

# Metropolitan Planning Commission



## Staff Reports

**March 10, 2016**



## Metro Planning Commission Meeting of 3/10/2016

*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.*

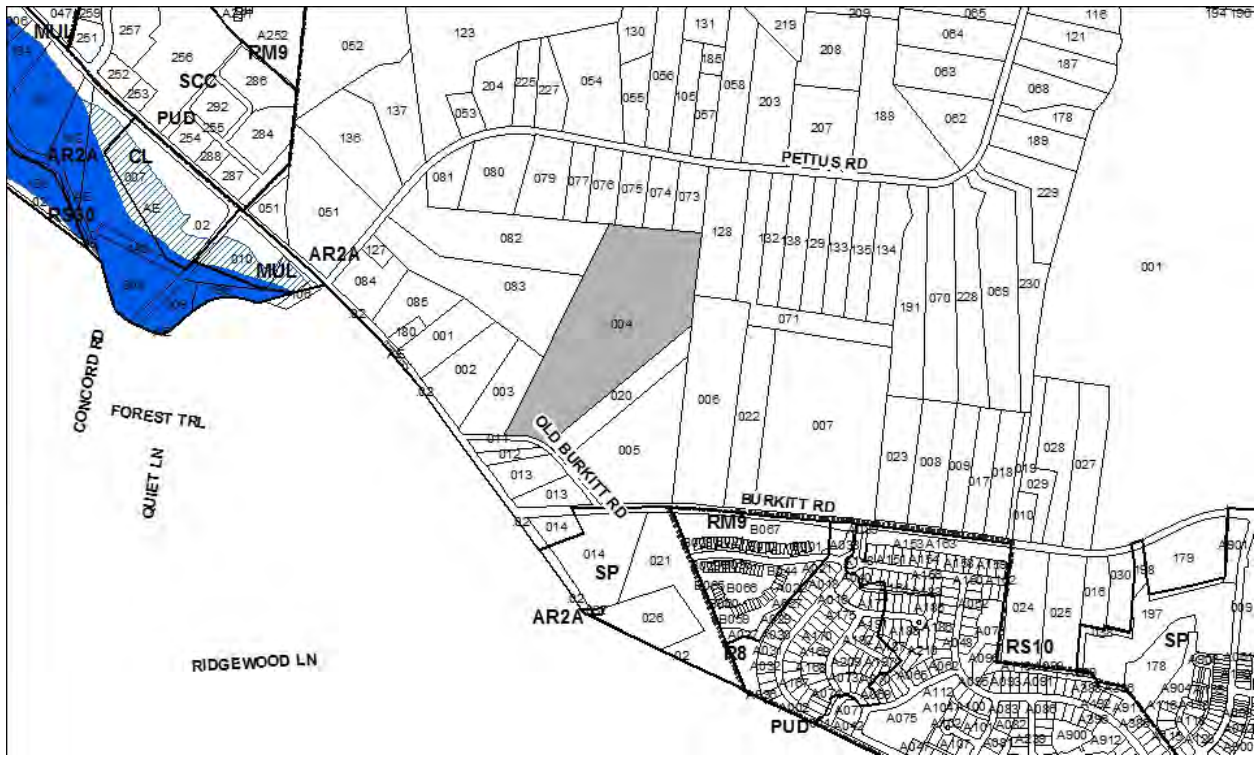


## **PREVIOUSLY CONSIDERED ITEMS**

- **Specific Plans**
- **Zone Changes**
- **Planned Units Developments**



# Metro Planning Commission Meeting of 3/10/2016



**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.

**Deferrals** This request was deferred from the February 11, 2016, and the February 25, 2016, Planning Commission meetings.

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

**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**

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices

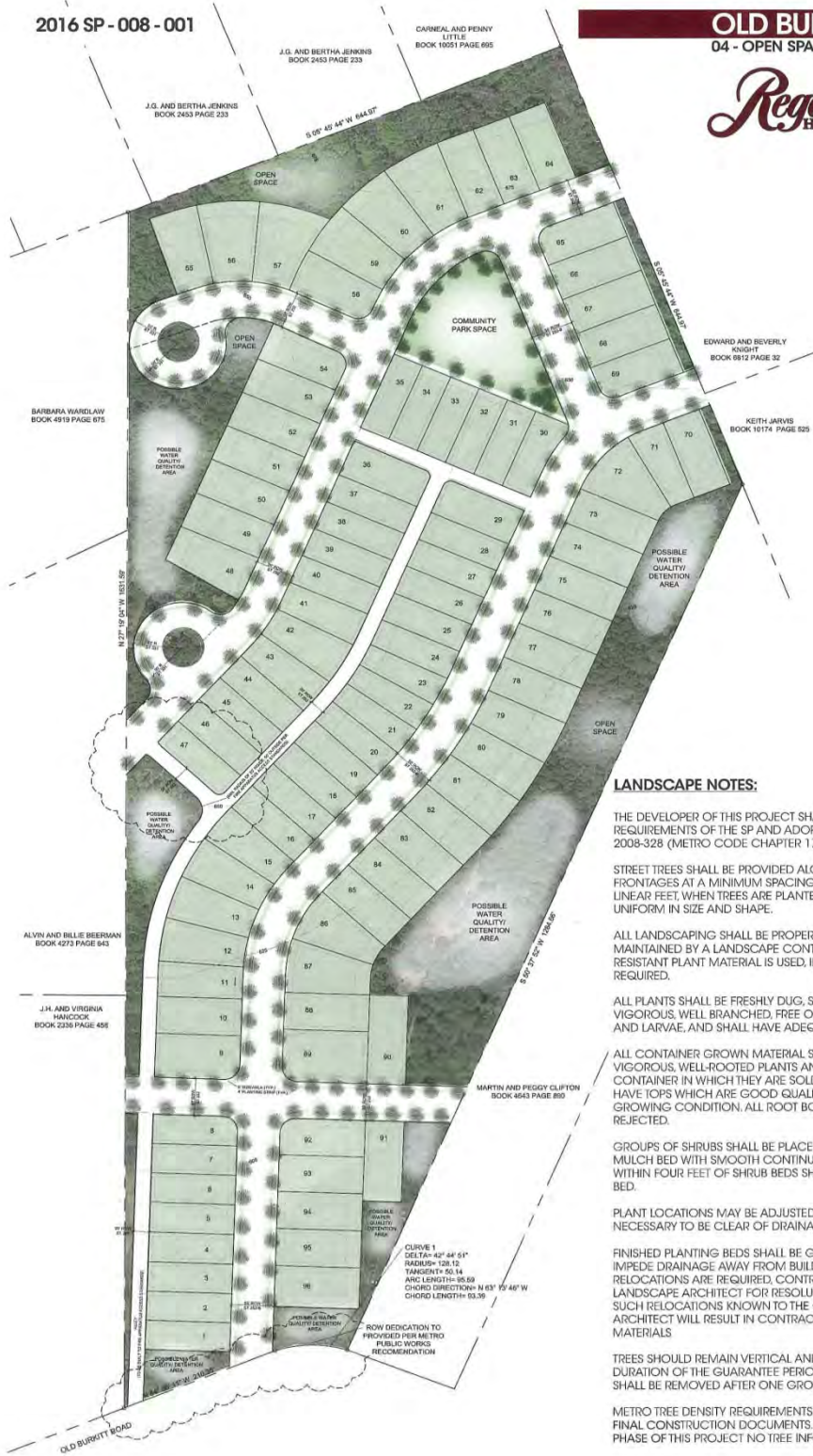
As proposed, the plan provides sidewalks along all streets. Sidewalks provide for safe pedestrian movement throughout the development. The plan also calls for active open space which is accessible by sidewalk. The plan calls for street connections to adjacent properties that are undeveloped. This will provide for other opportunities for future vehicular as well as pedestrian connections between future neighborhoods. The plan provides a range of housing options including alley loaded and front loaded lots. Alley loaded lots also enhance the pedestrian realm by reducing the number of driveways along the sidewalk.



