

Metropolitan Planning Commission



Staff Reports

February 11, 2016



Metro Planning Commission Meeting of 2/11/2016

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

- **Subdivision Regulations Amendment**
- **Community Plans**
- **Specific Plans**
- **Zone Changes**
- **Subdivision (Final)**



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 This request was deferred from the November 12, 2015, the December 10, 2015, and the January 28, 2016, Planning Commission meetings.

Staff Reviewer Logan
Staff Recommendation *Defer to the April 28, 2016, Planning Commission meeting.*

APPLICANT REQUEST

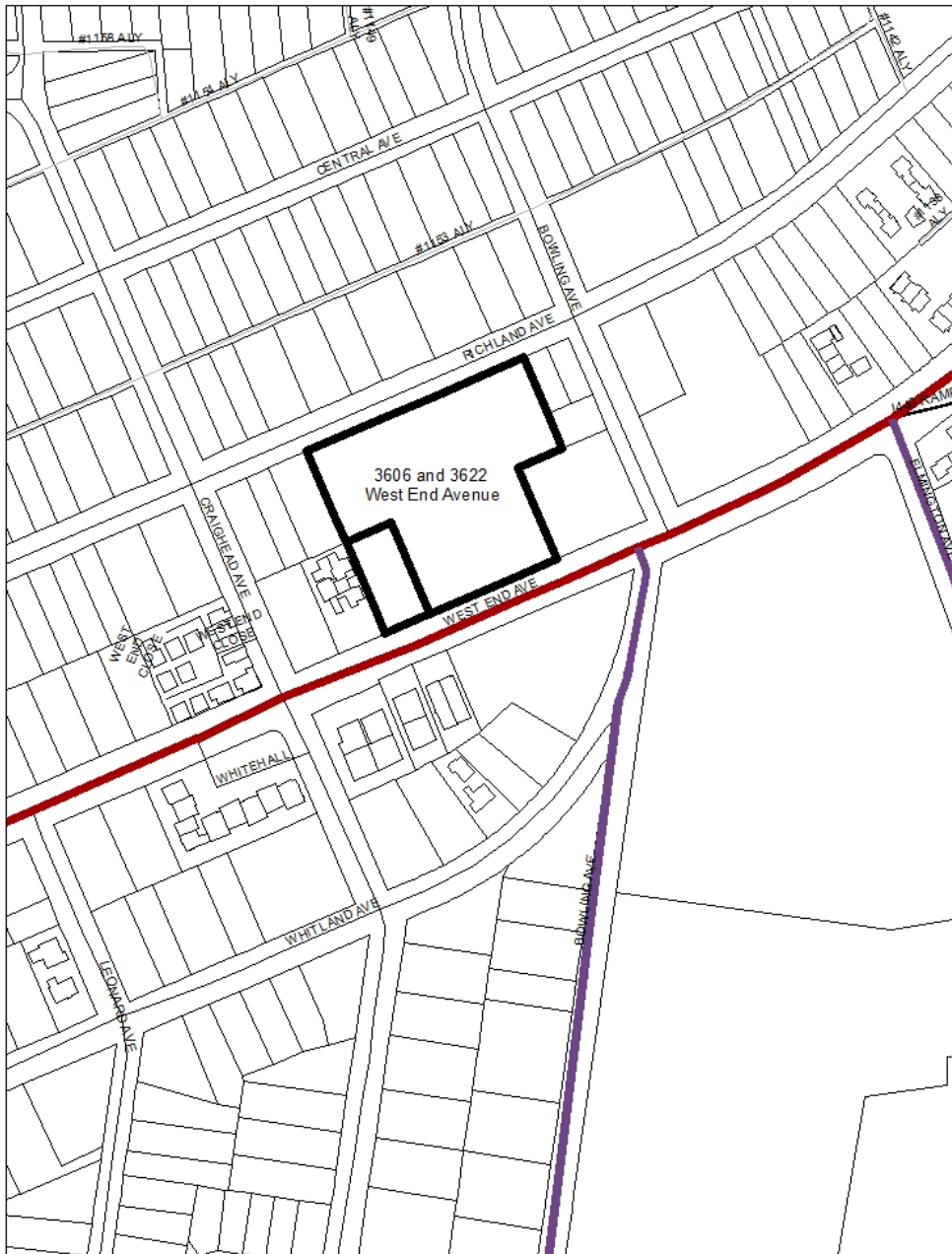
A request to amend the Subdivision Regulations of Nashville-Davidson County, adopted on March 9, 2006, and last amended on January 4, 2014.

STAFF RECOMMENDATION

Staff recommends deferral to the April 28, 2016, Planning Commission meeting.



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2016CP-010-001

MAJOR AND COLLECTOR STREET PLAN AMENDMENT- WEST END AVENUE

Map 104-09, Parcel(s) 140, 143

10, Green Hills - Midtown

24 (Kathleen Murphy)



Project No.	Minor Plan Amendment 2016CP-010-001
Project Name	Major and Collector Street Plan Amendment – West End Avenue
Associated Case	2015S-174-001
Council District	24 – Murphy
School Districts	9 – Frogge
Requested by	Ragan-Smith & Associates, applicant and Mike Ford Custom Builders, owner.
Staff Reviewer	Briggs
Staff Recommendation	<i>Approve minor plan amendment for the subject properties only.</i>

APPLICANT REQUEST

Amend the associated right-of-way width from 102 feet to 90 feet.

Minor Plan Amendment

A request to amend the Major and Collector Street Plan (MCSP) by reducing the proposed future right-of-way width from 102 feet to 90 feet at 3606 and 3622 West End Avenue which reflects existing street conditions plus an additional 3-foot dedication.

MAJOR AND COLLECTOR STREET PLAN – AMENDMENT

Current Street Designation and Associated Right-of-Way Width

This section of West End Avenue is designated as T4-R-AB5-IM with a proposed future right-of-way of 102 feet, supporting an Arterial-Boulevard with five vehicular travel lanes (AB5) within an urban context (T4) of Davidson County tied to a Residential (R) Community Character Policy outlined in the Green Hills-Midtown Community Plan.

- The street is identified as an Immediate Need Multimodal Corridor (IM) related to the potential for High Capacity Transit Service identified in NashvilleNext’s Growth and Preservation Concept Map. Walking and bicycling infrastructure connections are critical along these corridors.
- A Planned Bike Lane is also identified in the Strategic Plan for Sidewalks and Bikeways.

This designation supports establishing an urban residential neighborhood character along this portion of West End Avenue between I-440 and Cherokee Road. Redevelopment will complete missing transportation infrastructure components to support the street’s urban residential character and improve walkability. An 8-foot grass strip and 6-foot sidewalk are recommended in the Major and Collector Street plan for future, well-designed walking conditions.

Applicant’s Proposed Street Designation and Associated Right-of-Way Width

T4-R-AB5-IM with 90 feet of right-of-way is intended to support the same urban residential character and multimodal elements outlined with 102 feet of right-of-way except that it would occur within 90 feet of right-of-way. The original request by the applicant was to reduce the future right-of-way width by 15 feet (87 feet total) and keep the existing 3-foot grass strip and 5-foot sidewalk. To address concerns raised by staff during the review process, the applicant revised their original



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request to propose a 5-foot grass strip and 6-foot sidewalk which added 3 feet and brought the total proposed right-of-way to 90 feet.

BACKGROUND

The plan amendment was requested in conjunction with a Subdivision Plat application (2015S-174-001) to create 27 lots and dedicate easements for properties at 3606 and 3622 West End Avenue. The applicant was granted a Special Exception by the Board of Zoning Appeals to reduce the building setback to 28 feet from the existing property line by the Board of Zoning Appeals on September 17, 2015 (Case 2015-079).

The NashvilleNext General Plan was adopted on June 22, 2015, after an extensive three-year public participation process. As part of that process, the MCSP was updated to reflect the latest land use character, context, and multimodal transportation elements along many of Nashville's major streets.

COMMUNITY PARTICIPATION

Public hearing notices were mailed to property owners within 600 feet of the property boundary on January 29, 2016. A copy of the notice was placed on the Planning Department website. The Planning Department also emailed notification of the amendment on January 30, 2016 to a distribution list of transportation contacts who have requested to be informed about MCSP changes. No community meeting was required since this is a Minor Amendment.

ANALYSIS

As Nashville grows, its major corridors, such as West End Avenue, are suitable locations for employment and housing opportunities connected to well-designed walking and bicycling infrastructure. As redevelopment occurs, streetside accommodations (grass strip and sidewalks) should improve to promote walkability. An 8-foot grass strip and 6-foot sidewalk are recommended as part of the envisioned 102 feet of right-of-way needs along this portion of West End Avenue.

Today, the north side of West End Avenue near Bowling Avenue has five (5) vehicular lanes, a 3-foot grass strip, and a 5-foot sidewalk within 87 feet of right-of-way. The applicant's Subdivision Plat application (2015S-174-001) complies with the placement of structures as granted by the Board of Zoning Appeals' Special Exception and also shows a 5-foot grass strip and 6-foot sidewalk with 3 feet of right-of-way dedication. The applicant increased the proposed grass strip from their original proposal but has indicated that they cannot meet the full 8-foot grass strip standard in the MCSP because of the site's topography, stormwater issues, and adjacent historic structures to the west that are unlikely to redevelop and change the streetside conditions.

Chapter 2 of the MCSP provides guidance on flexibility of design guidelines with a Context Sensitive Solutions Approach because of specific site conditions. Staff finds that amending the MCSP only for the subject properties with an accompanying site plan identifying a 5-foot grass strip and 6-foot sidewalk with an additional dedication of 3 feet on the final plat meets the intent of the MCSP at this site.

STAFF RECOMMENDATION

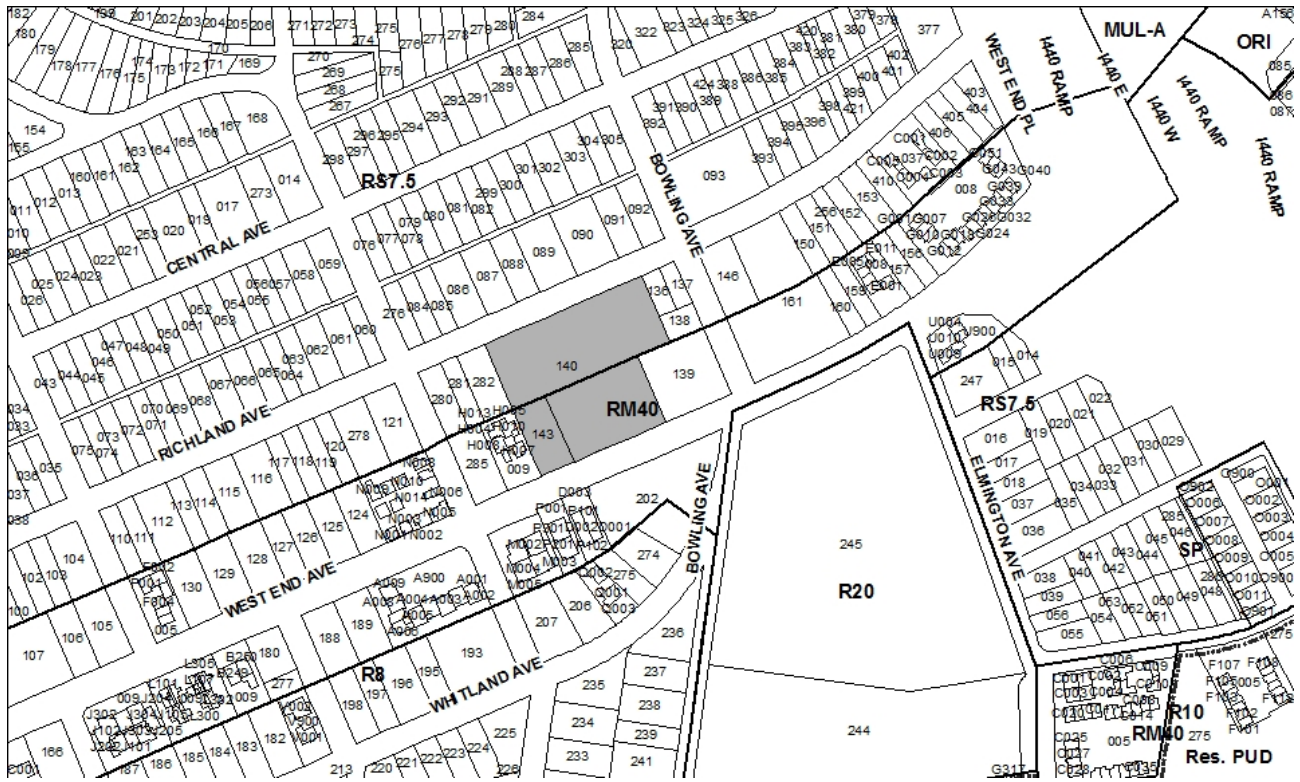
Staff recommends approval of the minor plan amendment for properties at 3606 and 3622 West End Avenue to match the associated final plat indicating a 5-foot grass strip and 6-foot sidewalk and dedication of 3 feet of right-of-way.



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2015S-174-001
WELCH PROPERTY SUBDIVISION, SECTION II
Map 104-09, Parcel(s) 140, 143
10, Green Hills - Midtown
24 (Kathleen Murphy)



Project No. 2015S-174-001
Project Name Welch Property Subdivision, Section II
Council District 24 - Murphy
School District 9 - Frogge
Requested by Ragan-Smith & Associates, applicant; Mike Ford Custom Builders, LLC, owner.

Deferrals This request was deferred from the January 14, 2016, and the January 28, 2016, Planning Commission meetings.

Staff Reviewer Milligan
Staff Recommendation *Approve the variance request and approve the plat with conditions if the associated minor plan amendment is approved.*

APPLICANT REQUEST

Create 27 lots and dedicate easements.

Final Plat

A request for final plat approval to create 27 lots and dedicate easements on property located at 3606 and 3622 West End Avenue, approximately 340 feet east of Craighead Avenue, zoned Single-Family Residential (RS7.5) and Multi-Family Residential (RM40) (3.98 acres).

Existing Zoning

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

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre.

CRITICAL PLANNING GOALS

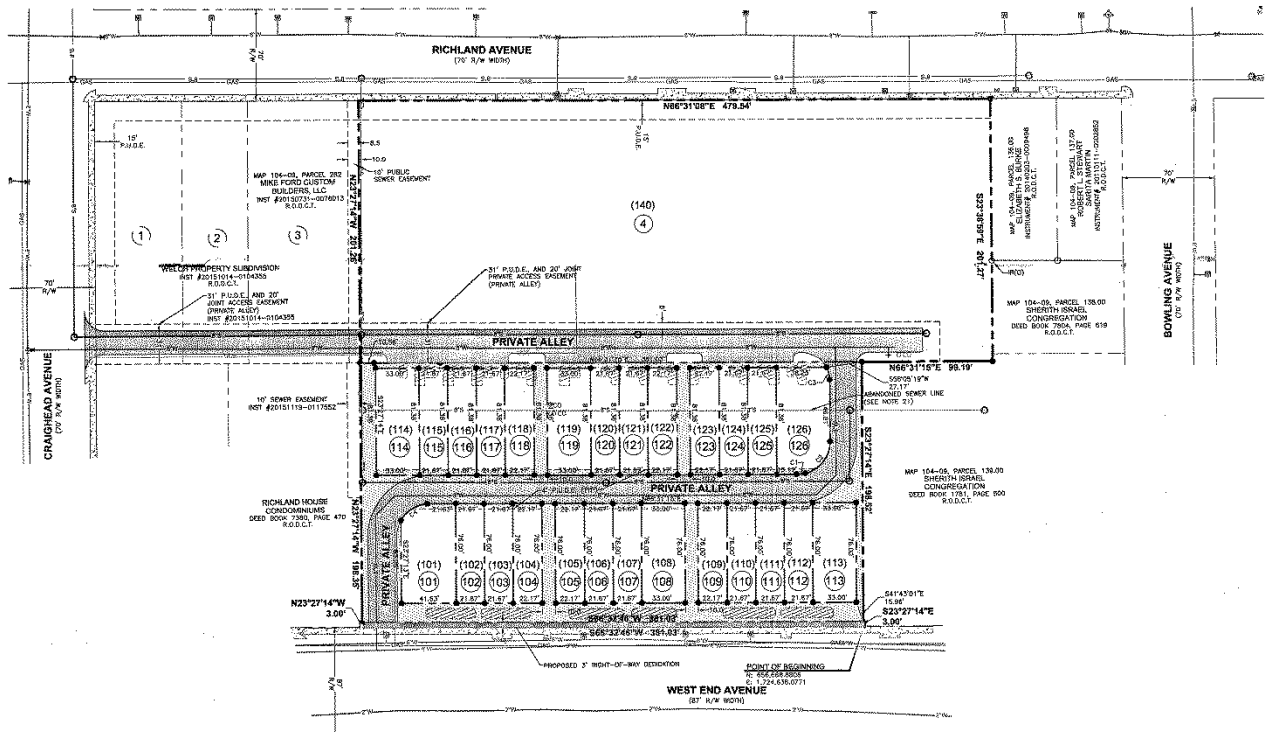
N/A

PLAN DETAILS

The request is for final plat approval to create 27 lots on property located at 3606 West End Avenue. Section 3-5.2 of the Subdivision Regulations states that in areas 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 surrounding lots in regards to area and frontage. The lot proposed for subdivision has frontage on both Richland Avenue and West End Avenue. The frontage along Richland Avenue is zoned RS7.5 and is located within the Richland-West End Neighborhood Conservation District. The property along Richland Avenue is proposed as one lot of 2.22 acres. Metro Historic Zoning Commission Staff has recommended approval of the plat and therefore the lot along Richland Avenue meets the compatibility requirement.



