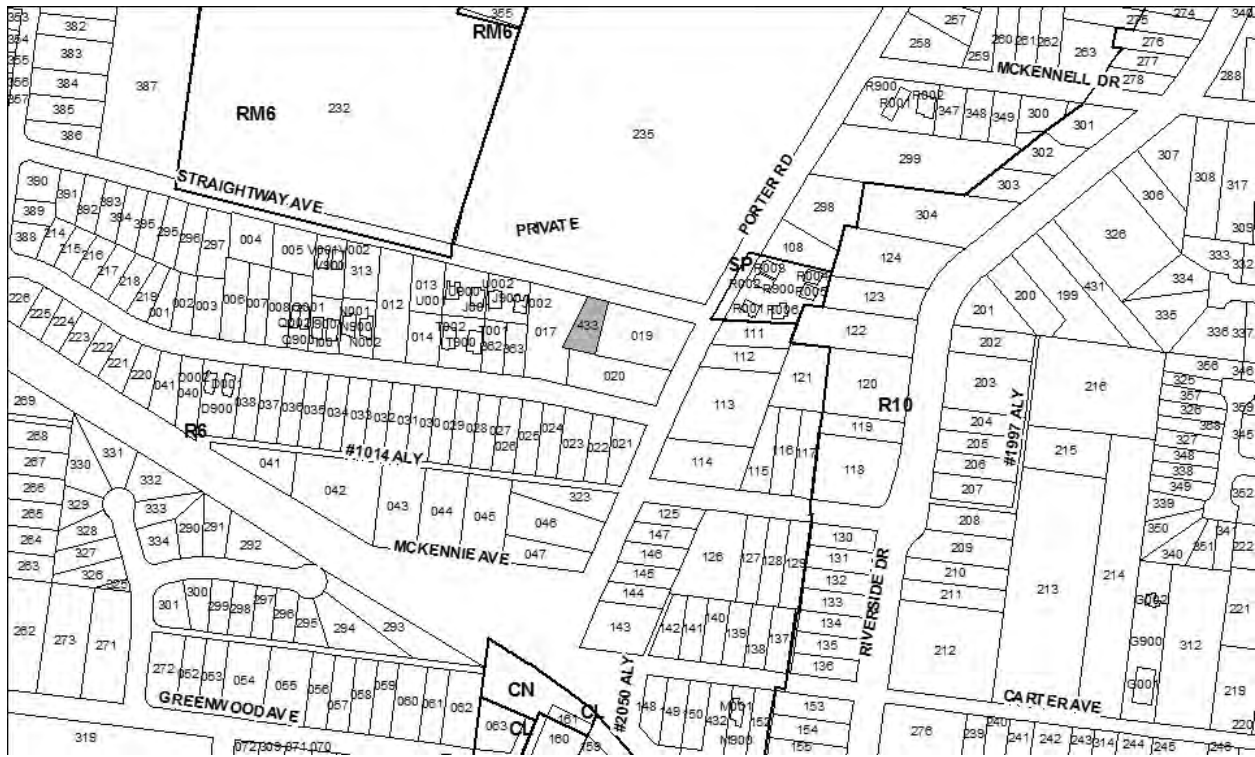
- Approved as a Concept Plan only. Public sewer construction plans must be submitted and approved prior to Final Site Plan approval. These approved construction plans must match the Final Site Plan. The required capacity fees must be paid prior to Final Plat approval.

STAFF RECOMMENDATION

Staff recommends deferral to the January 14, 2016, Planning Commission meeting, unless a recommendation of approval is received from Stormwater. If a recommendation of approval is received from Stormwater, staff recommends approval.



Metro Planning Commission Meeting of 12/10/2015



2015S-165-001
2044 STRAIGHTWAY
Map 083-03, Parcel(s) 433
05, East Nashville
06 (Brett Withers)



Project No.	2015S-165-001
Project Name	2044 Straightway
Council District	6 – Withers
School District	5 – Kim
Requested by	Dale and Associates, Inc., applicant; D222, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Create 1 lot.

Subdivision

A request for final plat approval to create one lot on property located at Straightway Avenue (unnumbered), approximately 210 feet west of Porter Road, zoned One and Two-Family Residential (R6) (0.154 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral as requested by the applicant.



Metro Planning Commission Meeting of 12/10/2015



2015S-170-001

EDGEFIELD LAND CO., RESUB LOTS 274 & 275

Map 094-01, Parcel(s) 433-434

05, East Nashville

06 (Brett Withers)



Project No.	2015S-170-001
Project Name	Edgefield Land Co. Resub Lots 274 & 275
Council District	6 – Withers
School District	5 – Kim
Requested by	Sharondale Surveying, Inc., applicant; Elevate Land Investments, LLC and James and Angela Yates, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Create 3 lots.