# Metro Planning Commission Meeting of 3/10/2016

2016 SP - 008 - 001

## OLD BURKITT ROAD 04 - OPEN SPACE/LANDSCAPE PLAN



### LANDSCAPE NOTES:

THE DEVELOPER OF THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS OF THE SP AND ADOPTED TREE ORDINANCE 2008-328 (METRO CODE CHAPTER 17.24).

STREET TREES SHALL BE PROVIDED ALONG ALL STREET FRONTAGES AT A MINIMUM SPACING AVERAGE OF FIFTY (50) LINEAR FEET, WHEN TREES ARE PLANTED IN ROWS, THEY SHALL BE UNIFORM IN SIZE AND SHAPE.

ALL LANDSCAPING SHALL BE PROPERLY IRRIGATED AND MAINTAINED BY A LANDSCAPE CONTRACTOR; IF DROUGHT RESISTANT PLANT MATERIAL IS USED, IRRIGATION SHALL NOT BE REQUIRED.

ALL PLANTS SHALL BE FRESHLY DUG, SOUND, HEALTHY, VIGOROUS, WELL BRANCHED, FREE OF DISEASE, INSECT EGGS, AND LARVAE, AND SHALL HAVE ADEQUATE ROOT SYSTEMS.

ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION. ALL ROOT BOUND PLANTS SHALL BE REJECTED.

GROUPS OF SHRUBS SHALL BE PLACED IN A CONTINUOUS MULCH BED WITH SMOOTH CONTINUOUS LINES. TREES LOCATED WITHIN FOUR FEET OF SHRUB BEDS SHALL SHARE SAME MULCH BED.

PLANT LOCATIONS MAY BE ADJUSTED IN THE FIELD AS NECESSARY TO BE CLEAR OF DRAINAGE SWALES AND UTILITIES.

FINISHED PLANTING BEDS SHALL BE GRADED SO AS TO NOT IMPEDE DRAINAGE AWAY FROM BUILDINGS. IF SIGNIFICANT RELOCATIONS ARE REQUIRED, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH RELOCATIONS KNOWN TO THE OWNER OR LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTOR'S LIABILITY OF PLANT MATERIALS.

TREES SHOULD REMAIN VERTICAL AND UPRIGHT FOR THE DURATION OF THE GUARANTEE PERIOD. GUYS AND STRAPPING SHALL BE REMOVED AFTER ONE GROWING SEASON.

METRO TREE DENSITY REQUIREMENTS WILL BE ADDRESSED IN FINAL CONSTRUCTION DOCUMENTS. AT THE PRELIMINARY PHASE OF THIS PROJECT NO TREE INFORMATION IS AVAILABLE.

Proposed Site Plan



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### **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 housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

#### Consistent with Policy?

Yes. As proposed, the plan provides for a walkable suburban neighborhood consistent with the T3 NE policy. The plan calls for a mixture of housing types, including front and alley loaded lots. The plan provides sidewalks along all streets. It also provides active open space. GIS indicates that there is a stream that ends near the northeast property line. The small section of CO policy on the site recognizes this stream. If Stormwater determines that this is actually a stream, then it would need to be buffered consistent with the CO policy.

### **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 47 alley loaded lots and 52 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 (front loaded): 5,500 square feet;
- Minimum lot size (alley loaded): 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 from street;
  - 10 feet from front façade (excluding porch)”



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- 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 requirements, 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 site.

### **ANALYSIS**

As proposed the request is consistent with the CO and T3 NE land use policies, and meets several critical planning goals. Staff is recommending that the request be approved with conditions and disapproved without all conditions.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

Reviewed Revised plans showing the 2nd means. Advised to verify the radius on the turns. The 2nd means shown does not meet the requirements. 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**

#### **Conditions if approved**

1. Old Burkitt Road shall be widened between Nolensville Road and Burkitt Road. The approved gas station and retail SP has not submitted construction plans for the realignment of Old Burkitt Rd at Burkitt Rd. Therefore, Old Burkitt SP shall design and construct the





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realignment section of Old Burkitt Rd if the realignment has not been constructed prior to use and occupancy permit. The x-section of Old Burkitt Rd shall be a minimum of 23ft of pavement with curb and gutter. Developer shall submit construction plans including signage and striping plans prior to final SP approval. Old Burkitt Rd. shall be constructed with a minimum of 2 travel lanes with 2 exiting lanes with 100 ft of storage at the intersection with Nolensville Pk. Additional ROW may be required. Old Burkitt Rd shall be constructed between Nolensville Pk and Burkitt Rd prior to use and occupancy permit. Developer shall submit construction plans prior to final SP approval.

2. A southbound left turn lane shall be provided on Nolensville Road at Old Burkitt Road. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards. Additional queue analysis shall be submitted to determine appropriate left turn lane storage length due to the significant SB LTL pk hr queue at the signalized intersection of Burkitt Rd and Nolensville Pk. Developer shall submit construction plans prior to final SP approval.

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

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

#### 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.



## Metro Planning Commission Meeting of 3/10/2016

### 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 in 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 approval with conditions and disapproval without all conditions, as the proposed, the SP plan is consistent with the Southeast Community Plan and meets two critical planning goals.

### CONDITIONS

1. Uses are limited to a maximum of 99 single-family lots.
2. A total of 47% of the lots within the SP shall be alley loaded.
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 at least ten feet from the front façade. For measurement purposes, a porch shall not be considered a façade.
5. Old Burkitt Road shall be widened between Nolensville Road and Burkitt Road. The approved gas station and retail SP has not submitted construction plans for the realignment of Old Burkitt Rd at Burkitt Rd. Therefore, Old Burkitt SP shall design and construct the realignment section of Old Burkitt Rd if the realignment has not been constructed prior to use and occupancy permit. The x-section of Old Burkitt Rd shall be a minimum of 23ft of pavement with curb and gutter. Developer shall submit construction plans including signage and striping plans prior to final SP approval. Old Burkitt Rd. shall be constructed with a minimum of 2 travel lanes with 2 exiting lanes with 100 ft of storage at the intersection with Nolensville Pk. Additional ROW may be required. Old Burkitt Rd shall be constructed between Nolensville Pk and Burkitt Rd prior to use and occupancy permit. Developer shall submit construction plans prior to final SP approval.
6. A southbound left turn lane shall be provided on Nolensville Road at Old Burkitt Road. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards. Additional queue analysis shall be submitted to determine appropriate left turn lane storage length due to the significant SB LTL pk hr queue at the signalized intersection of Burkitt Rd and Nolensville Pk. Developer shall submit construction plans prior to final SP approval.
7. Sidewalks shall be installed along the entire Old Burkitt Road frontage from Nolensville Pike to Burkitt Road along one or both sides of Old Burkitt Road. The design of sidewalks and street