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Proposed Subdivision



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The additional 26 lots are being created along the West End Avenue frontage. The lots range in size from 1,647 square feet to 3,164 square feet. Lot 101 through 113 have frontage along West End Avenue. Lots 146 through 126 have frontage along a proposed private alley.

Community Plan Amendment Request – Major and Collector Street Plan

A Minor Plan amendment to the Major and Collector Street Plan has been requested by a separate application. The Major and Collector Street Plan requires a 102 foot right-of-way for this portion of West End Avenue. The amendment application is requesting to reduce the right-of-way to 90 feet for West End Avenue between Bowling Avenue and Craighead Avenue. Staff is recommending approval of the Minor Plan amendment request for the subject properties only. This will allow for construction of a 5 foot grass strip and 6 foot sidewalk along the site frontage.

Variance Request

Section 3-4.2(b) of the Subdivision Regulations states that for attached or detached single-family lots that front onto a common open space, a pedestrian connection from the front of each residential unit to the public sidewalk shall be provided. The applicant is asking for a variance from this requirement. For the lots fronting on the private alley, an internal private sidewalk is being provided. A total of two connections are provided from the private sidewalk to the public sidewalk along West End Avenue. For the lots fronting along West End Avenue, an internal private sidewalk is being proposed that runs parallel to the public sidewalk along West End Avenue. Each unit will connect directly to the internal private sidewalk. Four connections are provided from the internal private sidewalk to the public sidewalk along West End Avenue.

The applicant states that the requirement for direct access from each unit to the public sidewalk creates a hardship for two reasons. For Lots 114-126, the location of the units interior to the site and fronting on a private alley does not allow for direct access to a public sidewalk. For Lots 101-113 facing West End Avenue, providing direct access to the public sidewalk is not possible due to the proposed bio-swale system and topography. The applicant has proposed a network of internal private sidewalks that connect to the public sidewalk along West End Avenue. The units each have direct access to the internal private sidewalk network.

Variance Standards

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

- a) The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
- b) The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
- c) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.



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- d) The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

ANALYSIS

Staff recommends approval of the variance request for direct connection to the public sidewalk. Staff finds that the variance request meets the requirements for a variance as stated in the Subdivision Regulations. The property is uniquely situated given the stormwater management needs and topography. Given the internal sidewalk network that is being provided with multiple connections to the public sidewalk and given the improvements being made to the public sidewalk and grass strip, granting of the variance is appropriate.

Zoning Code

Lot 4 meets the minimum standards of the RS7.5 zoning district.

The applicant is proposing that the lots along West End Avenue be developed under Section 17.12.110 of the Zoning Ordinance (Alternative minimum lot size and setbacks for attached housing) which allows for a minimum lot size of 1,500 square feet. All lots meet this standard.

Street Frontage

Section 3-4 of the Subdivision Regulations requires that all lots have street frontage along a public street. There are instances that allow for an arrangement other than public street frontage. The lots along West End Avenue front onto common open space in some instances and also along proposed private alleys. A Special Exception has been granted by the Board of Zoning Appeals for setbacks. Additionally, access is being limited along West End Avenue through the use of a series of private alleys.

Density

The proposed density is within the allowed density of the base zoning district.

Agency Review

All agencies have recommended approval.

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.

PUBLIC WORKS RECOMMENDATION

No exception taken

STORMWATER RECOMMENDATION

Approved with conditions

- Label Water Quality features i.e. Bioretention Areas and Permeable Pavement.
- Fill in Stormwater Maintenance Agreement Instrument # when recorded.
- Show and label Water Quality features and Easements on Lot 4 OR add note that Lot 4 is to be replatted before any building permits are issued.



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TRAFFIC & PARKING RECOMMENDATION

Conditions if approved

- Submit master plan showing all public street access points.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approval is contingent on construction and completion of Metro Project #'s 15-SL-138 (Revision #1), 15-WL-102 (Revision #1), 15-WL-194, 15-WL-195, 15-WL-196, and 15-SL-302. Should the applicant choose to record the plat before completion of these projects, then bonds for all these projects must be posted with Metro Planning before the plat is recorded.

Bond amounts are as follows:

MWS Project # 15-SL-138 (Revision #1) = \$124,000

MWS Project # 15-WL-102 (Revision #1) = \$47,000

MWS Project # 15-WL-194 = \$9,000

MWS Project # 15-WL-195 = \$16,000

MWS Project # 15-WL-196 = \$33,000

MWS Project # 15-SL-302 = \$34,000

STAFF RECOMMENDATION

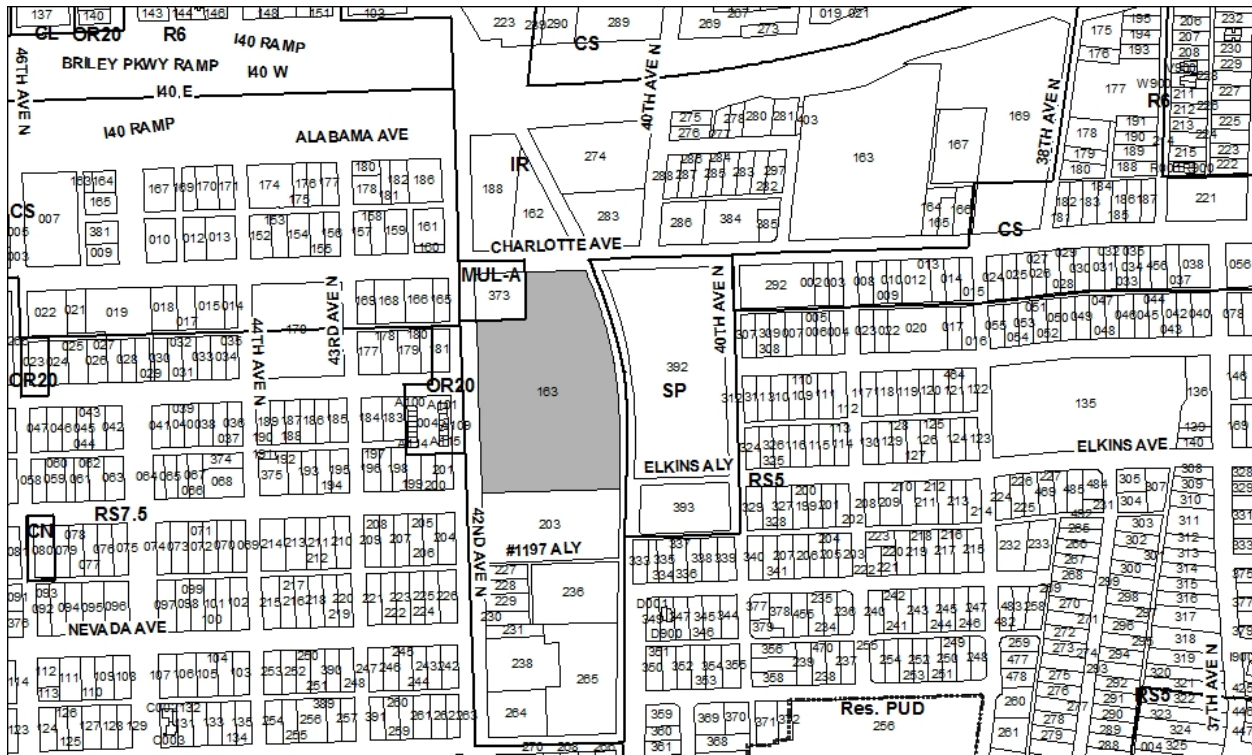
Staff recommends approval of the requested variance and approval of the plat with conditions Staff recommends approval of the requested variance and approval of the plat with conditions if the associated Minor Plan amendment is approved for the subject properties.

CONDITIONS

1. The sidewalks along West End Avenue must be brought up to the standards of the Major and Collector Street Plan as per the Minor Plan amendment (5 foot planting strip and 6 foot sidewalk). Therefore, prior to final plat recordation, submit a bond application and post a bond with the Planning Department.
2. Label the open space.
3. Revise Note 3 to include the Richland-West End Neighborhood Conservation District.



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2015SP-103-001

MADISON MILL LOFTS

Map 091-16, Parcel(s) 163

07, West Nashville

24 (Kathleen Murphy)



Project No. 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.

Deferrals This request was deferred from the January 14, 2016, Planning Commission meeting.

Staff Reviewer Milligan
Staff Recommendation *Defer to the March 24, 2016, Planning Commission meeting.*

APPLICANT REQUEST

Permit a mixed-use development with up to 400 residential units and up to 10,000 square feet of non-residential uses.

Preliminary SP

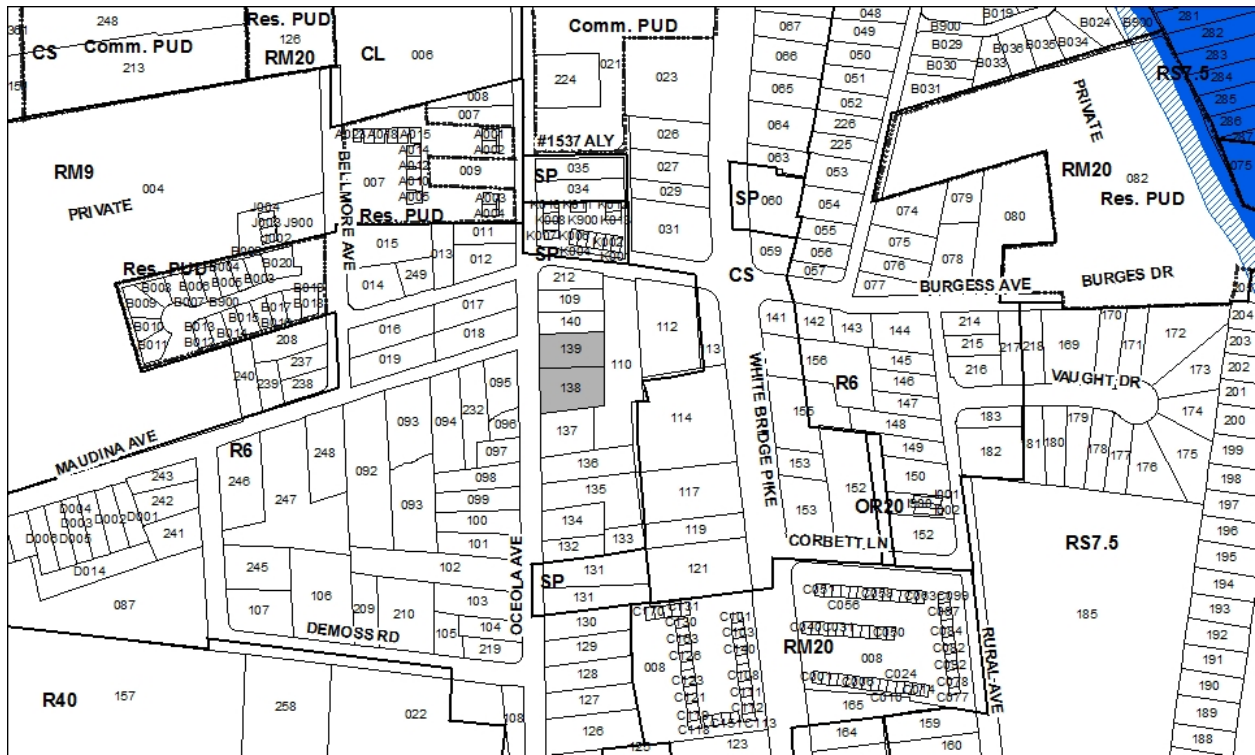
A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) for property located at 4101 Charlotte Avenue, at the southeast corner of the intersection of Charlotte Avenue and 42nd Avenue N. (7.1 acres), to permit a mixed use development with up to 10,000 square feet of non-residential uses and up to 400 residential dwelling units.

STAFF RECOMMENDATION

Staff recommends deferral to the March 24, 2016, Planning Commission meeting at the request of the applicant.



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2015SP-105-001
OCEOLA COMMONS
Map 103-02, Parcel(s) 138-139
07, West Nashville
20 (Mary Carolyn Roberts)



Project No. 2016SP-105-001
Project Name Ocoola Commons SP
Council District 20 - Roberts
School District 9 - Frogge
Requested by Dale & Associates, Inc., applicant; Ribbon Cutters, Inc., owner.

Deferrals This request was deferred from the January 14, 2016, Planning Commission meeting.

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

APPLICANT REQUEST

Preliminary SP to permit up to 8 dwelling units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) for properties located at 122 and 124 Ocoola Avenue, approximately 200 feet south of Burgess Avenue (0.59 acres), to permit up to 8 residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. R6 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 units.