Final Plat

A request for final plat approval to create three lots on properties located at 1601 and 1603 Eastside Avenue, at the northeast corner of Eastside Avenue and South 16th Street, zoned Single-Family Residential Districts (RS5) (0.44 acres).

Existing Zoning

Single-Family Residential Districts (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 3 units.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The request is for final plat approval to create three lots on properties located at 1601 and 1603 Eastside Avenue. 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. Proposed Lot 1 and Lot 2 do not have surrounding parcels to be compared to; therefore they not meet the criteria identified in the Subdivision Regulations. Lot 3 does not meet the compatibility requirement for frontage or area, based on the surrounding parcels.

The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations, which allows the Planning Commission to 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: 6,772 Sq. Ft., (0.155 Acres), and 82.65 Ft. of frontage;
- Lot 2: 6,723 Sq. Ft., (0.154 Acres), and 82.92 Ft. of frontage.
- Lot 3: 6,016 Sq. Ft., (0.138Acres), and 82.92 Ft. of frontage.



Metro Planning Commission Meeting of 12/10/2015

An existing home is located on both 1601 and 1603 Eastside Avenue. If the plat is approved, both homes will be removed prior to the recordation of the plat. Sidewalks do not exist along Eastside Avenue. Just north of 1601 Eastside Avenue, along South 16th Street, there is a sidewalk connection. Subdivision Regulations require the extension of an existing sidewalk network for infill subdivisions. If the plat is approved, the applicant will have to extend a five foot sidewalk and four foot grass strip along South 16th Street and Eastside Avenue to the easternmost edge of Lot 3. Access for Lot 1 and Lot 3 shall be limited to only the alley at the rear of the site.

ANALYSIS

Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Urban 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 RS5 zoning district.

Street Frontage

All three 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, Lot 1 and Lot 2 do not have surrounding parcels to compare lot frontage. Lot 3 must be equal to or greater than 50 feet, which is the smallest lot frontage of the surrounding lots. Lot 3 has a 40 foot of frontage and, therefore, does not meet the community character for lot frontage.

Lot Frontage Analysis	
Minimum Proposed	40'
70% of Average	35'
Smallest Surrounding Parcel	50'

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, Lot 1 and Lot 2 do not have surrounding parcels to compare lot area. Lot 3 must be equal to or greater than 50 feet, which is the smallest lot frontage of the surrounding lots. Lot 3 has a 40 foot of frontage and, therefore, does not meet the community character for lot frontage.

Lot Size Analysis	
Minimum Proposed	6,016 SF
70% of Average	5,281 SF
Smallest Surrounding Parcel	7,391.33 SF



Metro Planning Commission Meeting of 12/10/2015

3. Street Setback: No parking shall be permitted within the street setback along South 16th Street and Eastside Avenue.
4. Lot Orientation: Lot 1 and Lot 2 will be orientated to South 16th Street. Lot 3 shall orient to Eastside Avenue, which is inconsistent with the existing development pattern.

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 development of the community. Staff finds that the proposed plat does not provide for harmonious development within the community. Lot 1 and Lot 2 propose frontage along South 16th Street which is inconsistent with the development pattern of the area. Lot 3 is considerably smaller when compared to surrounding lots to the east of the property, along Eastside Avenue.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

Approved with conditions

1. Sidewalks - Final construction plans must be submitted prior to recording and bonding the plat. Plans should also address the related drainage improvements, utility relocation(s), and tree removal where required. Final design may vary based on field conditions.

STORMWATER RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff finds that the proposed plat is not harmonious with the surrounding neighborhood based upon the Subdivision Regulation requirements and is recommending disapproval of this request. The intent of the Subdivision Regulations for proposed subdivisions within Neighborhood Maintenance Polices is to consider the established development pattern when considering infill subdivisions.

CONDITIONS (if approved)

1. Lots 1, 2 and 3 shall have a minimum street setback of 30 feet.
2. Access for Lots 1, 2 and 3 shall be limited to the alley. Lot 1 shall provide joint access from the alley for lot 2.
3. Add "See Note 20-29" to Lots 1, 2 and 3.
4. Add Note No. 30 "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