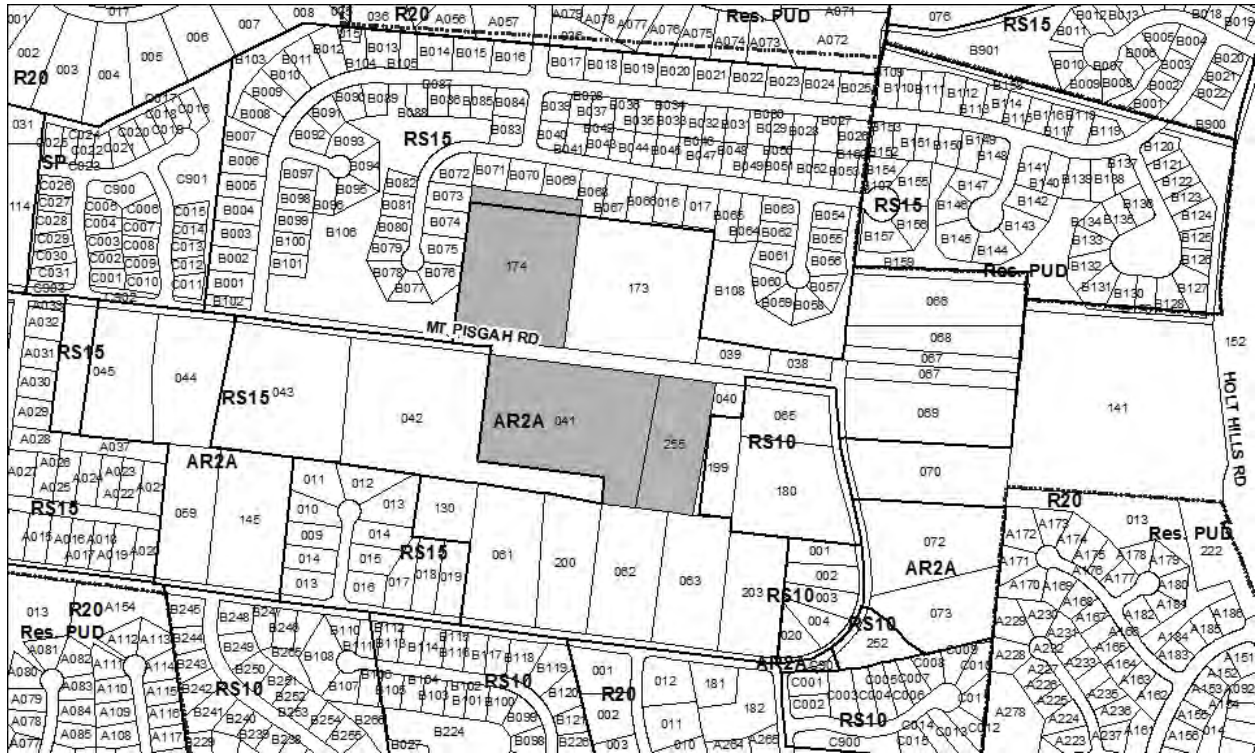
## Metro Planning Commission Meeting of 3/10/2016

cross sections shall be determined with the final site plan by Public Works and Planning. All off-site improvements shall be bonded with the first final plat.

8. 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.
9. 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.
10. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
11. 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.
12. 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.
13. 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 3/10/2016



**2016SP-011-001**

**MT. PISGAH SP**

Map 172, Parcel(s) 041, 174, 255

12, Southeast

04 (Robert Swope)



<b>Project No.</b>	<b>Specific Plan 2016SP-011-001</b>
<b>Project Name</b>	<b>Mt. Pisgah SP</b>
<b>Council District</b>	4 - Swope
<b>School District</b>	2 - Brannon
<b>Requested by</b>	Batson & Associates, applicant; Charles White, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change to permit a residential development with up to 31 units.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning for properties located at Mt. Pisgah Road (unnumbered) and 6000 and 6021 Mt. Pisgah Road, approximately 750 feet west of Christiansted Lane (12.12 acres), to permit 31 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 6 lots with 1 duplex lot for a total of 7 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

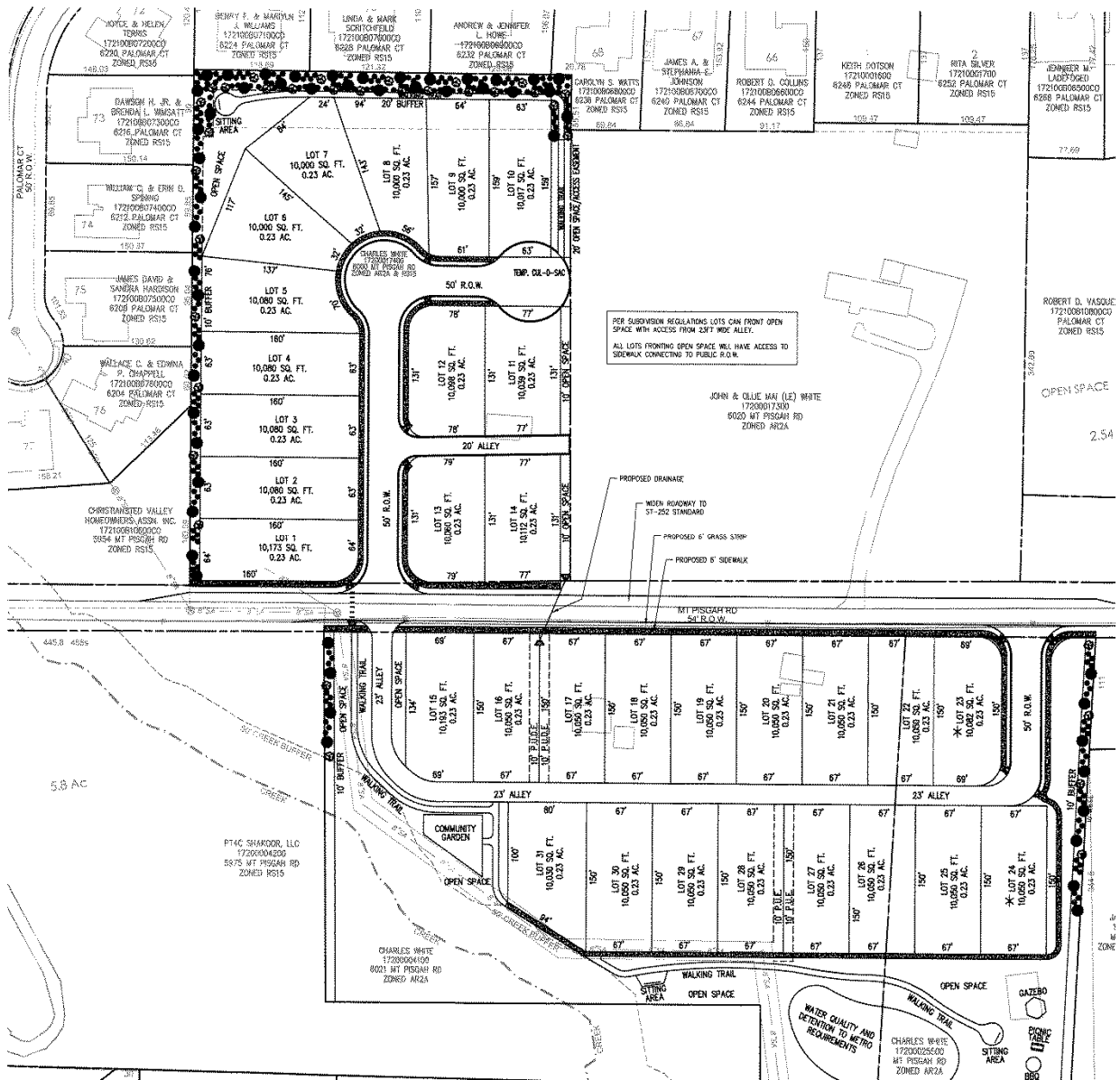
**SOUTHEAST COMMUNITY PLAN**

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

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made



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## Proposed Site Plan



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to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

### Consistent with Policy?

No. The Suburban Neighborhood Maintenance policy is intended to preserve the general character of developed suburban residential neighborhoods. The Neighborhood Maintenance policy states that new developments should provide inviting, functional, and accessible open space as an integral part of the development. The majority of the open space for the development is located on the south side of Mt. Pisgah Road. The only portion of property on the north side of Mt. Pisgah Road not allocated to lots is for landscape buffers and a small sitting area located behind two lots in the northwest corner of the development. Neither the open space on the north side or south side is integrated into the development. The open space is located on the edges of the development as opposed to being centrally located and easily accessible to all future residents. This is not in keeping with the intent of the policy in regards to integration of open space. The open space on the south side of Mt. Pisgah Road includes a creek and buffer area that is undevelopable as well as a centrally located detention area. No details have been provided on the detention area in regards to appearance. The plan as proposed also includes alley loaded lots for the portion south of Mt. Pisgah. While an alley system may be supported in certain situations in T3 Suburban Neighborhood Maintenance policy, the alley as proposed does not have the ability to extend and create a true alley network connecting additional properties.