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

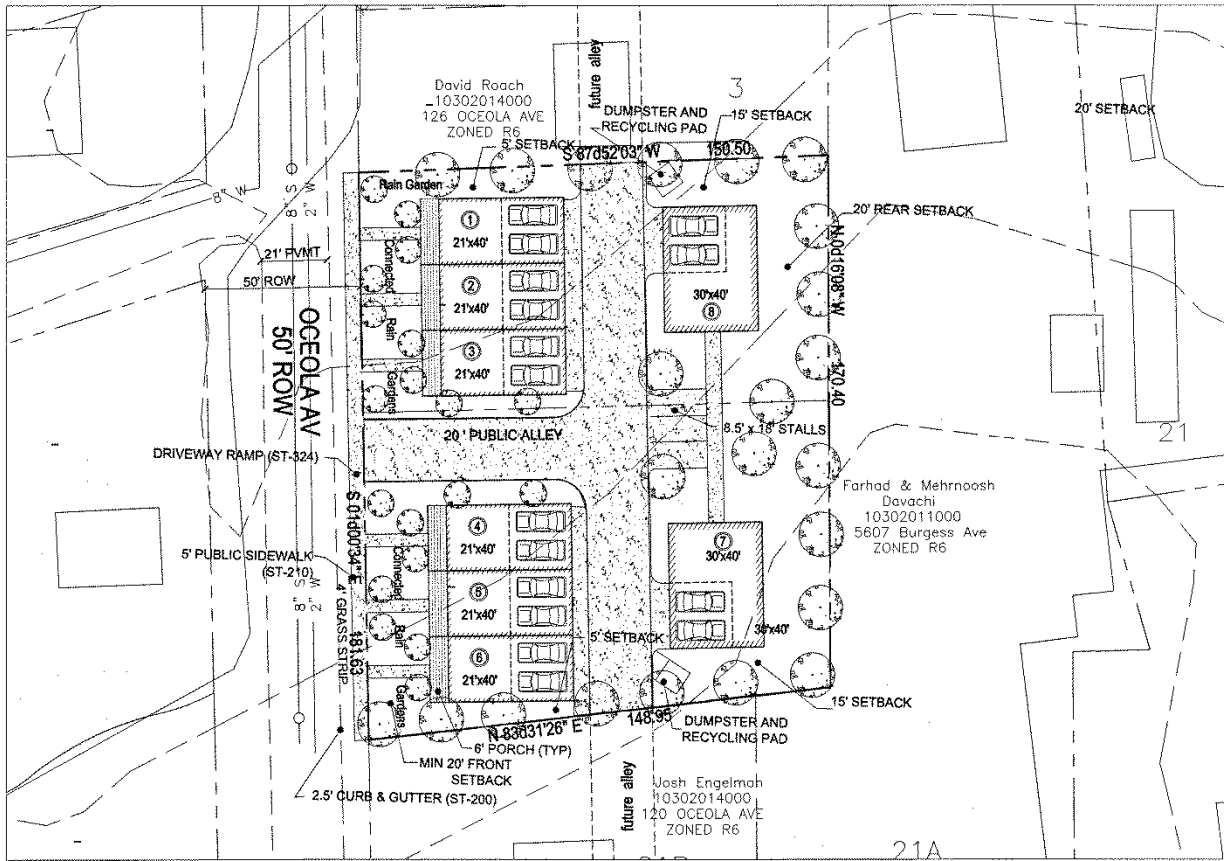
This proposal meets two critical planning goals. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project proposes development on an infill site. Sidewalks are being provided along Ocoola Avenue to improve the pedestrian environment and create a more walkable neighborhood.

WEST NASHVILLE COMMUNITY PLAN

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



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Proposed Site Plan



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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.

Consistent with Policy?

Yes. The plan is consistent with the T3 Suburban Neighborhood Evolving policy. The plan provides for an additional housing type within the area. Units are oriented to Ocoola Avenue with private sidewalk connections to the proposed public sidewalk creating a pedestrian friendly environment. Also, the plan includes a north/south connection that can provide for alley connectivity in the future if adjacent properties redevelop.

PLAN DETAILS

The site is located at 122 and 124 Ocoola Avenue, on the east side of Ocoola Avenue and south of Burgess Avenue. The site is approximately 0.59 acres in size and currently contains two single-family residences.

Site Plan

The plan proposes up to 8 residential units including six attached and two detached units. The attached units orient Ocoola Avenue with two detached units located to the rear of the property.

There is one vehicular access from Ocoola Avenue located in the middle of the site. The access is proposed as a public alley and the alley will extend from the north end of the property to the south end to provide for future connectivity in the event that surrounding properties redevelop. Each unit has a two car garage and four additional parking spaces are provided for guests. A sidewalk will be constructed along Ocoola Avenue and sidewalk connections are provided from the front units 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 the units fronting Ocoola Avenue, providing for an active streetscape. Standards are provided for window orientation, prohibited materials, and raised foundations.

ANALYSIS

The plan is consistent with the T3 Suburban Neighborhood Evolving policy. The plan provides for an additional housing option within an existing urban neighborhood. Sidewalks are provided to create a more walkable community and homes are proposed to be oriented to Ocoola Avenue, creating a strong streetscape that furthers the goals of the policy. Staff recommends that the guest parking be relocated to provide for a better focal point when entering the site.



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FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- New storm infrastructure may be required for Ocoola Ave.

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. 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 submit a revised availability study before Final SP stage, to reduce the capacity fee totals.

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.
- With the submittal of the Final SP the following cross section for Ocoola is to be designed, 2-11' travel lanes, 2.5' curb and gutter (with lip of gutter at edge of 11' travel lane), 4' grass strip and 5' sidewalk within ROW.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

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)	0.59	7.27 D	5 U*	48	4	6

*Based on one two-family lot and 3 one-family

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)	0.57	-	8 U	60	6	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 3 U	+12	+2	+1



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METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed SP-R district: 1 Elementary 1 Middle 0 High

The proposed SP-R zoning district could generate 2 more students than what is typically generated under the existing R6 zoning district. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School has been identified as over capacity but there is capacity within the cluster. This information is based upon data from the school board last updated November 2015.

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 8 residential units.
2. With the Final SP, renumber the standard SP notes.
3. With the Final SP, remove the permitted encroachment language from the Development Summary table. No encroachments shall be permitted.
4. With the Final SP, relocate the guest parking so that it is no longer the focal point of the entrance drive.
5. With the Final SP, 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.
6. 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.
7. 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.
8. 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.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2016SP-002-001

CHURCH OF CHRIST AT JACKSON STREET SIGN SP

Map 092-04, Part of Parcel(s) 074

08, North Nashville

19 (Freddie O'Connell)



Project No. 2016SP-002-001
Project Name Church of Christ at Jackson Street Sign SP
Council District 19 - O’Connell
School District 05 - Kim
Requested by Jackson Street Church of Christ; applicant and owner.

Deferrals This request was deferred from the January 14, 2016, Planning Commission meeting.

Staff Reviewer Moukaddem
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Permit a digital sign.

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Commercial (SP-C) for a portion of property located at 1408 Jackson Street, at the northwest corner of 14th Avenue North and Jackson Street (0.2 acres), to permit a digital sign.

Existing Zoning

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

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

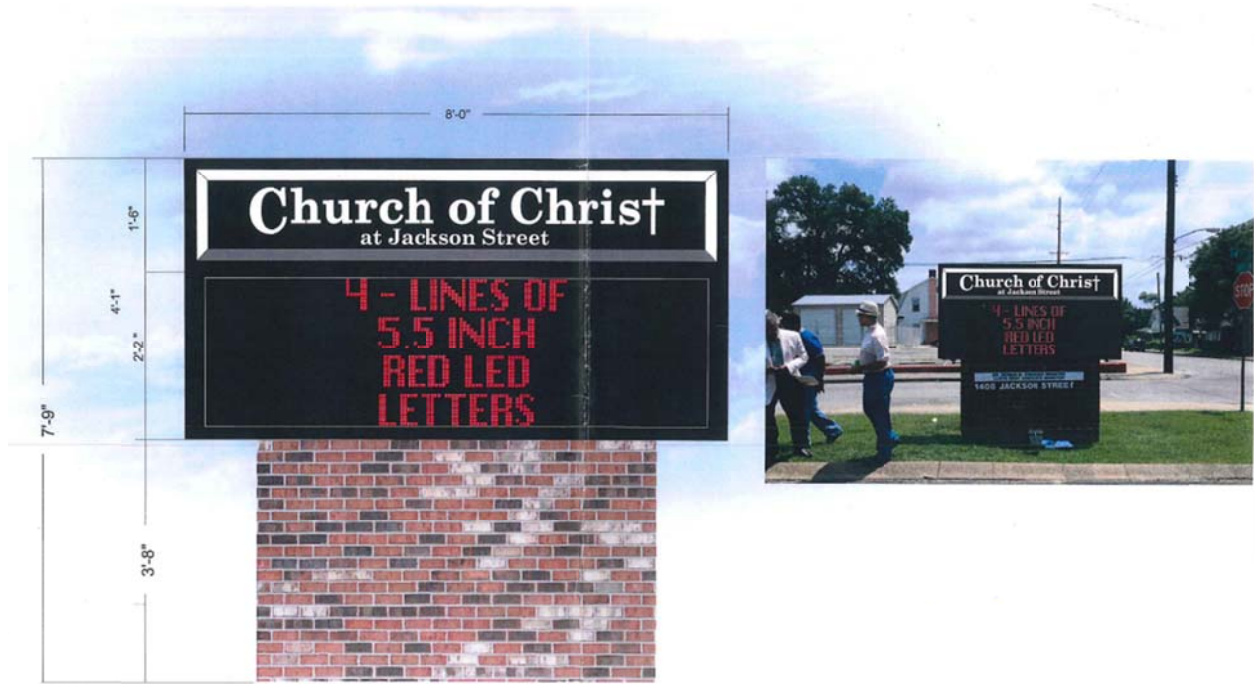
N/A

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving Policy (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.



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Proposed Sign



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Consistent with Policy?

No. Signage for institutional uses in areas of T4 Urban Neighborhood Evolving Policy should assist motorists, pedestrians, and cyclists in finding their destination in a matter that is not distracting to the overall streetscape. The design and location of the signage should complement and contribute to the envisioned character of the neighborhood. A digital sign featuring four lines of 5.5 inch red LED letters, as proposed, is distracting to the overall streetscape and not in character with this residential neighborhood.

ANALYSIS

This property is located at 1408 Jackson Street and is 1.69 acres. This request is to rezone a portion of the property (approximately 0.2 acres) to SP-C to permit a digital sign. There is currently an existing church on this property and an existing manual copy monument sign. The digital sign as proposed will be approximately 8 feet in height, in the same location as the existing monument sign.

The property is zoned Multi-Family Residential (RM20), which does not permit digital signs. The surrounding properties are also zoned Multi-Family Residential (RM20). Generally, signs with any copy, graphics, or digital displays that change messages by electronic or mechanical means are only permitted in the CS, CA, CF, CC, SCR, IWD, IR, and IG districts if certain conditions are met, such as distance requirements to residential and agricultural zoning districts. LED signs are undesirable in residential areas due to the distracting nature of changing messaging and because light from these bright signs may disturb surrounding homes.

Even in areas zoned for digital signs, a digital sign should be a minimum of 100 feet from residentially zoned property and a further 25 feet from residential properties for every foot of height above four feet added to the sign. If this property were zoned CS, this proposed sign still would not be permitted at this location as a sign of this height would need to be 150 feet from any residentially zoned property. The distance between the proposed sign and residential properties on Jackson Street and 14th Avenue North is only 50 feet.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approved with Conditions

- Approved as a Preliminary SP only, on the following condition:
 - 1) The proposed sign will not adversely affect any public water or sewer infrastructure.



Metro Planning Commission Meeting of 2/11/2016

PUBLIC WORKS RECOMMENDATION

No exception taken

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

STAFF RECOMMENDATION

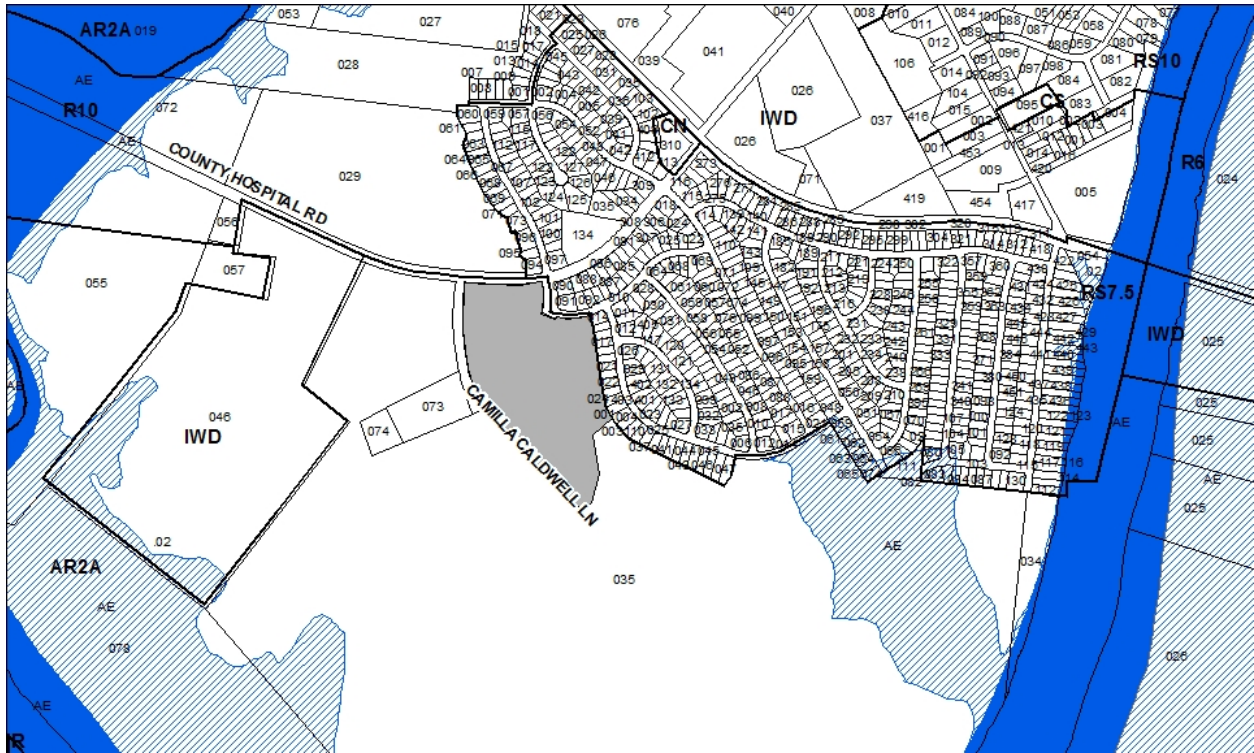
Staff recommends disapproval as this request is not consistent with the goals of the T4 Urban Neighborhood Evolving Policy, and as it is not appropriate in a residential neighborhood because it would adversely impact the surrounding residential properties.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/11/2016



2016Z-006PR-001

Map 080, Part of Parcel(s) 035
03, Bordeaux - Whites Creek
01 (Sharon Hurt)



Project No.	Zone Change 2016Z-006PR-001
Council District	1 - Hurt
School District	1 - Gentry
Requested by	Dale & Associates, Inc., applicant; Metro Government, owner.
Deferrals	This request was deferred from the January 14, 2016, Planning Commission meeting.
Staff Reviewer	Milligan
Staff Recommendation	<i>Defer to the February 25, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST
Zone change from AR2a to MUL.

Request

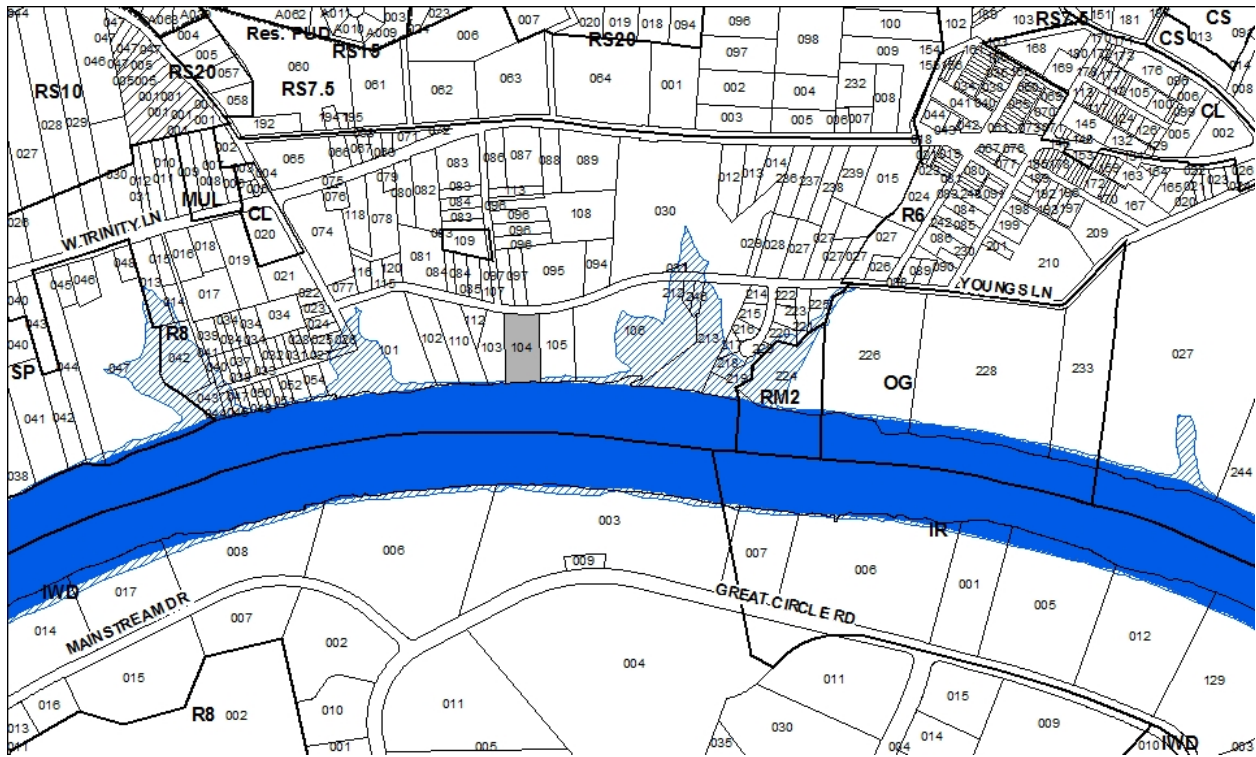
A request to rezone from Agricultural/Residential (AR2a) to Mixed Use Limited (MUL) for a portion of property located at 1010 Camilla Lane, south of County Hospital Road and located within the Bordeaux Redevelopment District (22.98 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 25, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 2/11/2016



2016S-011-001

SKYLINE RIVERFRONT ESTATES

Map 070-07, Parcel(s) 104

03, Bordeaux - Whites Creek

02 (DeCosta Hastings)



Project No. 2016S-011-001
Project Name Skyline Riverfront Estates
Council District 02 - DeCosta Hastings
School District 01 - Gentry
Requested by GAM Engineering Inc, applicant; Owen Ferguson, owner.