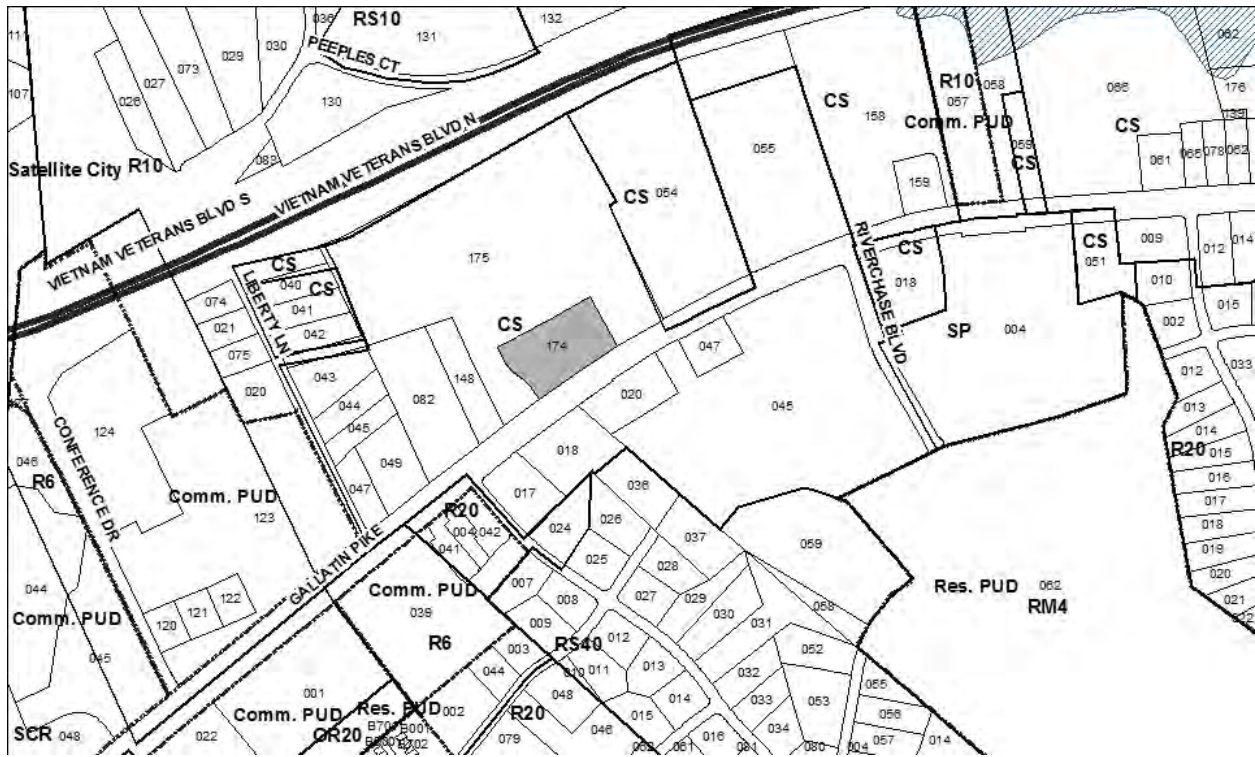


Metro Planning Commission Meeting of 12/10/2015

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.”



Metro Planning Commission Meeting of 12/10/2015



2015S-172-001

WAL-MART LIBERTY LANE SUBDIVISION

Map 026, Parcel(s) 174

04, Madison

10 (Doug Pardue)



Project No.	2015S-172-001
Project Name	Wal-Mart Liberty Lane Subdivision
Council District	10 - Pardue
School District	03 - Speering
Requested by	Blue Ridge Surveying, Inc., applicant; Walmart Real Estate Business Trust, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Create three lots.

Final Plat

A request for final plat approval to create three lots on property located at Gallatin Pike (unnumbered), approximately 480 feet east of Northside Drive, zoned Commercial Services (CS) (3.01 acres).

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

This request is for a final plat approval to create three lots on property located at Gallatin Pike (unnumbered), where currently one lot exists. There are no existing structures on this lot. Vehicular access is limited to the existing platted access easements and there is an additional access easement being proposed towards the rear of the proposed lots. There are no new curb cuts being proposed along Gallatin Pike. Sidewalks are presently located along Gallatin Pike and there is an interior sidewalk network that leads to existing structures behind this proposed subdivision.

The existing lot is 130,945 square feet (3.01 acres) and as mentioned, is being proposed to be subdivided into three lots with the following square footage:

- Lot 1: 62,546 SF (1.44 acres)
- Lot 2: 30,080 SF (0.69 acres)
- Lot 3: 38,319 SF (0.88 acres)

ANALYSIS

Section 3-4.4 of the Subdivision Regulations limits the amount of curb cuts allowed on properties being divided along arterial streets. There are currently two existing driveways to the east and west of this lot that were platted as access easements on a previous subdivision. There are no new



Metro Planning Commission Meeting of 12/10/2015

vehicular access points being proposed along Gallatin Pike on this plat. Vehicular access is limited to the existing platted access easements and there is an additional access easement being proposed along the northern property line to allow for cross-access.

There are no minimum lot size requirements for the Commercial Services (CS) zoning district.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No Exception Taken

TRAFFIC & PARKING RECOMMENDATION

No Exception Taken

MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with Conditions

- As all our previous comments have been addressed on the latest re-plat (stamped received November 17, 2015), including payment of capacity fees, we recommend approval, on the following conditions:
 - 1) Approval applies to public sewer utility issues only. Madison Suburban Utility District is the water provider for this development.

STAFF RECOMMENDATION

Staff recommends approval.