### **PLAN DETAILS**

The site is located at 6000 and 6021 Mt. Pisgah Road and Mt. Pisgah Road (unnumbered), east of Christiansted Lane. The project is located on both the north and south side of Mt. Pisgah Road. The site is approximately 12.12 acres in size and is currently used for residential uses.

### Site Plan

The plan proposed up to 31 single-family residential lots. The development is located on both the north and south side of Mt. Pisgah Road. The lots on the north side are served by one vehicular access point from Mt. Pisgah Road. The lots on the south side are served by two vehicular access points from Mt. Pisgah Road, a principal entrance and an alley. Sidewalks are proposed along Mt. Pisgah Road along both the north and south side.

The proposed lots range in size from 10,000 square feet to 10,193 square feet, with an average lot size of approximately 10,000 square feet. The lots on the south side of Mt. Pisgah Road are all served by a proposed alley. Lots 15 through 23 front on Mt. Pisgah Road and the remaining lots on the south side of Mt. Pisgah Road front onto an open space which includes a detention area.

### **ANALYSIS**

The proposed development is inconsistent with the T3 Suburban Neighborhood Maintenance policy. The plan lacks usable, accessible, integrated open space. All open space is located on the edges of the development as opposed to being centrally located and accessible. Also, the alley as proposed does not allow for the creation of an alley network and therefore creates an incompatibility with the surrounding area.



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## FIRE MARSHAL RECOMMENDATION

### Approved with conditions

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

## STORMWATER RECOMMENDATION

### Approved with conditions

- Stormwater feature is to be designed to meet Metro Stormwater Regulations.
- Runoff from Christiansted Valley is adequately conveyed through the site (within PUDE's).

## 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.

## PUBLIC WORKS RECOMMENDATION

### Conditions if approved

- Widen Mt. Pisgah Rd along the frontage to comply with local road standards, ST-252.

## TRAFFIC AND PARKING RECOMMENDATION

### No exception taken

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)	15.64	0.5 D	7 U	67	6	8

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)	15.64	-	31 U	345	27	37

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
-	-	-	+ 29 U	+278	+21	+29





## Metro Planning Commission Meeting of 3/10/2016

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 3 Elementary 2 Middle 2 High  
Projected student generation proposed SP-R district: 4 Elementary 3 Middle 3 High**

The proposed SP-R zoning district could generate 3 more students than what is typically generated under the existing AR2a zoning district. Students would attend Shayne Elementary, Oliver Middle School, and Overton High School. Shayne Elementary and Oliver Middle School have been identified as having additional capacity. Overton High School is identified as overcrowded but additional capacity exists in an adjacent cluster. This information is based upon data from the school board last updated November 2015.

### STAFF RECOMMENDATION

Staff recommends disapproval as the request is inconsistent with the Suburban Neighborhood Maintenance policy.

### CONDITIONS (if approved)

1. Permitted land uses shall be limited to 31 single-family detached units.
2. All lots with alley access must utilize the alley for access. No additional access point is allowed for these lots.
3. Units on Lots 15 through 23 shall be oriented toward Mt. Pisgah Road.
4. Units on Lots 24 through 31 shall be oriented toward the open space.
5. Garage doors shall be recessed ten feet from the front façade. For measurement purposes, a porch shall not be considered a façade.
6. 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.
7. The proposed 20 foot buffer shall provide a vegetation density consistent with the Standard B-1 landscape buffer yard as specified in Figure 17.24.240B of the Metro Zoning Code.
8. On the corrected set, orient Lots 1 and 2 to front onto Mt. Pisgah Road. Provide an access easement across the rear of the lots to provide access from the proposed public road. Only one access point shall be allowed for Lots 1 and 2 and no access to these lots shall be allowed from Mt. Pisgah.
9. On the Final Site Plan, provide landscaping to screen the guest parking area from the open space. Landscaping to be reviewed and approved by Planning Staff.
10. Add the following note to the plan/plat: The final site plan/building permit site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
11. 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 RS10 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. 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.
13. 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.



## **Metro Planning Commission Meeting of 3/10/2016**

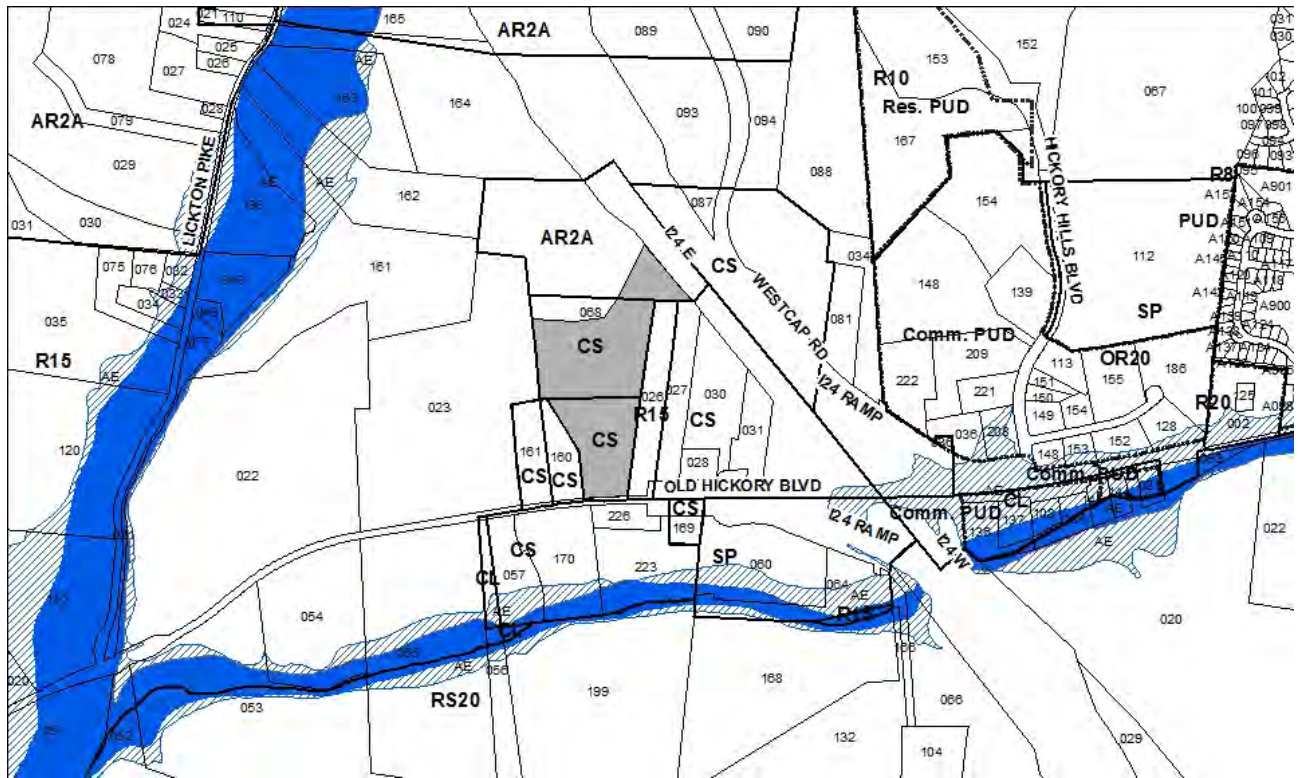
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. 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.
15. 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 3/10/2016



**2016SP-014-001**  
7435 OLD HICKORY BOULEVARD SP  
Map 031, Part of Parcel 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.

**Deferrals** This request was deferred from the February 11, 2016, and the February 25, 2016, Planning Commission meetings.