Deferral This request was deferred from the January 14, 2016, and the January 28, 2016, Planning Commission meetings.

Staff Reviewer Deus
Staff Recommendation *Defer to the February 25, 2016, Planning Commission meeting if a recommendation of approval is not received by Water Services. If a recommendation of approval is received, staff recommends approval with conditions.*

APPLICANT REQUEST

Create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 906 Youngs Lane, approximately 1,365 feet west of Lathan Court, zoned One and Two-Family Residential (R8) (1.85 acres).

Existing Zoning

One and Two Family (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. *R8 would permit a maximum of 9 lots with 2 duplex lots for a total of 11 units.*

CRITICAL PLANNING GOALS

N/A

BORDEAUX-WHITES CREEK COMMUNITY PLAN

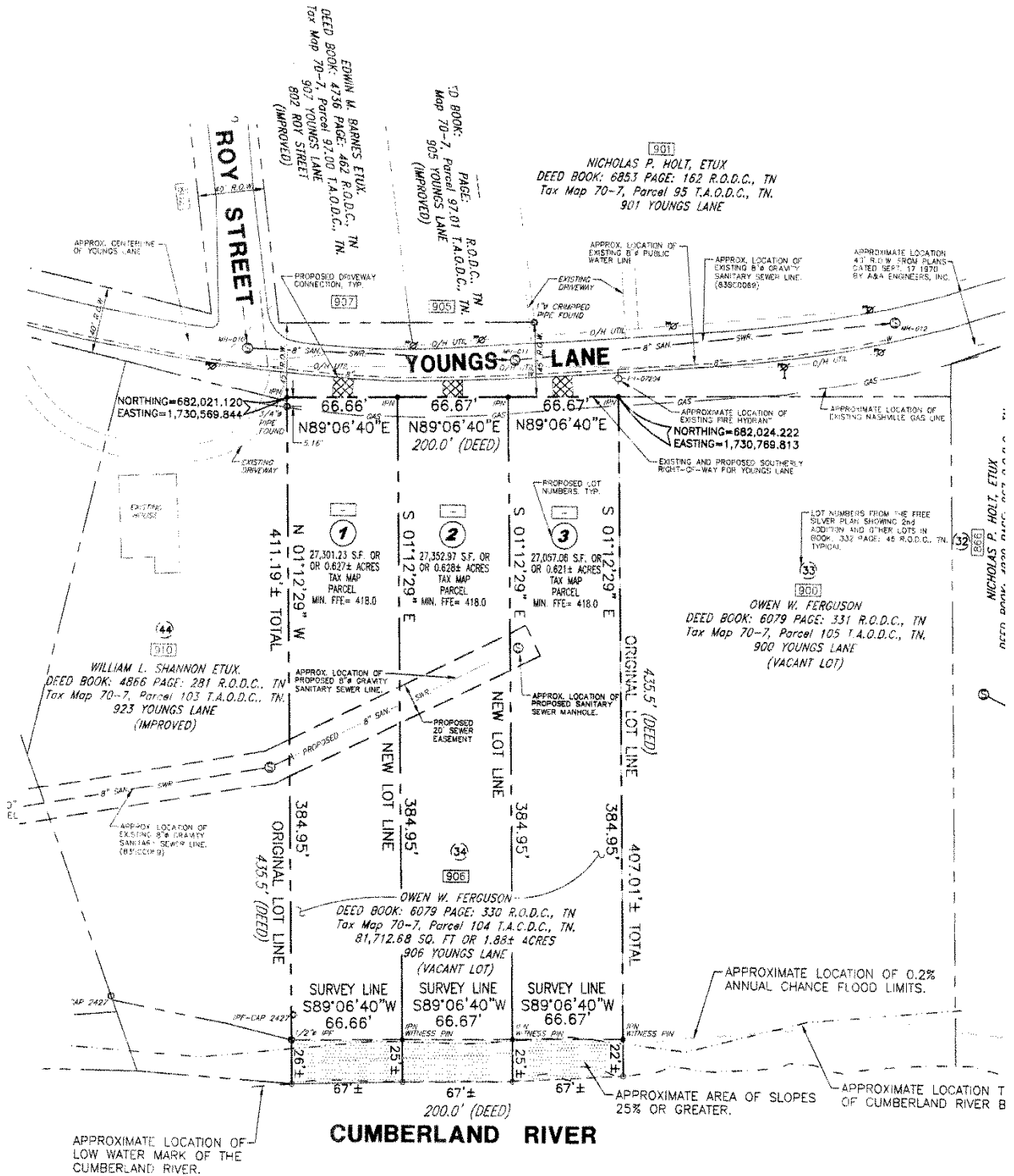
T3 Suburban Neighborhood Evolving (T3 NE) – is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing suburban neighborhoods 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 final approval to create three lots on property located at 906 Youngs Lane, where currently one lot exists. There are no existing structures on this property. There are no sidewalks present along Youngs Lane; the applicant has indicated they will pay an in- lieu fee.



Metro Planning Commission Meeting of 2/11/2016



Proposed Subdivision



Metro Planning Commission Meeting of 2/11/2016

The existing lot is 81,345 square feet (1.85 acres) and as mentioned is being proposed to be subdivided into three lots with the following square footage:

- Lot 1: 27, 204 SF (0.62 acres)
- Lot 2: 27, 057 SF (0.62 acres)
- Lot 3: 27, 084 SF (0.62 acres)

ANALYSIS

The Subdivision Regulations establishes criteria for subdivisions in determining compatibility for Neighborhood Evolving policy (3-5.3).

- a. All minimum standards of the zoning code are met.

The lots proposed exceed 8,000 square feet, as the zoning district for this property is R8, which requires a minimum of 8,000 square feet.

- b. Each lot has street frontage or meets the requirement of Section 3-4.2 b for fronting onto an open space or meets the requirement of Sections 4-6.3 or 5-.3.1 fronting onto an open space.

The proposed lots have frontage on Youngs Lane.

- c. The current standards of all reviewing agencies are met.

All reviewing agencies have not recommended approval.

- d. The proposed lots comply with any applicable special policy.

There are no applicable special policies that pertain to this property.

Staff finds that the proposed subdivision will meet all criteria established by the Subdivision Regulations.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, they should be shown fully within the right-of-way, and labeled on the plan per Public Works standards. This includes curb and gutter, 4' grass strip, 5' sidewalk, or as determined by Public Works, and a minimum of 20 feet of street pavement width. Final construction plans must be submitted that address any related drainage improvements, grading, utility relocation(s), and tree removal. A permit is required from The Department of Public Works prior to commencing any work within the right-of-way.



Metro Planning Commission Meeting of 2/11/2016

TRAFFIC & PARKING RECOMMENDATION

No Exception Taken

WATER SERVICES RECOMMENDATION

Returned

- Attached is a copy of the above-referenced subdivision (received on 12/8/15) on which we have noted our comments. Revise Minimum FFE's for all lots, to ensure gravity sewer service to each. Edit Note #7, as marked. The required capacity fees must be paid prior to plat approval (see MWS letter to GAM Engineering, dated 11/2/2015, for details). The necessary offsite public sewer easements must be recorded prior to plat approval. Plat approval would be contingent on construction and completion of MWS Project #'s 15-SL-322. A bond value of \$33,000 has been assigned.

These comments apply to Metro Water Services' public water and sewer utility issues only. It is the responsibility of the applicant to contact the Fire Marshal's Office regarding adequate fire protection.

STAFF RECOMMENDATION

Staff recommends deferral to the February 25, 2016, Planning Commission meeting if a recommendation of approval is not received by Water Services. If a recommendation of approval is received, staff recommends approval with conditions.

CONDITIONS

1. Sidewalks are required along Youngs Lane. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department. The rate of \$96 per linear foot of total frontage area will require a \$19,200.00 contribution to Pedestrian Benefit Zone 2.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
2. Add the following note to the plat: "No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications." Sidewalk shall be shown and labeled on the plan per Public Works Standards with the required curb and gutter.
3. Insert the following note to plat, "No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to a 16' driveway between the primary structure and the street."

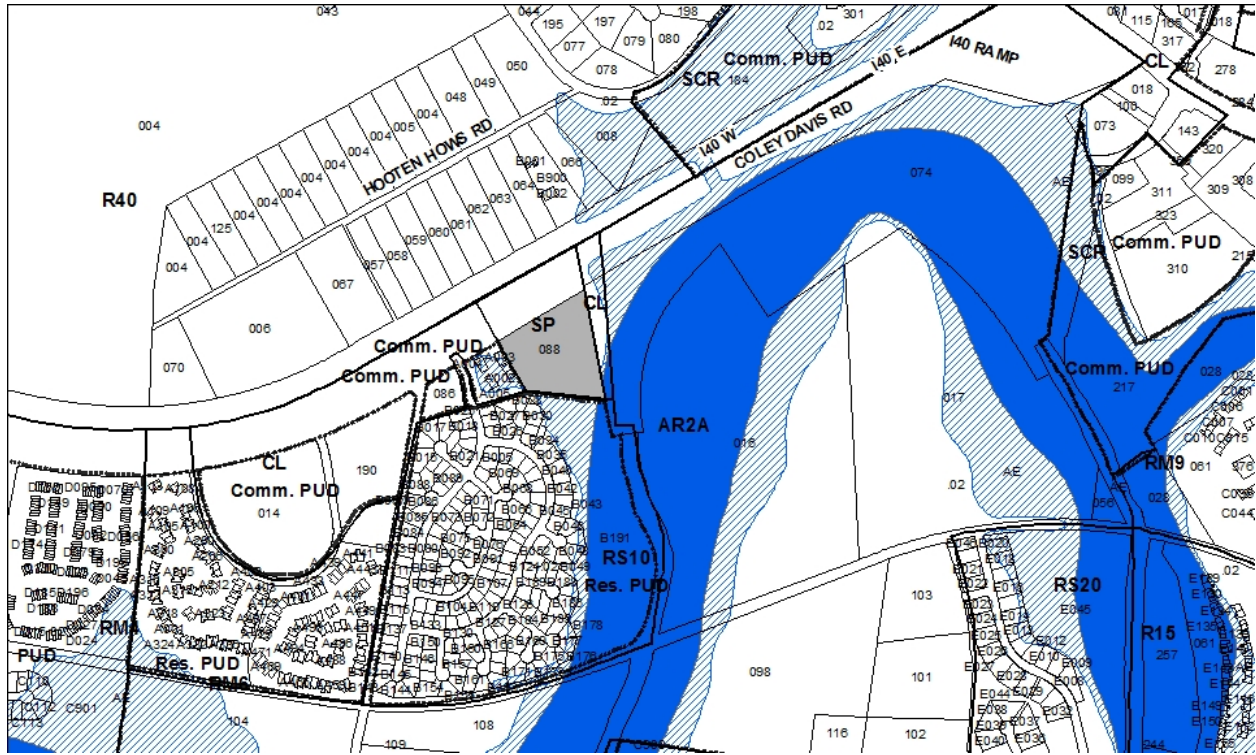


RECOMMENDATIONS TO METRO COUNCIL

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



Metro Planning Commission Meeting of 2/11/2016



2007SP-103-001

HARPETH SPRINGS VILLAGE (AMENDMENT)

Map 141, Parcel(s) 088

06, Bellevue

22 (Sheri Weiner)



Project No.	Specific Plan 2007SP-103-001
Project Name	Harpeth Springs Village Amended SP
Council District	22 - Weiner
School District	9 - Frogge
Requested by	Ragan-Smith & Associates, applicant; Old Smith Group, owners.
Staff Reviewer	Milligan
Staff Recommendation	<i>Defer to the February 25, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Permit 64 multi-family residential units.

Preliminary SP

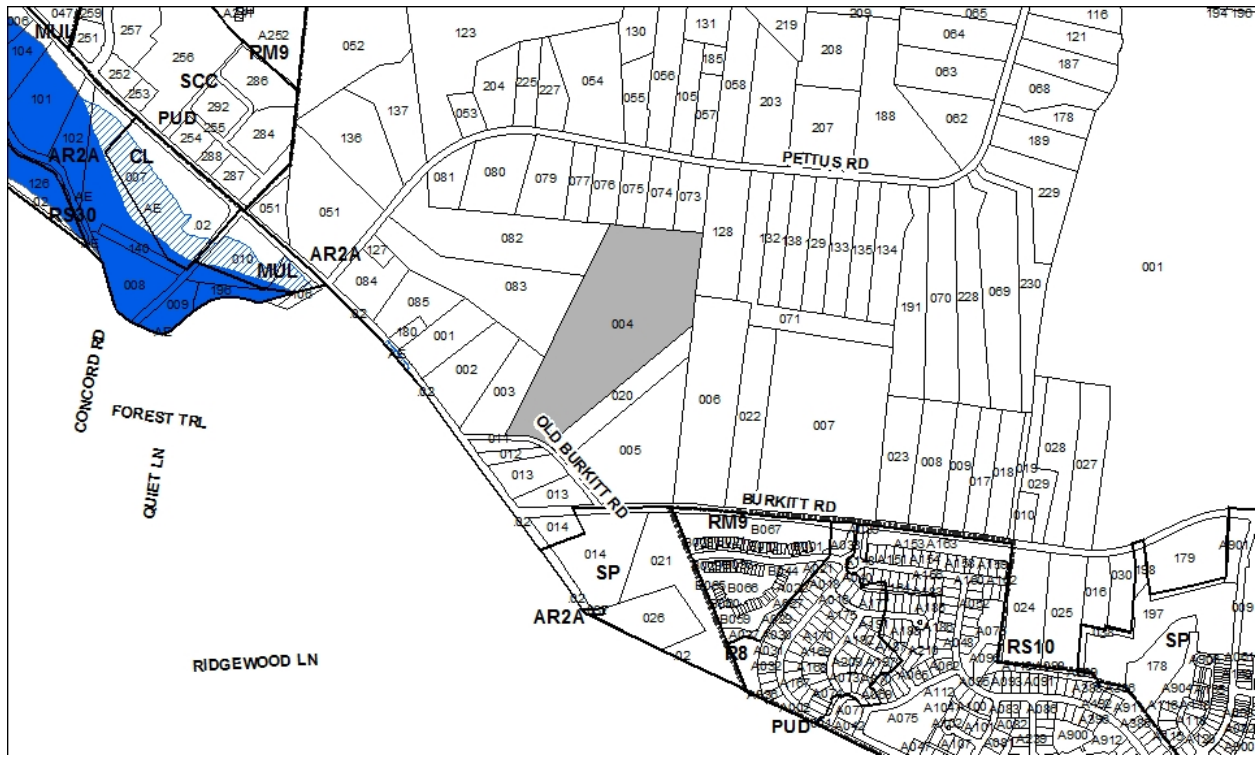
A request to amend the Harpeth Springs Specific Plan District for property located at 7960 Coley Davis Road to permit 64 townhomes where 98 townhomes were previously approved, approximately 3,400 feet west of Highway 70 S, zoned Specific Plan (SP) (5.78 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 25, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 2/11/2016



2016SP-008-001
OLD BURKITT ROAD SP
Map 186, Parcel(s) 004
12, Southeast
31 (Fabian Bedne)



Project No.	Specific Plan 2016SP-008-001
Project Name	Old Burkitt Road SP
Council District	31 – Bedne
School District	2 – Brannon
Requested by	Smith Gee Studio, applicant; Life Community Church, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the February 25, 2016, Planning Commission meeting or disapprove.</i>

APPLICANT REQUEST

Zone change to permit up to 99 single-family lots.