**Staff Reviewer** Swaggart  
**Staff Recommendation** Disapprove.

**APPLICANT REQUEST**

**Zone change to permit commercial uses and an industrial use.**

Zone Change

A request to rezone from Agricultural and Residential (AR2a) and Commercial Services (CS) to Specific Plan – Commercial (SP-C) zoning and Commercial Services (CS) to Agricultural and Residential (AR2a) zoning for portions of property located at 7435 Old Hickory Boulevard, approximately 635 feet west of Blevins Road (25.95 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, a bar or nightclub, and pawnshops and clubs.

**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 eight lots with 2 duplex lots for a total of ten units.*

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

**Proposed Zoning**

Specific Plan-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.

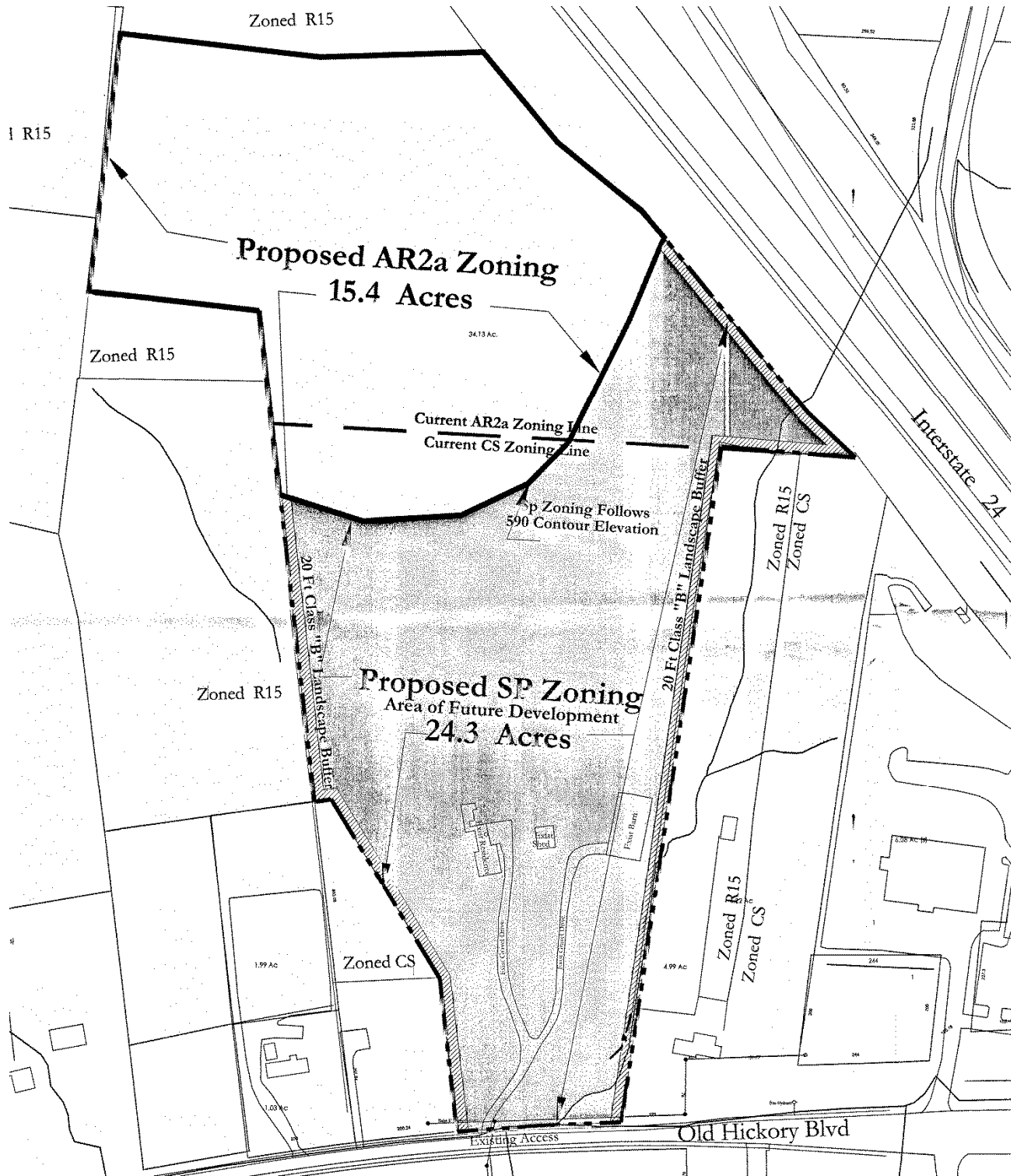
Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation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

**CRITICAL PLANNING GOALS**

N/A



# Metro Planning Commission Meeting of 3/10/2016



**Proposed Site Plan**



## Metro Planning Commission Meeting of 3/10/2016

### **BORDEAUX – WHITES CREEK COMMUNITY PLAN**

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

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

#### Consistent with Policy?

No. The T3 CC policy is intended to contain a mixture of uses including residential, civic, public benefit, office and commercial uses such as retail and restaurants. The uses within these policy areas should provide a character that is suburban in nature, but should also be designed to be more pedestrian friendly than what can be found in earlier suburban commercial models. The primary intent of this SP is to permit heavy equipment sales and service. Heavy equipment sales and service is listed as an industrial use in the Metro Zoning Code. Industrial zoning districts and industrial uses are not supported under the T3 CC policy as they are not the types of uses that foster the development type supported by the policy.

### **PLAN DETAILS**

The approximately 39.7 acre property is currently zoned AR2a and CS. The property consists of open field and dense vegetation. The property also contains a larger area of slopes that are in excess of 25%. The proposed approximately 24.3 acre SP would include portions of the property zoned AR2a and CS. The request would also rezone an approximately 1.65 acre portion of CS to AR2a. As proposed, 15.4 acres of the property would be zoned AR2a, which includes the portion of property currently zoned CS.

The property is currently being used illegally for heavy equipment sales and service. This use is not currently permitted, and the property owner has been cited for the illegal use. The intent of the proposed SP is to permit the current illegal use, but it also prohibits some uses that are permitted in the existing CS zoning district. Prohibited uses include cash advance, check cashing, title loan, non-residential drug treatment facilities, a bar or nightclub, and pawnshops and clubs.

#### Site Plan

The proposed SP is regulatory and provides the following standards:

1. Uses within the SP shall be limited to those uses permitted by the CS zoning district excluding cash advance, check cashing, title loan, non-residential drug treatment, bar or nightclub, pawnshop and club, and shall allow heavy equipment services (heavy truck repair) .
2. There shall be a Class “B” buffer yard located along the entire perimeter of the SP zoning, except along the frontage of Old Hickory Boulevard. This buffer shall be an undisturbed area where all



## Metro Planning Commission Meeting of 3/10/2016

- existing vegetation shall be maintained and supplemented as needed in order to meet the buffer required. The condition shall not prohibit maintenance of the buffer.
3. Any development within the SP shall meet the Major and Collector Street Plan, including ROW dedications and sidewalks, and shall be shown on any final site plans.
  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 CS zoning district for single-family lots and the RM2 for multi-family units as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
  5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
  6. 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.
  7. Comply with MPW Traffic Engineer. A TIS is required prior to final SP approval of any phase to determine access points and roadway mitigations.
  8. With final SP, indicate on the plans the solid waste and recycling plans for the site.
  9. Access points for the site are to comply with MPW standards and Metro Codes Section 13.12 and 17.20160-170.
  10. If sidewalks are required with this SP, they are to be per the MCSP and built to meet MPW standards and specifications.
  11. Prior to approval of any final SP, a letter of water and sewer availability shall be submitted and any capacity fees paid.

### **ANALYSIS**

Staff recommends disapproval as the proposed heavy equipment sales and service use is not consistent with the sites T3 CC land use policy. Heavy equipment sale and service is listed as an industrial use in the Metro Zoning Code. This use does not fit within the policy's intent to create and/or preserve "suburban community centers".