Preliminary SP

A request to rezone from Agricultural and Residential (AR2a) to Specific Plan – Residential (SP-R) zoning for property located at 7224 Old Burkitt Road, approximately 300 feet east of Nolensville Pike (23.08 acres), to permit up to 99 single-family lots.

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 two duplex lots for a total of 13 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

SOUTHEAST COMMUNITY PLAN

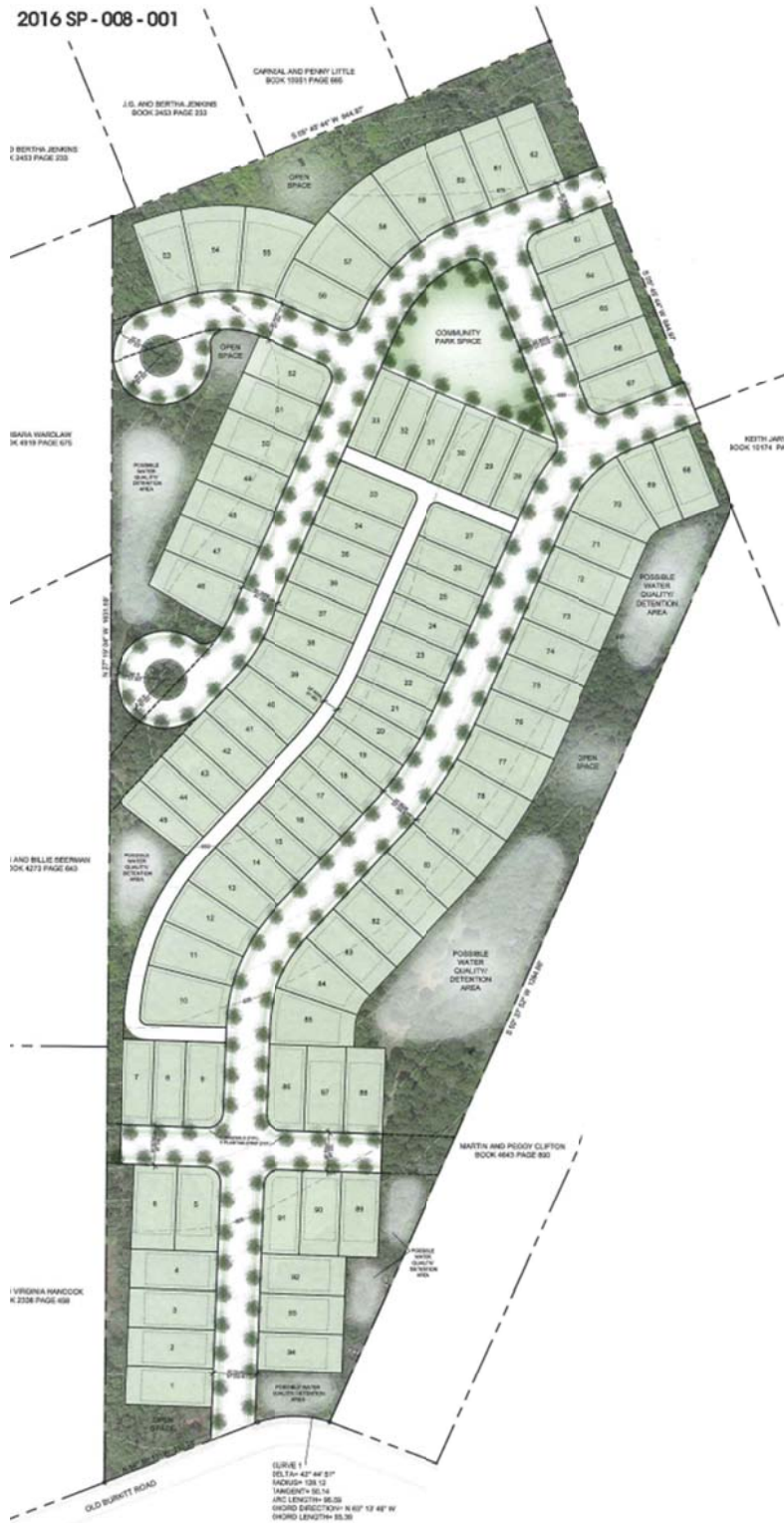
Conservation (CO) is intended to preserve and enhance environmentally sensitive land in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special 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.

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



Metro Planning Commission Meeting of 2/11/2016

2016 SP - 008 - 001



Proposed Site Plan



Metro Planning Commission Meeting of 2/11/2016

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?

A well designed residential development would likely be consistent with policy. However, this plan has not been approved by Traffic and Parking, the Fire Marshal's Office or Water Services. Traffic and Parking has not approved the request because a Traffic Impact Study has not been provided for review as required by the Metro Traffic Engineer. Revisions to the plan will be necessary to meet the requirement of other departments and address remaining comments from Planning staff.

REQUEST DETAILS

The site is located along the north side of Old Burkitt Road. The site is approximately 23 acres in size. The site is undeveloped and consists mostly of dense vegetation including mature tree stands. Old Burkitt Road which would provide access into the proposed development is substandard and the pavement is approximately 14 feet wide.

Site Plan

The plan calls for 99 single-family lots. It includes 40 alley loaded lots and 59 front loaded lots. As proposed, the minimum lot width for alley loaded lots is 40 feet. The plan calls for the following bulk standards:

- Minimum lot size: 4,400 square feet;
- Minimum lot width (alley loaded): 40 feet;
- Minimum lot width (front loaded): 50 feet;
- Minimum lot depth: 110 feet;
- Minimum setbacks:
 - Front: 10 feet;
 - Rear: 5 feet (alley); 20 feet (non-alley);
 - Side: 5 feet;
- Minimum garage setback:
 - Street loaded: 20 feet;
 - Alley loaded: 5 feet.
- Max height: 3 stories in 40 feet.

The plan provides general lot layout standards as well as architectural standards. Lot layout standards pertain to, but are not limited to, the location of garages, and architectural standards pertain to, but are not limited to, primary entrance, glazing, minimum floor elevations and materials.

All front loaded lots are limited to one driveway curb cut. The plan calls for future public roadway extensions to neighboring properties. As proposed, three stubs are shown to the west, and three are provided to the east.

The plan calls for approximately 5.5 acres of open space, including active open space. The plan calls for a 10 foot wide buffer along the perimeter of the project.



Metro Planning Commission Meeting of 2/11/2016

ANALYSIS

While a similar request could be consistent with the policies, staff is recommending that the request be deferred or disapproved. At the time that the report was published, the proposed plan has not been approved by Traffic and Parking, the Fire Marshal's Office or Water Services. Traffic and Parking has not approved the request because a Traffic Impact Study has not been provided for review as required by the Metro Traffic Engineer. Planning staff has several outstanding design comments.

FIRE MARSHAL RECOMMENDATION

Returned for corrections

IFC 2012, appendix D107. Development is required to have 2 approved Fire Apparatus Roads or the homes will be required to be sprinklered.

STORMWATER RECOMMENDATION

Approved with conditions

- Add 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.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

1. 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.
2. The site access must be realigned at Old Burkitt Rd to intersect at an angle between 75 and 90 degrees.
3. Comply with the conditions of the MPW Traffic Engineer

TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections

A TIS is required prior to preliminary SP approval to determine roadway mitigations for Old Burkitt Rd and Burkitt Rd and Nolensville Pk. Provide adequate sight distance at project access and at intersection of Old Burkitt Rd with Burkitt Rd and with Nolensville Pk. Additional guest parking may be required if on street parking is not provided per regulatory SP.

Maximum Uses in Existing Zoning District: **AR2a**

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)	23.08	0.5 D	11 U	106	9	12



Metro Planning Commission Meeting of 2/11/2016

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
Single-Family Residential (210)	23.08	-	99 U	1145	88	118

Traffic changes between maximum: **AR2a** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 88 U	+1,039	+79	+106

WATER SERVICES RECOMMENDATION

Returned for corrections

Submit an availability study to Metro Water for the subject project.

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 2 Elementary 2 Middle 1 High

Projected student generation proposed SP-R district: 15 Elementary 13 Middle 11 High

The proposed SP-R would generate 34 additional students. Students would attend Maxwell Elementary School, Marshall Middle School and Cane Ridge High School. There is capacity for additional elementary and middle school students, but there is no additional capacity for high school students. There is also no additional capacity for additional high school students within an adjacent high school cluster. This information is based upon data from the school board last updated November 2015.

Fiscal Liability

The fiscal liability of 11 new high school students is \$396,000 (11 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 that the request be deferred to the February 25, 2016, Planning Commission meeting or disapproved. At the time that the report was published, the proposed plan been approved by Traffic and Parking, the Fire Marshal’s Office or Water Services. Traffic and Parking has not approved the request because a Traffic Impact Study has not been provided for review as required by the Metro Traffic Engineer. The layout will need to be revised to address the requirements of other departments and Planning staff.

CONDITIONS (if approved)

1. Uses are limited to a maximum of 99 single-family lots.
2. A total of 50% of the lots within the SP shall be alley loaded.



Metro Planning Commission Meeting of 2/11/2016

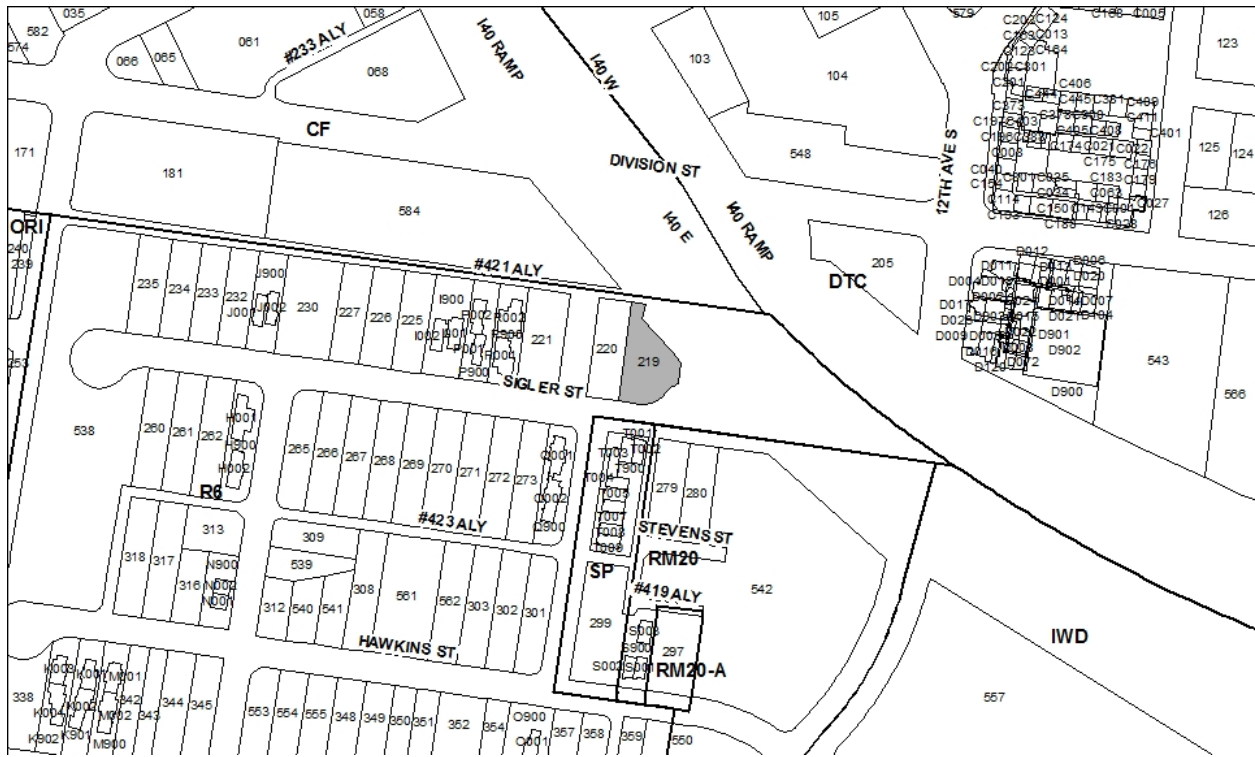
3. The proposed 10 foot wide open space buffer shall provide a vegetation density consistent with the Standard A-3 landscape buffer yard as specified in Figure 17.24.240A of the Metro Zoning Code.
4. Garage doors shall be recessed ten feet from the front façade. For measurement purposes, a porch shall not be considered a façade.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district as of the date of the applicable request or application.
6. 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.
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. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/11/2016



2016SP-009-001

1116 SIGLER STREET

Map 093-13, Parcel(s) 219

10, Green Hills - Midtown

19 (Freddie O'Connell)



Project No.	Specific Plan 2016SP-009-001
Project Name	1116 Sigler Street
Council District	19 - O'Connell
School District	05 - Kim
Requested by	Smith Gee Studio, applicant; Alice & Bobby Fanning, owners.
Staff Reviewer	Moukaddem
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit five townhomes.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located at 1116 Sigler Street, approximately 100 feet east of 13th Avenue South (0.3 acres), to permit up to five multi-family units.

Existing Zoning

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

Proposed Zoning

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

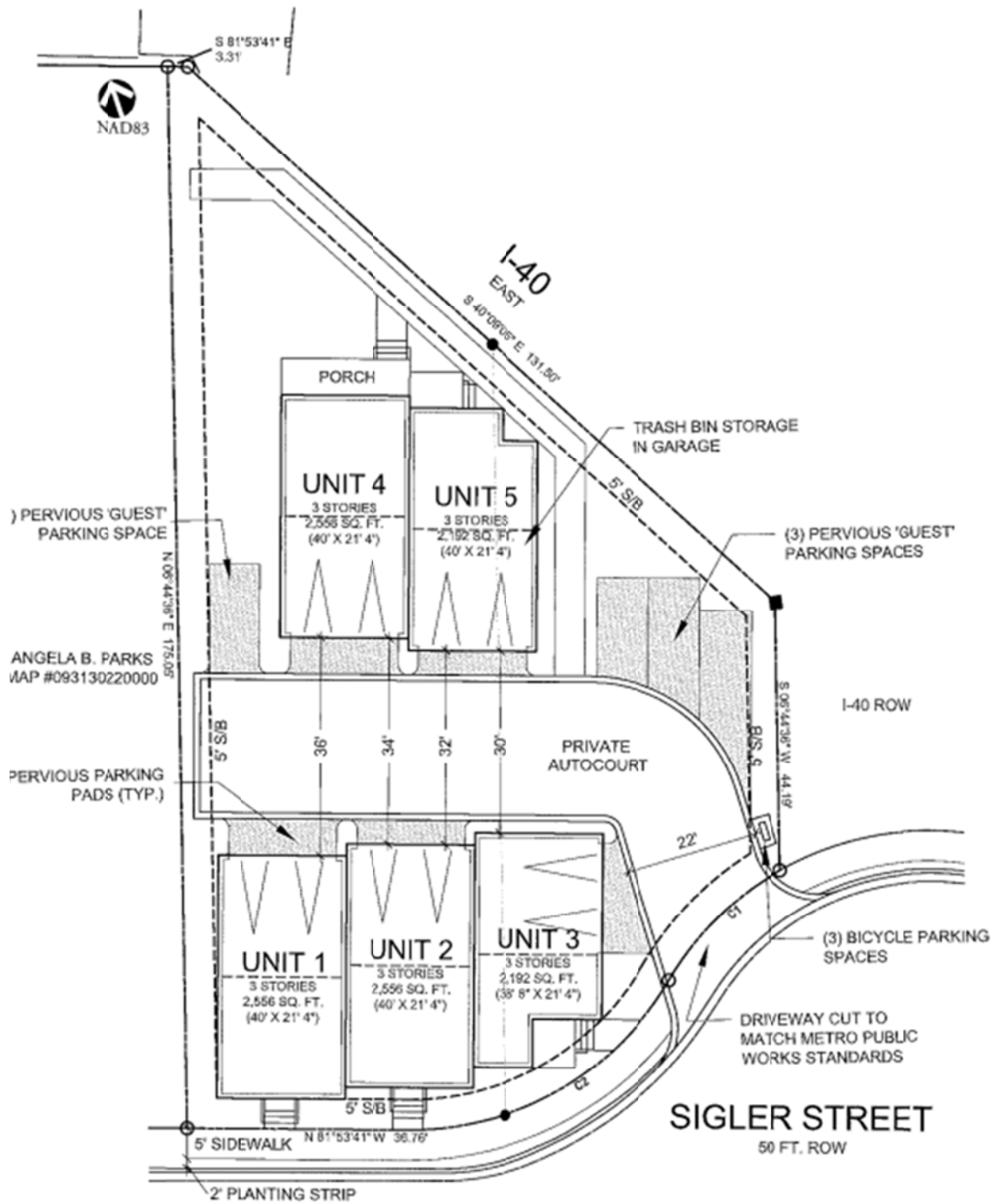
CRITICAL PLANNING GOALS

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

This request creates an opportunity for urban development that reuses fills 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. The proposed multi-family units would complement the diversity of housing options present in the area and provide for an additional housing option. 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 complete sidewalk network connects the site to an existing transit route along 12th Avenue South.



Metro Planning Commission Meeting of 2/11/2016



Proposed Site Plan



Metro Planning Commission Meeting of 2/11/2016

GREEN HILLS-MIDTOWN COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 Urban Neighborhood Evolving policy. The plan proposes shallow setbacks with strong connections between entrances and sidewalks. Three units are to connect to the sidewalk network for pedestrian connectivity, and within reasonable walking proximity of mass transit options.

PLAN DETAILS

The site is located on the north side of Sigler Street at 1116 Sigler Street, approximately 100 feet east of 13th Avenue South. The site is approximately 0.3 acres and currently has a single-family home on the property.

Site Plan

The plan calls for five multi-family residential units. Three units address Sigler Street while the remaining two units face north, toward downtown. Sidewalks are existing along Sigler Street, and the plan proposes a sidewalk connection between the two interior units and the private drive aisle. The units have strong connections between their main entrances and the sidewalk in the form of steps leading to the sidewalk. All units include two-car garages that are accessed from a private drive aisle; additionally, there are three surface parking spaces for guests. All units are limited to a maximum of three stories in 40 feet. The plan provides some architectural guidelines relating to building orientation, building entry, glazing, finished floor elevations and porches. The plan also prohibits vinyl siding, EFIS and untreated wood finishes.

ANALYSIS

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

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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



Metro Planning Commission Meeting of 2/11/2016

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.
- Indicate location for solid waste and recycling carts for each unit.
- Label the driveway connection to Sigler St to be per MPW standard drawing for residential driveways.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

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)	0.3	7.26 D	4 U	39	3	5

*Based on two two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi -Family Residential (230)	0.3	-	5 U	39	4	5

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

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

STORMWATER RECOMMENDATION

Approved with conditions

Add preliminary note and full 78-840 note.

WATER SERVICES RECOMMENDATION

Approved with conditions

Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final SP approval. (Shared private sewer service lines, as shown on this SP, are not allowed.) These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.



Metro Planning Commission Meeting of 2/11/2016

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district would not generate additional students from what is typically generated under the existing R6 zoning district. Students would attend Eakin Elementary, West End Middle School, and Hillsboro High School.

STAFF RECOMMENDATION

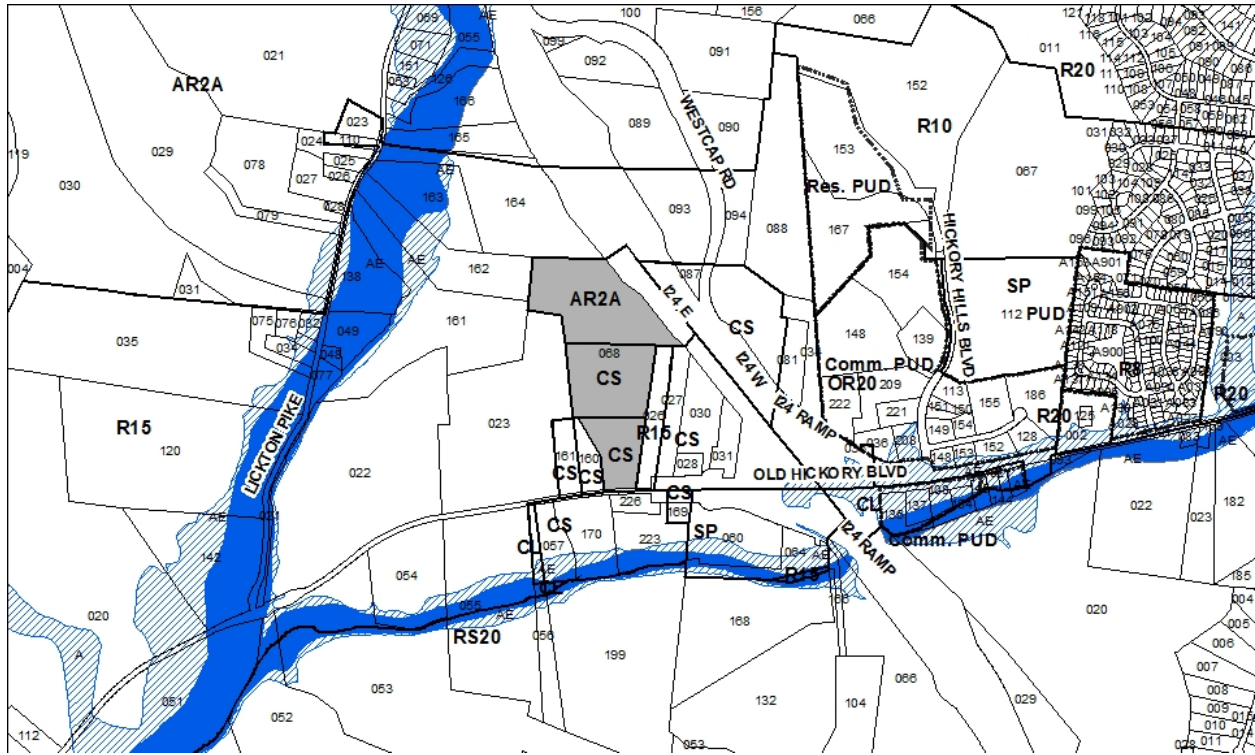
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to up to five residential units.
2. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
3. 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. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. 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. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association."
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 2/11/2016



2016SP-014-001

7435 Old Hickory Boulevard SP
Map 031, Parcel(s) 068
03, Bordeaux - Whites Creek
03 (Brenda Haywood)



Project No.	Specific Plan 2016SP-014-001
Project Name	7435 Old Hickory Boulevard SP
Council District	3 – Haywood
School District	1 – Gentry
Requested by	Dale & Associates, applicant; Anchor Property Holdings, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the February 25, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit commercial and industrial uses.

Zone Change

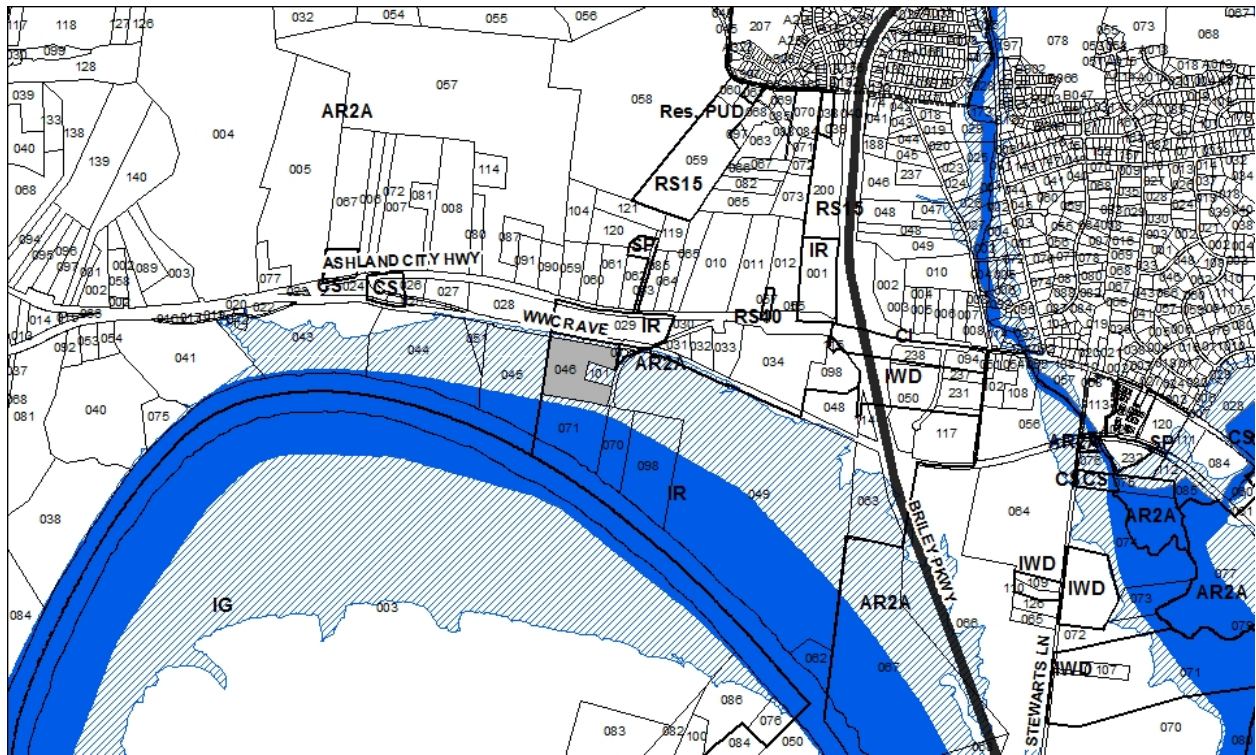
A request to rezone from Commercial Services (CS) to Specific Plan – Commercial (SP-C) zoning for a portion of property located at 7435 Old Hickory Boulevard, approximately 635 feet west of Blevins Road (24.3 acres), to permit heavy equipment sales, and service, and all uses permitted by the CS zoning district except cash advance, check cashing, title loan, non-residential drug treatment facilities, bar or nightclub, pawnshop and clubs.

STAFF RECOMMENDATION

Staff recommends deferral to the February 25, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 2/11/2016



2016SP-015-001
HAYLEY HARBOR SP
Map 068, Parcel(s) 046
03, Bordeaux - Whites Creek
01 (Sharon Hurt)



Project No.	Specific Plan 2016SP-015-001
Project Name	Haley Harbor SP
Council District	01 - Hurt
School District	01 - Gentry
Requested by	Dale & Associates, applicant; Smyrna Ready Mix, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
Rezone from IR to SP-IND.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Specific Plan-Industrial (SP-IND) zoning for property located at Amy Lynn Drive (unnumbered), approximately 1,100 feet west of Jennie Brown Lane (14.3 acres), to permit all uses under IR zoning except: automotive convenience, liquor sales, pawnshop, sex club, after hours establishment, and adult entertainment; and to permit a concrete plant; manufacturing of concrete, tile, and brick; associated outdoor storage of river transported materials and goods.

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-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

BORDEAUX – WHITES CREEK COMMUNITY PLAN

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

Consistent with Policy?

Yes. Industrial development associated with conservation districts may be appropriate in the floodplain along the Cumberland River, given the unique role that is plays in Nashville/Davidson County’s economy as a working river with flood control measures. In such cases, consideration



Metro Planning Commission Meeting of 2/11/2016

Haley Harbor Specific Plan (SP)

Development Summary	
SP Name	Specific Plan
SP Number	2016SP-015-001
Council District	01
Map & Parcel	Map 68, Parcel 46

Site Data Table	
Site Data	14.61
Existing Zoning	IR
Proposed Zoning	SP-IND
Allowable Land Uses: All uses in IR except Prohibited Land Uses	Concrete batch plant; manufacturing of concrete, tile, and brick; associated outdoor storage of river transported materials and goods.
Prohibited Land Uses	Automotive convenience, liquor sales, pawnshop, sex club, after hours establishment, and adult entertainment

Specific Plan (SP) Standards

1. Uses within this SP shall permit all uses under IR zoning except: automotive convenience, liquor sales, pawnshop, sex club, after hours establishment, and adult entertainment; and to permit concrete plant; manufacturing of concrete, tile, and brick; associated outdoor storage of river transported materials and goods.
2. A 50 foot wide type “D” landscape buffer yard shall be installed and/or maintained along the entire western property line.
3. Prior to final SP approval, a TIS shall be submitted to identify all required roadway improvements to mitigate traffic impact of this project on the area public roads.
4. A Dedicated Conservation Greenway Public Access Trail Easement Area shall be depicted and labeled along the northern property line with the final site plan.
5. 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.
6. 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 IR zoning district as of the date of the applicable request or application.
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.

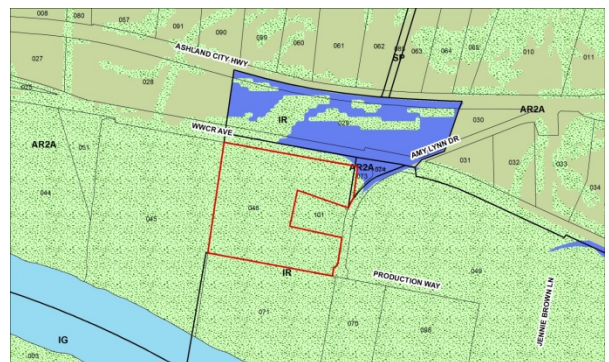
General Plan Consistency Note

The proposed Specific Plan is located within the Bordeaux – Whites Creek Community Plan (Subarea 03).

The proposed SP is located in the following policy area:

- Conservation (CO)

Industrial uses are consistent to with the Conservation Policy in this location, along the Cumberland River



Proposed Site Standards



Metro Planning Commission Meeting of 2/11/2016

should be given to the surrounding Community Character Policies, and Industrial Policy may be applied in lieu of Conservation Policy.

Occasionally, industrial buildings may be found in the floodplain sites along the Cumberland River, which has a higher measure of flood control than other river in Davidson County and has a history of industrial businesses that need to be along the river.

ANALYSIS

The property is located at Amy Lynn Drive (unnumbered) on approximately 14.61 acres. The site is one of several parcels currently zoned IR which permits light industrial uses, and is currently being used as open storage.

The proposed SP would allow uses such as a concrete plant; manufacturing of concrete, tile, and brick; associated outdoor storage of river transported materials and goods, which is not allowed under the current IR zoning. A concrete plant would permit the production of concrete that uses a manufacturing process involving the mixing of a number of aggregates, sand, water, cement, and/or other components. This use also includes the stockpiling of bulk materials required for the process and the storage of the required equipment use in the operation.