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

Ignore

### **PUBLIC WORKS RECOMMENDATION**

#### **Returned for corrections**

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.
3. With Final SP, indicate on the plans the solid waste and recycling plans for the site.
4. Access points for the site are to comply with MPW standards and Metro Codes Section 13.12 and 17.20.160/170.
5. If sidewalks are required with this SP, they are to be per the MCSP and built to meet MPW standards and specifications.





## **Metro Planning Commission Meeting of 3/10/2016**

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Condition if approved**

- Include a note on sheet C1.0 that additional ROW on Old Hickory Blvd. frontage and cross access to adjacent properties may be required at development.

### **WATER SERVICES RECOMMENDATION**

N/A

### **STAFF RECOMMENDATION**

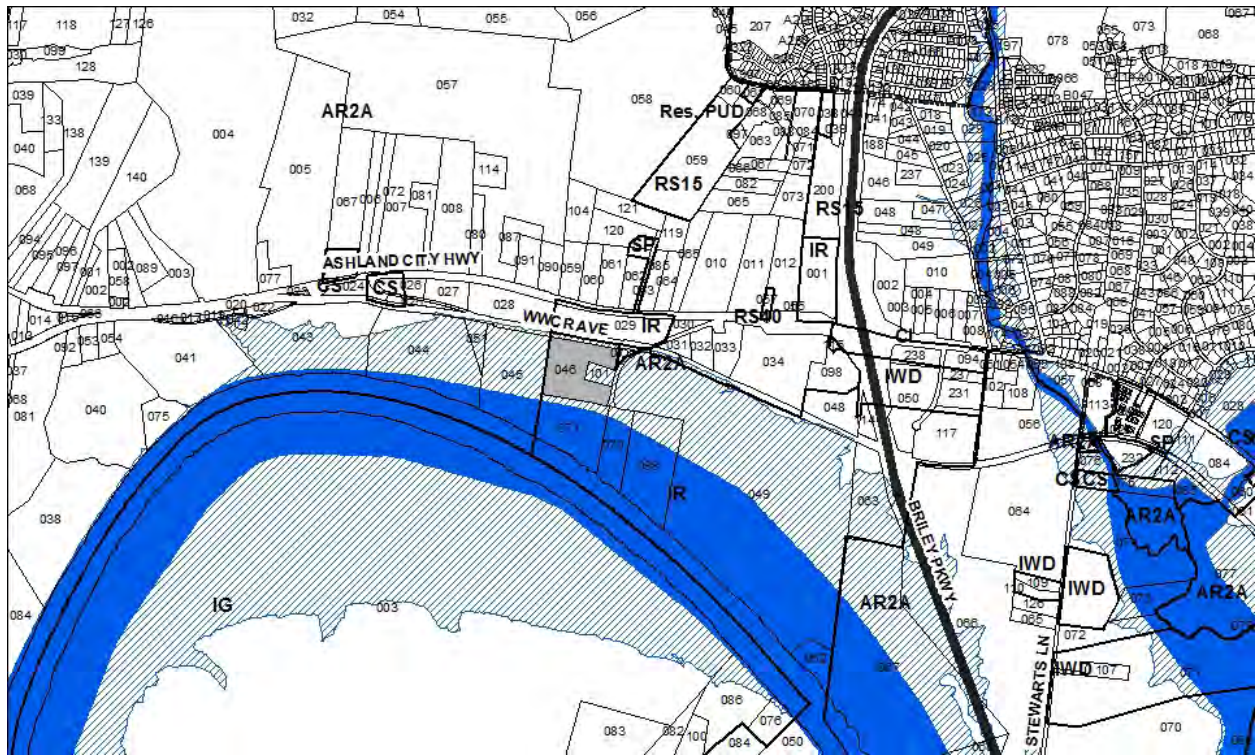
Staff recommends disapproval as the proposed heavy equipment sales and service is not consistent with the T3 CC land use policy. The proposed SP has also not been approved by Public Works.

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

1. Uses within the SP shall be limited to those uses permitted by the CS zoning district excluding alternative financial services, non-residential drug treatment, bar or nightclub, pawnshop and club, and shall allow heavy equipment services (heavy truck repair).
2. There shall be a Class “B” buffer yard located along the entire perimeter of the SP zoning, except along the frontage of Old Hickory Boulevard. This buffer shall be an undisturbed area where all existing vegetation shall be maintained and supplemented as needed in order to meet the buffer required. The condition shall not prohibit maintenance of the buffer.
3. Any development within the SP shall meet the Major and Collector Street Plan, including ROW dedications and sidewalks, and shall be shown on any final site plans.
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 CS zoning district for single-family lots and the RM2 for multi-family units as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. 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.
7. Comply with MPW Traffic Engineer. A TIS is required prior to final SP approval of any phase to determine access points and roadway mitigations.
8. With final SP, indicate on the plans the solid waste and recycling plans for the site.
9. Access points for the site are to comply with MPW standards and Metro Codes Section 13.12 and 17.20160-170.
10. If sidewalks are required with this SP, they are to be per the MCSP and built to meet MPW standards and specifications.
11. Prior to approval of any final SP, a letter of water and sewer availability shall be submitted and any capacity fees paid.
12. Include a note on sheet C1.0 that additional ROW on Old Hickory Blvd. frontage and cross access to adjacent properties may be required at development.



# Metro Planning Commission Meeting of 3/10/2016



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



<b>Project No.</b>	<b>Specific Plan 2016SP-015-001</b>
<b>Project Name</b>	<b>Haley Harbor SP</b>
<b>Council District</b>	01 - Hurt
<b>School District</b>	01 - Gentry
<b>Requested by</b>	Dale & Associates, applicant; Smyrna Ready Mix, LLC, owner.

**Deferrals** This request was deferred from the February 11, 2016, Planning Commission meeting.

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

**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.



# Metro Planning Commission Meeting of 3/10/2016

## 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.

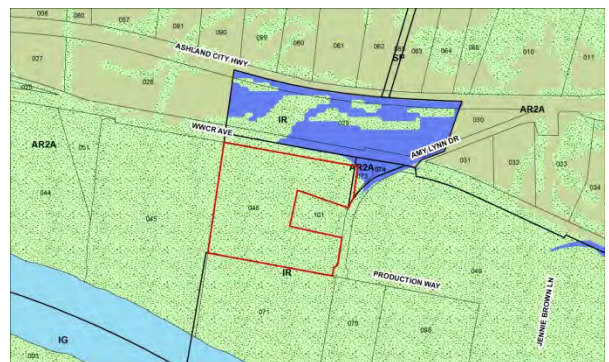
### General Plan Consistency Note

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 3/10/2016

### 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 it plays in Nashville and Davidson County's economy as a working river with flood control measures. In such cases, consideration 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 floodplain sites along the Cumberland River, which has a higher measure of flood control than other rivers in Davidson County and has a history of industrial businesses that need to be along the river. This site is already zoned for industrial uses and the proposed SP permits one additional use and removes several uses that are currently allowed.