The SP has proposed limiting uses that are permitted with conditions in the IR zoning district. Automotive convenience, liquor sales, pawnshop, sex club, after hours establishment, and adult entertainment uses would be prohibited on this site. All bulk regulations such as maximum allowable height, FAR, ISR would be the same under the proposed regulatory SP as it is under the current IR zoning.

A 50 foot wide landscape buffer yard shall be located along the western property line. The buffer yard will be an undisturbed area where all existing vegetation shall be maintained to meet the standards of the "D-1" type landscape buffer yard. A greenway conservation easement shall be dedicated along the northern property line, adjacent to the railroad.

FIRE MARSHAL RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Ignore

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- 1) 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.
- 2) Comply with MPW Traffic Engineer



Metro Planning Commission Meeting of 2/11/2016

TRAFFIC & PARKING RECOMMENDATION

Conditions if approved

1) Revise # 3. standard as follows:

Prior to FINAL SP approval, a TIS shall be submitted to identify all required roadway improvements to mitigate traffic impact of this project on the area public roads.

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)	14.61	0.6 F	381, 846 SF	1360	115	123

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	14.61	0.6 F	381, 846 SF	1360	115	123

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

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

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

Industrial uses are consistent with the T2 Conservation Policy along the Cumberland River; therefore staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall permit all uses under IR zoning except: automotive convenience, liquor sales, pawnshop, sex club, after hours establishment, and adult entertainment; and to permit concrete batch plant; manufacturing of concrete, tile, and brick; associated outdoor storage of river transported materials and goods.
2. A 50 foot wide type "D" landscape buffer yard shall be installed and/or maintained along the entire western property line.
3. Prior to final SP approval, a TIS shall be submitted to identify all required roadway improvements to mitigate traffic impact of this project on the area public roads.
4. A Dedicated Conservation Greenway Public Access Trail Easement Area shall be depicted and labeled along the northern property line with the final site plan.
5. 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



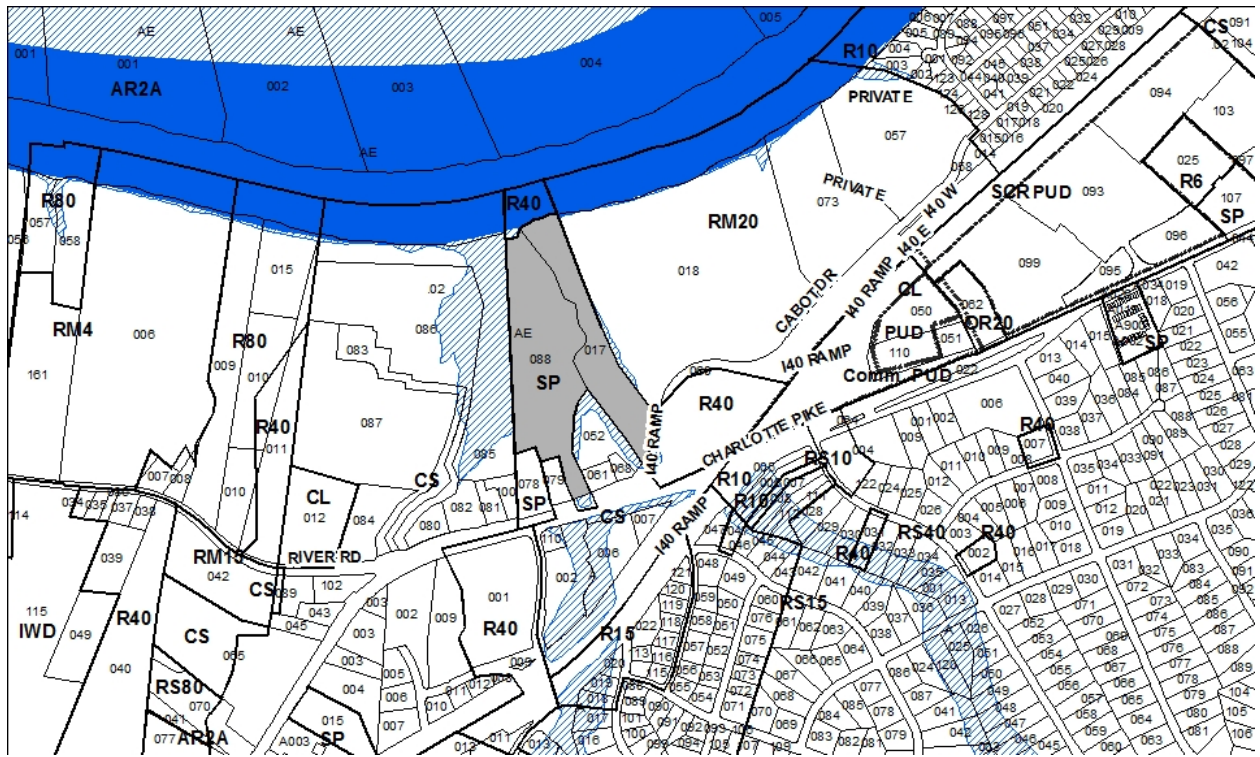
Metro Planning Commission Meeting of 2/11/2016

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.

6. 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 IR zoning district as of the date of the applicable request or application.
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.



Metro Planning Commission Meeting of 2/11/2016



2016Z-013PR-001

Map 102, Parcel(s) 017, 088

06, Bellevue

20 (Mary Carolyn Roberts); 35 (Dave Rosenberg)



Project No.	Zone Change 2016Z-013PR-001
Project Name	6950 Charlotte Pike
Council District	20 - Roberts; 35 - Rosenberg
School District	9 - Frogge
Requested by	Metro Water Services, owner and applicant.
Staff Reviewer	Moukaddem
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from SP-MU to AR2a

Zone Change

A request to rezone from Specific Plan-Mixed Use (SP-MU) to Agricultural/Residential (AR2a) zoning for properties located at 6950 Charlotte Pike and Cabot Drive (unnumbered), approximately 1,375 feet east of River Road (23.93 acres).

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

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.*

CRITICAL PLANNING GOALS

- Preserves Sensitive Environmental Features
- Creates Open Space

The subject site is almost entirely in the floodplain, with steep slopes on the eastern and southern portions of the property. Aerial images of the site from 2010 show a large portion of the site to be inundated with flood water. Downzoning the property to AR2a would assist in protecting this environmentally sensitive land.

BELLEVUE COMMUNITY PLAN

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5



Metro Planning Commission Meeting of 2/11/2016

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.

T3 Suburban Community Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The proposed AR2a zoning district is consistent with the site's Open Space policy and Conservation policy. A small area of the property toward the river to the north is under T3 Suburban Community Center Policy. Due to this area being so small and fragmented from the other areas under this policy and its location between the river and the floodplain, it could not be developed in a manner consistent with the goals of the T3 Suburban Community Center Policy.

ANALYSIS

The request will place approximately 24 acres currently zoned Specific Plan-Mixed Use (SP-MU) into the AR2a district, which permits less intense uses. The current SP allows for an urban waterfront district consisting of a mixed-use development containing retail, office, residential, hotel rooms, boathouses, and various civic spaces with associated parking structures, garages, and lots. The approximately 24 acres proposed for AR2a zoning are almost entirely in the floodplain. The AR2a district permits less intense uses than the existing zoning and better matches the character of this environmentally sensitive land.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

No Exception Taken

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	23.92	-	124, 746 SF	1582	224	219



Metro Planning Commission Meeting of 2/11/2016

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (230)	23.92	-	712 U	3549	249	301

Maximum Uses in Existing 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 (820)	23.92	-	216, 798 SF	11230	244	1069

Maximum Uses in Existing 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
Hotel (310)	23.92	-	150 Rooms	1338	88	87

Maximum Uses in Proposed Zoning District: **AR2a**

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)	23.92	0.5 D	11 U	106	9	12

Traffic changes between maximum: **SP-MU** and **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-17,593	-796	-1,664

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MU district: 42 Elementary 26 Middle 20 High

Projected student generation proposed AR2a district: 4 Elementary 2 Middle 2 High

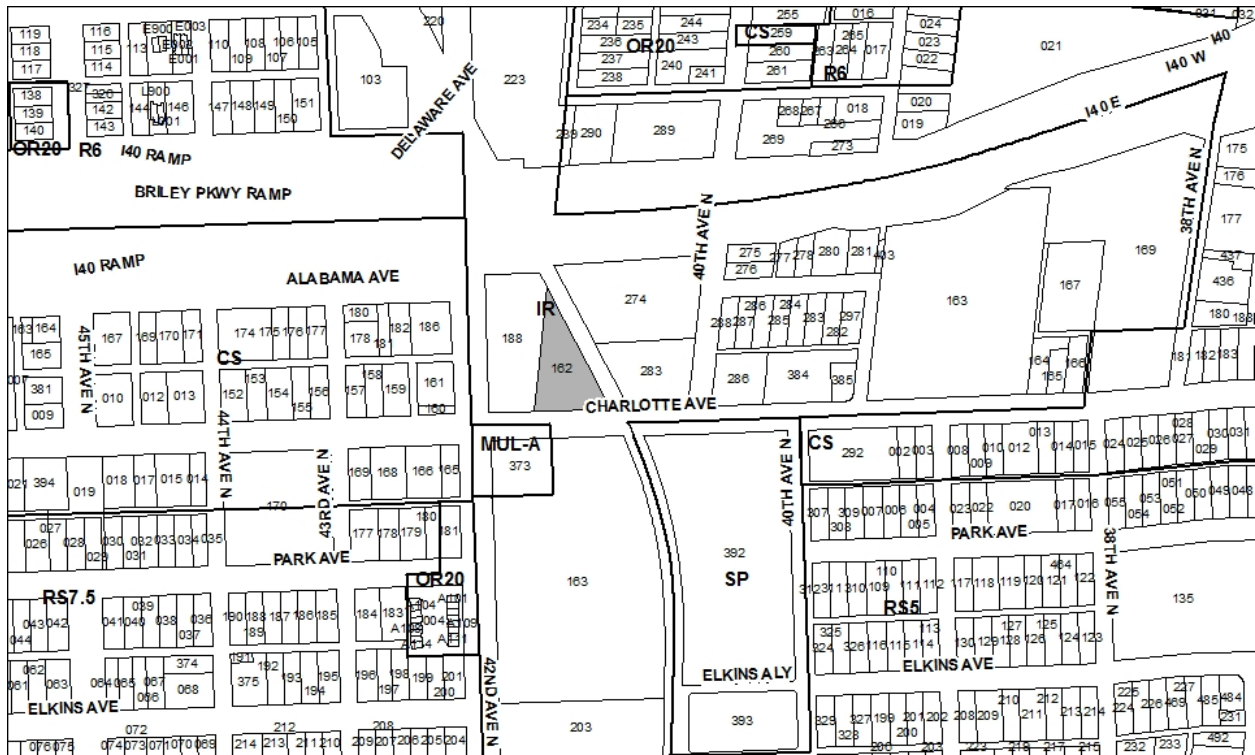
The proposed AR2a zoning district would generate not generate additional students. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School is over capacity. There is additional capacity for middle school students in the cluster. This information is based upon data from the school board last updated November 2015.

STAFF RECOMMENDATION

Staff recommends approval as the proposed rezoning is consistent with the Open Space Policy and the Conservation Policy.



Metro Planning Commission Meeting of 2/11/2016



2016Z-014PR-001

Map 091-16, Parcel(s) 162

07, West Nashville

24 (Kathleen Murphy)



Project No.	Zone Change 2016Z-014PR-001
Council District	24 - Murphy
School District	09 - Frogge
Requested by	Commercial Reality Services, applicant; Associated Warehouse Properties II, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Rezone to MUL-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 4100 Charlotte Avenue, approximately 210 feet west of 40th Avenue North (0.94 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development

This request directs development to areas where infrastructure is already existing (i.e. sewer lines, roads) as opposed to areas where there are not adequate public facilities. This reduces the service constraints placed on Metro’s resources. The proposed request would also enhance walkability along a corridor through the orientation of buildings and enhancement of the pedestrian network.

WEST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a 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 proposed zoning district allows for a variety of uses with appropriate design standards. The MUL-A is an appropriate zoning district under the land use policy.



Metro Planning Commission Meeting of 2/11/2016

ANALYSIS

This property is located at 4100 Charlotte Avenue and is approximately 0.94 acres. Currently, the property is zoned Industrial Restrictive (IR), which allows for light manufacturing uses. This site currently has a warehouse and a surface lot located on it.

If this property were to redevelop, the proposed MUL-A district would permit a mixture of uses including office, residential and commercial. This district also has appropriate design standards consistent with the policy that would create walkable neighborhoods through the use of building placements and enhancement of the sidewalk network. The MUL-A district requires a build-to zone that would require future development to address the public realm. Sidewalks would be built to Major and Collector Street standards along Charlotte Pike if the site were to be redeveloped. Parking would be required to be placed along the sides and/or the rear of any future development.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC & 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)	0.94	0.6 F	24, 567 SF	88	8	8

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)	0.94	1.0 F	40, 946 SF	1790	40	120

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
-	-	-	-	+1,702	+32	+112



Metro Planning Commission Meeting of 2/11/2016

METRO SCHOOL BOARD REPORT

Projected student generation existing <u>IR</u> district	<u>0</u> Elementary	<u>0</u> Middle	<u>0</u> High
Projected student generation proposed <u>MUL-A</u> district	<u>0</u> Elementary	<u>0</u> Middle	<u>0</u> High

The proposed MUL-A district would generate no more students than what is typically generated under the existing IR district using the urban infill factor. Students would attend Sylvan Park Elementary, West End Middle, and Hillsboro High School.

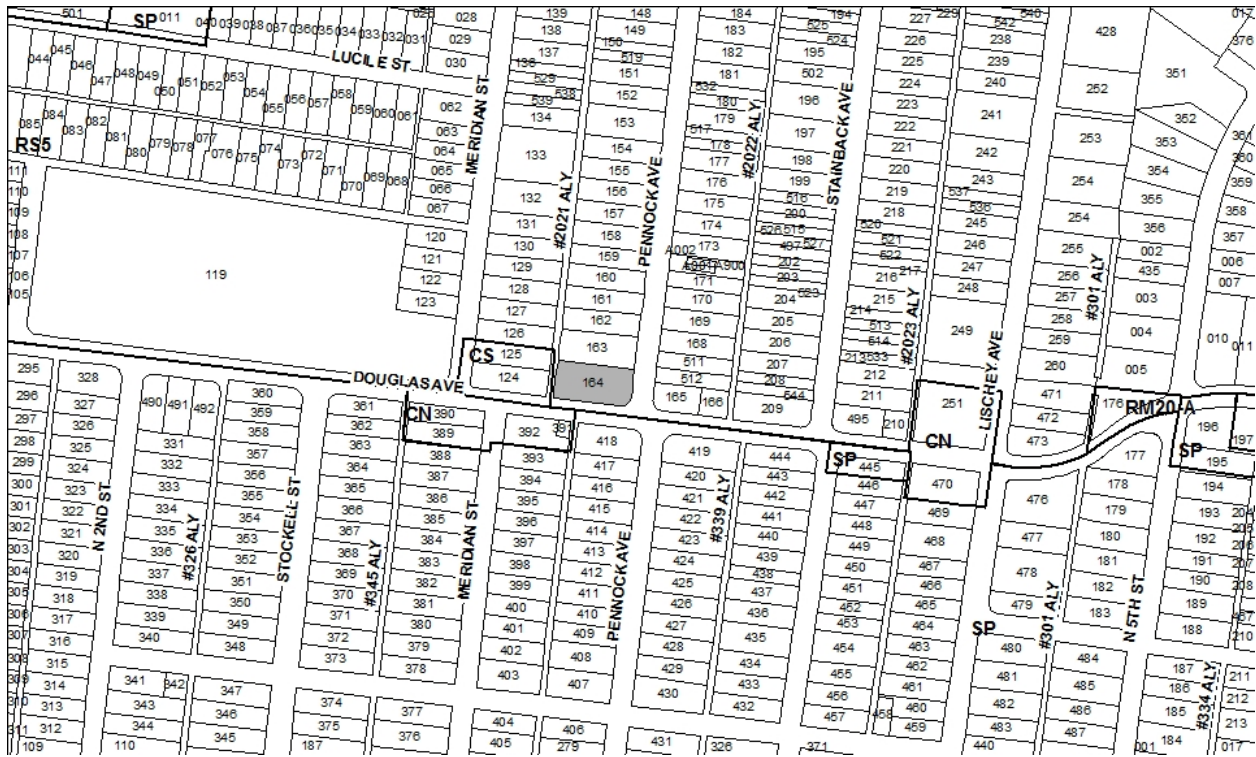
This information is based upon data from the school last updated November 2015.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with policy.