### **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 used 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, and 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 will be dedicated along the northern property line, adjacent to the railroad.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **WATER SERVICES RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

**Ignore**



# Metro Planning Commission Meeting of 3/10/2016

## 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

## 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.

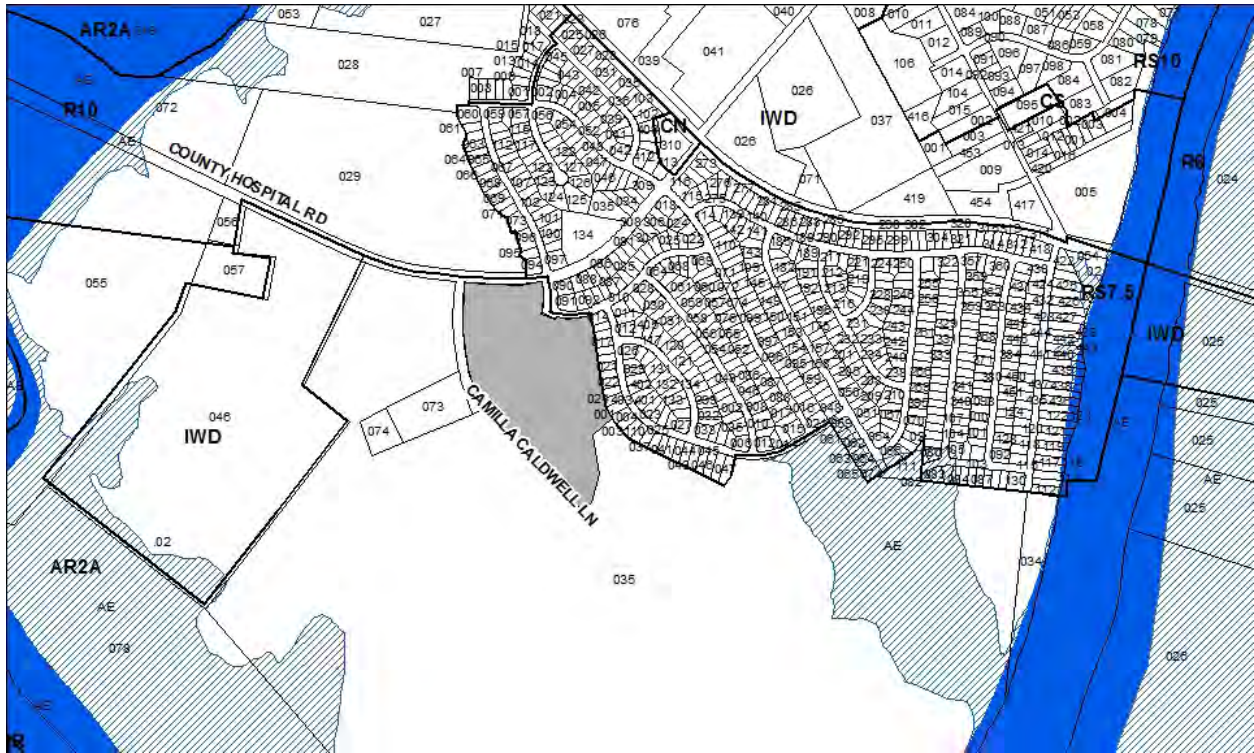


## Metro Planning Commission Meeting of 3/10/2016

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 and dedicated prior to permit approval.
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.



## Metro Planning Commission Meeting of 3/10/2016



**2016SP-023-001**

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





**Project No.** Specific Plan 2016SP-023-001  
**Project Name** Bordeaux Commons SP  
**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, and February 11, 2016, Planning Commission meetings.

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

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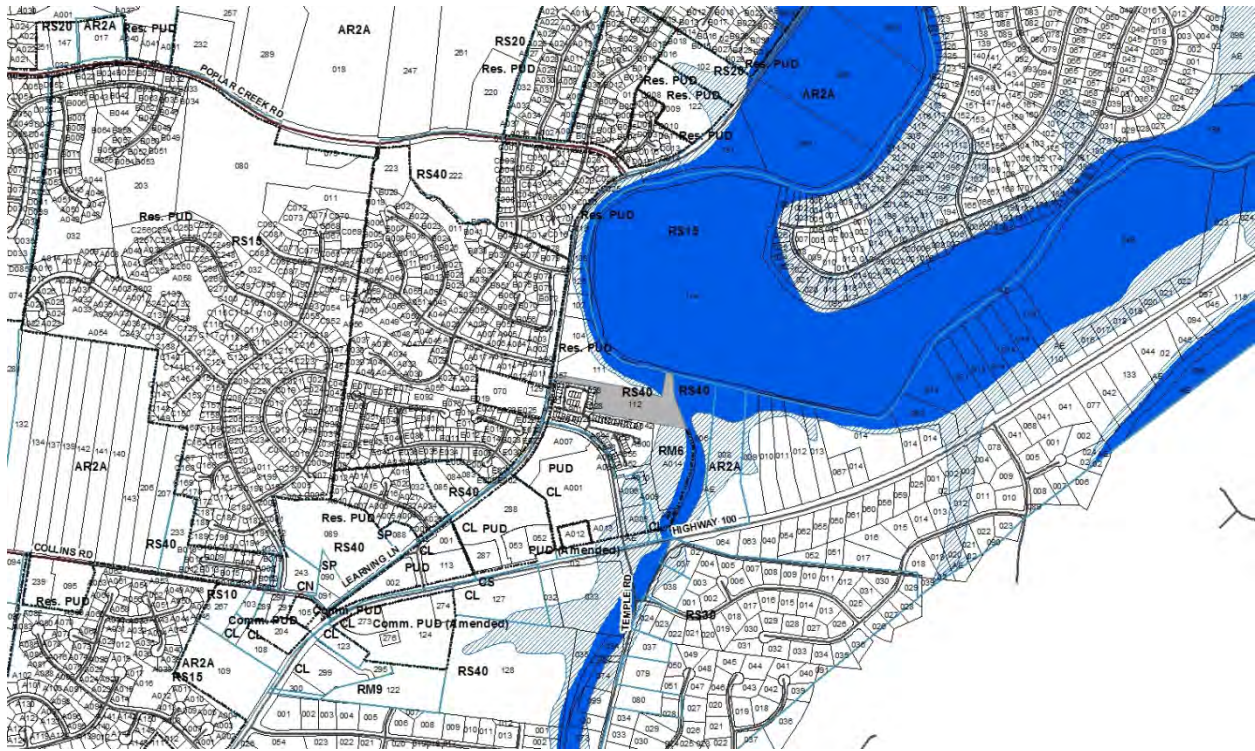
**APPLICANT REQUEST**  
**Zone change from AR2a to SP.**

Zone Change  
A request to rezone from Agricultural/Residential District (AR2A) to Specific Plan (SP) 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 March 24, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 3/10/2016



**2005P-008-007**  
HARPETH VILLAGE (PUD AMENDMENT)  
Map 156, Parcel(s) 112  
06, Bellevue  
35 (Dave Rosenberg)



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

**Deferrals** This request was deferred from the December 10, 2015, the January 14, 2016, and the February 25, 2016, Planning Commission meetings.

<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

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

PUD Amendment

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

**Existing Zoning**

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre.

**Proposed Zoning**

Multi-Family Residential (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre.