Metro Planning Commission Meeting of 2/11/2016



2016Z-015PR-001

Map 071-15, Parcel(s) 164

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2016Z-015PR--001
Council District	5 – S. Davis
School District	5 - Kim
Requested by	Dale & Associates, applicant; Lavolia Smith, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RS5 to MUN-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for property located at 1300 Pennock Avenue, at the northwest corner of Pennock Avenue and Douglas Avenue (0.41 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 3 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that fit in with the general character of existing urban neighborhoods, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban 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.

Consistent with Policy?

No. The request is inconsistent with the goals of the T4 Urban Neighborhood Evolving Policy. The T4 NE policy is a residential policy intended to enhance urban neighborhoods with opportunities for a broader range of housing types and housing choices. Rezoning to MUN-A would allow non-residential uses such as commercial, medical, and offices uses, which are not consistent with the policy or existing uses along Pennock Avenue.



Metro Planning Commission Meeting of 2/11/2016

ANALYSIS

The property at 1300 Pennock Avenue is currently zoned RS5. The existing zoning district allows for only single-family residential uses. The proposed MUN-A zoning district allows non-residential uses which are not consistent with the T4 Urban Neighborhood Evolving policy. The T4 Urban Neighborhood Evolving policy only supports residential or design-based zoning districts, and only allows residential or institutional uses.

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: **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)	0.41	8.7 D	3 U	29	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.41	0.6 F	10, 715 SF	497	16	48

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+468	+13	+44

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 1 Elementary 0 Middle 0 High

Projected student generation proposed MUN-A district: 2 Elementary 1 Middle 1 High

The proposed MUN-A zoning is expected to generate three more students than the existing RS5 zoning. Students would attend Shwab 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 2015.



Metro Planning Commission Meeting of 2/11/2016

STAFF RECOMMENDATION

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



SEE NEXT PAGE

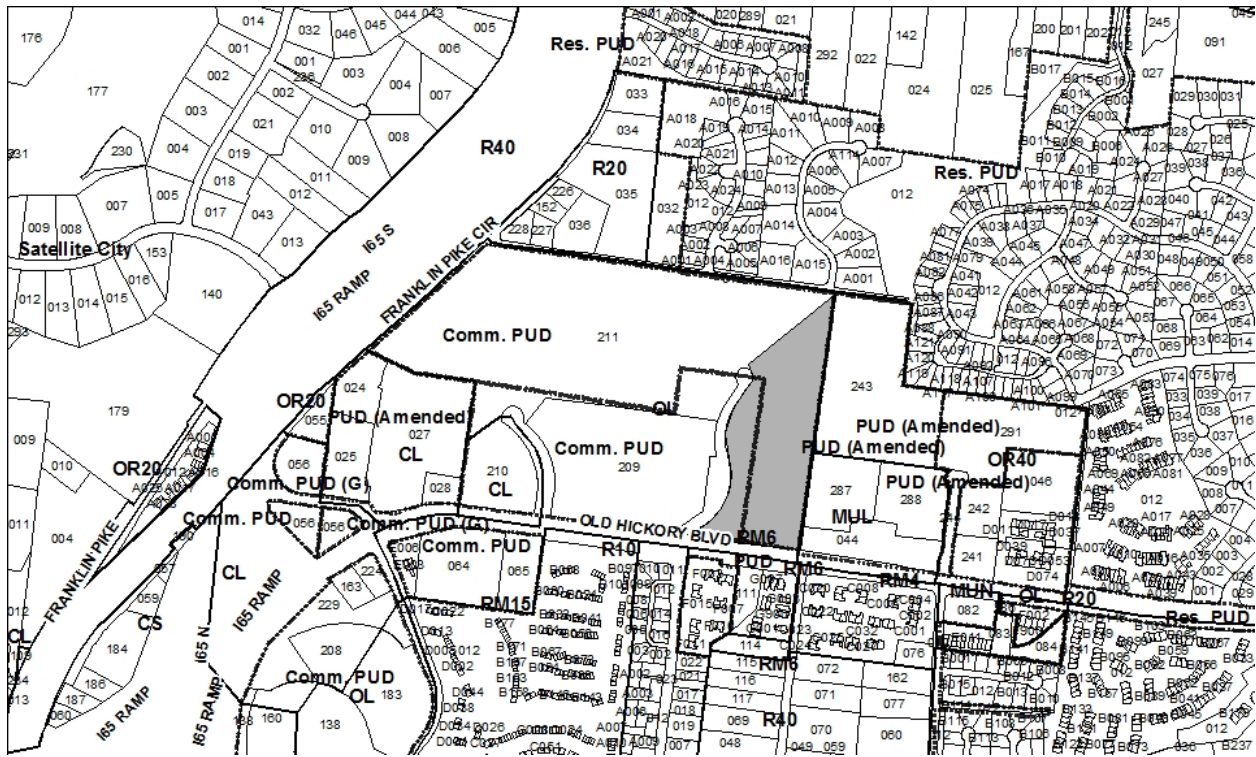


PLANNING COMMISSION ACTIONS

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



Metro Planning Commission Meeting of 2/11/2016



85-85P-003

BRENTWOOD COMMONS (HCA)

Map 160, Parcel(s) 211

12, Southeast

04 (Robert Swope)



Project No.	Planned Unit Development 85-85P-003
Project Name	Brentwood Commons (HCA)
Council District	4 - Swope
School District	8 - Pierce
Requested by	Ragan Smith & Associates, applicant; Southpoint, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a portion of a Planned Unit Development to permit an office development.

Revise PUD

A request to revise the preliminary plan for a portion of the Brentwood Commons Planned Unit Development Overlay District on property located at 2000 American General Way, at the northeast corner of American General Way and Old Hickory Boulevard, zoned Office Limited (OL) (13.59 acres), to permit an office.

Existing Zoning

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

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

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

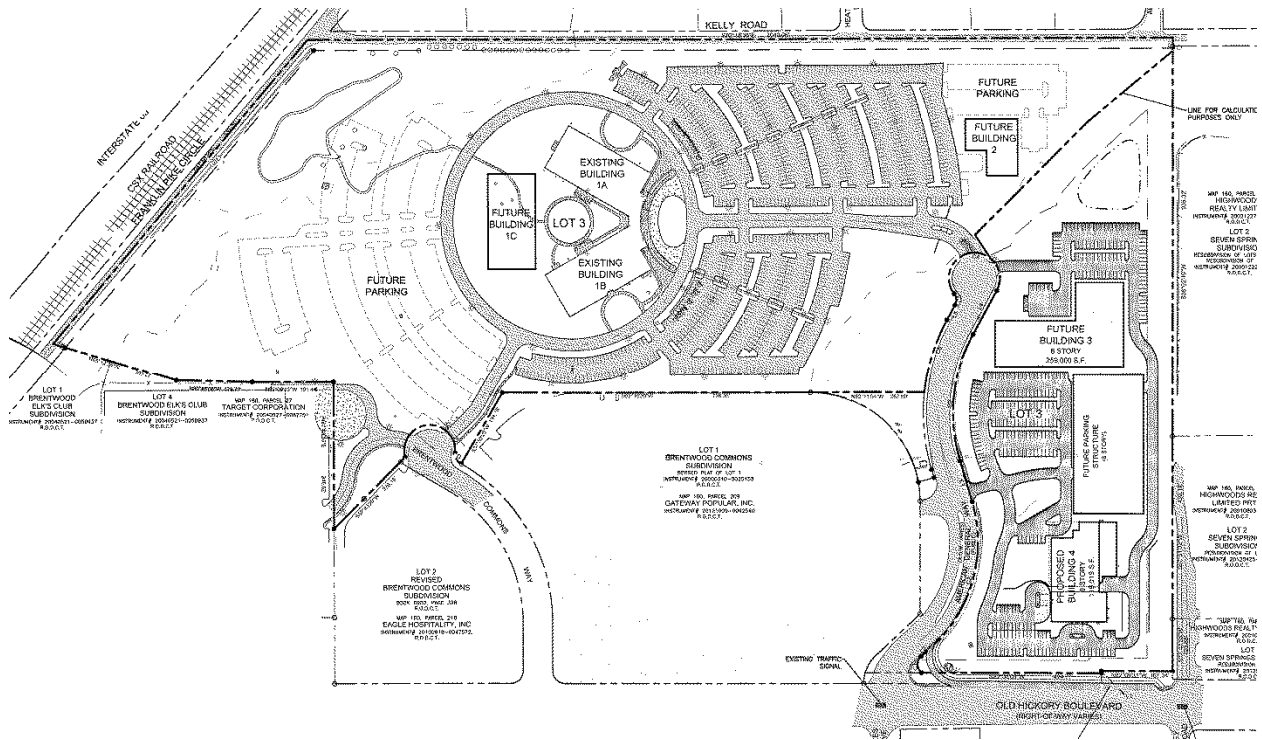
The site is developed and contains two office buildings totaling 286,000 square feet. The site is located in the Brentwood Commons PUD, which was approved in 1985 for a variety of office and associated uses.

Site Plan

The plan calls for three additional six story office buildings and a six story parking garage. The additional office space totals 581,019 square feet. Access will be from American General Way, which currently provides access into the site.



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Proposed Site Plan



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ANALYSIS

The request is consistent with the overall concept of the Council approved plan. The Council approved plan was approved in 1985 for 1,307,553 square feet of office and associated uses. As proposed, the total floor area within the PUD will be 1,437,574 square feet. While this exceeds the Council approved floor area, the Code permits increases in floor area up to 10% of what Council approved without having to go back to Council. This would permit a maximum floor area of 1,438,308 square feet. This leaves 734 square feet of additional floor area that would be permitted in the PUD. Since the proposed plan is consistent with the overall concept of the Council approved plan, and is within the floor area permitted by Code, then the request does not require Council approval.

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



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

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with MPW Traffic Engineer. Revisions may/ will be requested pending a full review of the TIS by MPW Traffic Engineer.
- Prior to building permit submittal coordinate with MPW Staff on the design of pedestrian facilities at the west bound right turn lane at American General Way, i.e. ADA compliant ramps, crossings, etc.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

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

- Developer shall Identify phase 1 (119,000st medical office) and phase 2 (462,000 sf general office) development boundaries on PUD revision plan and Final Site plan.



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- Developer shall submit roadway construction plans, pavement markings and signage plans and traffic signal plans with construction documents for phase 1 and phase 2 development.

Old Hickory Boulevard at I-65 Northbound Entrance Ramp

- The existing westbound right turn lane on Old Hickory Boulevard should be extended as a full width lane to the intersection of Old Hickory Boulevard and Franklin Pike Circle/Stone Brook Drive. This recommendation should be implemented when Phase 2, approximately 400,000 square feet of office and/or medical office space is underway on Lot 3 of the Brentwood Commons PUD.
- Phase 1 developer shall study lane utilization signage to determine if additional signage is appropriate due to existing WB am queue.
- If TDOT does not increase capacity on Old Hickory Boulevard with the addition of a third eastbound travel lane, this recommendation should be reevaluated to determine if a more beneficial improvement could be implemented at another location by the Brentwood Commons PUD, Lot 3 developer.

Old Hickory Boulevard at Franklin Pike Circle/Stone Brook Drive

- A new westbound shared through/right lane should be constructed on Old Hickory Boulevard to provide additional storage and lane changing area for traffic approaching Interstate 65. This new lane will align with the extension of the existing westbound right turn lane between Franklin Pike Circle and the I-65 Northbound Entrance Ramp. Based on the location of adjacent, un-signalized access driveways, this additional westbound lane should have a full width storage length of approximately 125 feet and a taper length of approximately 100 feet. This recommendation should be implemented when Phase 2, approximately 400,000 square feet of office and/or medical office space is underway on Lot 3 of the Brentwood Commons PUD.
- If TDOT does not increase capacity on Old Hickory Boulevard with the addition of a third eastbound travel lane, this recommendation should be reevaluated to determine if a more beneficial improvement could be implemented at another location by the Brentwood Commons PUD, Lot 3 developer.
- The addition of a new westbound shared through/right turn lane will create a total of four (4) through lanes on the westbound approach of Old Hickory Boulevard. Based on the guidance provided in the Public Works Department Traffic Signal Timing and Phasing Policy, the eastbound left turn movement at this intersection should be modified to operate as a protected only, or exclusive only, left turn movement. The modification in the eastbound left turn operation will increase delay for this movement; however, the overall intersection operation will continue to meet the policy goal for intersection operations.
- Lot 3 of the Brentwood Commons PUD Phase 2 developer shall design signal modification plan and submit to MPW traffic engineer for approval and install signal improvements when directed by metro traffic engineer.



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Old Hickory Boulevard at Brentwood Commons Way/Brentwood Highlands Access

- The traffic signal at this intersection should be modified so that the side street approaches utilize a split phase operation. This operation will mitigate overlapping left turn conflicts that can occur within the intersection and will increase capacity for traffic exiting the Brentwood Commons PUD during the p.m. peak hour.
- Lot 3 of the Brentwood Commons PUD Phase 2 developer shall design signal modification plan and submit to MPW traffic engineer for approval and install signal improvements when directed by metro traffic engineer.
- The length of the eastbound left turn lane on Old Hickory Boulevard should be increased to 450 feet with a taper length of 100 feet. This turn lane length extension should be implemented as part of the area shown as Building 1C on Lot 3 of the Brentwood Commons PUD.

Old Hickory Boulevard at American General Way/Oakes Drive

- A westbound right turn lane should be constructed on Old Hickory Boulevard as part of the initial Phase 1 of development on Lot 3 of the Brentwood Commons PUD. This right turn lane should have a storage length of 400 feet and a taper length of 100 feet.
- The approach of American General Way to Old Hickory Boulevard should be widened to include an additional southbound right turn lane. The new right turn lane should have a storage length of 200 feet with a taper length of 100 feet. This turn lane should be constructed as part of the initial phase of development on Lot 3 of the Brentwood Commons PUD.
- Lot 3 of the Brentwood Commons PUD Phase 1 developer shall design signal modification plan and submit to MPW traffic engineer for approval and install signal improvements when directed by metro traffic engineer.
- The proposed TDOT Road Safety Audit and Ramp Queue Program project should be monitored for implementation.
- If TDOT does not extend a third eastbound lane from Oakes Drive to Cloverland Drive, the Brentwood Commons PUD, Lot 3 Phase 2 developer shall construct a 3rd eastbound travel lane between Oakes Dr and Cloverland Dr.
- The existing eastbound double left turn lanes on Old Hickory Boulevard should remain in place based on the future need for eastbound left turn capacity and queue storage as the Brentwood Commons PUD develops.

Old Hickory Boulevard at Seven Springs Access/Valley View Road

- The proposed TDOT Road Safety Audit and Ramp Queue Program project should be monitored for implementation.
- If TDOT does extend a third eastbound lane from Oakes Drive to Cloverland Drive, the recommendations of this study should be reevaluated to determine the benefits and feasibility of alternative improvements that can be implemented by the Brentwood Commons PUD, Lot 3 Phase 2 developer to increase capacity on Old Hickory Boulevard eastbound during the p.m. peak hour along Old Hickory Blvd corridor past Cloverland Dr.

STORMWATER RECOMMENDATION

Approved



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WATER SERVICES RECOMMENDATION

Approved with conditions

Approved as a Preliminary SP only. Public water construction plans for any proposed fire hydrants 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.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. 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.
2. 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.
3. 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.
4. 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.