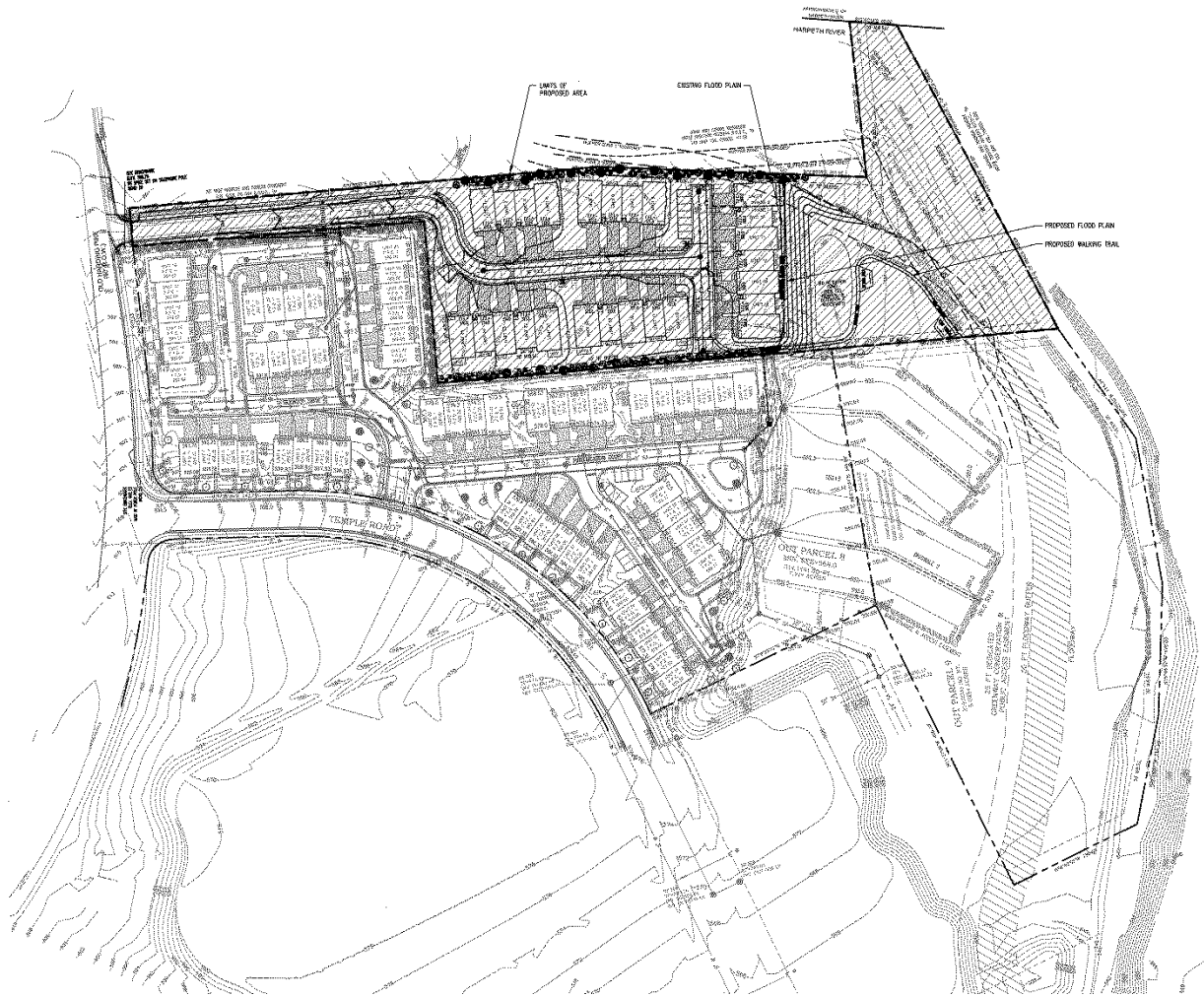
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**CRITICAL PLANNING GOALS**

N/A



# Metro Planning Commission Meeting of 3/10/2016



**Proposed Site Plan**



## Metro Planning Commission Meeting of 3/10/2016

### **BELLEVUE 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 Maintenance (T3 NM) is intended to preserve the general character of developed suburban neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

#### Consistent with Policy?

No. The proposed plan is not consistent with the T3 NM policy. As proposed, the plan does not provide an adequate transition from the adjacent multi-family development to the south of the property, and within the existing Harpeth Village PUD, to the single-family home and single-family zoning district to the north. While the policy can support the proposed multi-family use, the policy calls for the intensity of uses to transition from higher intensity uses to less intense uses. The CO policy does not support intense development within the floodplain. A large portion of the subject property is within the floodplain for the Harpeth River and Trace Creek. A majority of the property was flooded during the 2010 flood. As proposed, units would be located within the current floodplain. The plan calls for a majority of the floodplain to be altered. Alterations in the floodplain include cut and fill in order to move the floodplain so that the proposed units would no longer be within the floodplain. This alteration of the floodplain boundary is not consistent with the CO policy which is intended to protect the floodplain.

### **PLAN DETAILS**

The approximately five acre vacant site is located adjacent to the Harpeth Village Planned Unit Development. A private drive runs along a portion of the property and provides access to Old Harding Pike for the neighboring home to the north. The Harpeth River is just north of the site and a small portion of the property is adjacent to the river. Trace Creek runs along the properties eastern boundary. The eastern portion of the property is encumbered with floodplain and floodway associated with the river and the creek.

The original Harpeth Village PUD was approved by Council in 2005, but the plan has been revised several times since it was first approved. The last amendment was approved by Council in 2007. It was approved for 74 townhomes, 20,000 square feet of office, and 101,677 square feet of general retail and restaurant uses.

#### Site Plan

The plan calls for 25 multi-family residential units. All units front onto a private drive. Access into the site is proposed from Old Harding Pike. The plan calls for surface parking and a two car garage for each unit. The plan calls for sidewalks along the private drive. The plan provides for a private walking path to the adjacent property to the south, and into the Harpeth Village development. The plan also calls for a greenway easement along Trace Creek and the Harpeth River.



## Metro Planning Commission Meeting of 3/10/2016

The plan calls for a 10 foot wide “B” landscape buffer yard along the property line adjoining the RS40 zoning district. The plan will alter the floodplain. The alteration includes cut and fill within the floodplain which will fill a portion of the site bringing it out of the floodplain while cutting a portion of the site creating more storage capacity to compensate for the fill.

### ANALYSIS

Staff is recommending disapproval. As proposed the plan is not consistent with the Suburban Neighborhood Maintenance policy or the Conservation policy. The proposed plan is also not consistent with the PUD requirements of the Metro Zoning Code.

The intent of the PUD overlays is cited in the Metro Zoning Code as follows:

The planned unit development (PUD) district 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.*

Section 17.36.050, provides minimum performance standards. Standards include the following:

1. Protection of environmentally sensitive areas.
2. Adequate streets, utilities and drainage.
3. Coordinated vehicular access.
4. Integrity of adjacent areas.
5. Integrity of an adopted greenway plan.
6. Preservation of historic and/or archaeological sites.

As proposed the plan does not protect environmentally sensitive areas, provide coordinated vehicular access or protect the integrity of adjacent areas.

A large portion of the subject property is within the floodplain for the Harpeth River and Trace Creek. A majority of the property was flooded during the 2010 flood. As proposed, units would be located within the current floodplain. The plan calls for a majority of the floodplain to be altered. Alterations in the floodplain include cut and fill in order to move the floodplain boundaries so that the units would no longer be within the floodplain. It is not consistent with the requirement of the Zoning Code for PUD districts to protect environmentally sensitive areas.

The plan does not provide coordinated access as specified in the Code. As proposed, access into the site would be directly from Old Harding Pike. Temple Road was extended with the development of the Harpeth Village PUD. The extension of Temple Road improved traffic flow by providing a new connection between Old Harding Pike and Highway 100. The PUD also limited the number of



## **Metro Planning Commission Meeting of 3/10/2016**

access points onto Temple Road and Highway 100. It prohibited any access directly to Old Harding Pike with the exception of Temple Road. The original plan submitted for review did not have any access to Old Harding Pike, but accessed Temple Road through the existing development. This is appropriate and is consistent with the PUD requirements by providing coordinated access. While Public Works has indicated that access onto Old Harding Pike could meet Public Works standards, the applicant has not provided information to indicate that the access would meet all Public Works requirements including site distance. Even if the access point onto Old Harding Pike could meet the minimum requirements for access, it would not meet the minimum requirement of coordinating vehicular access, which increases safety for drivers, cyclist and pedestrians.

As proposed the plan does not adequately protect the integrity of the adjacent single-family property. The plan does not provide an appropriate transition from the existing Harpeth Village PUD to the RS40 zoning district to the north. While the housing type may be appropriate, the units should be setback further from the property line and include a wider buffer yard. While the proposed ten foot wide "B" landscape buffer yard meets the minimum requirements, the Zoning Code calls for PUDs to provide higher standards than what would be required outside of a PUD.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **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.
- With building permit submittal submit copy of Master Deed including this phase in the private hauler contract for solid waste and recycling.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Provide adequate sight distance at new intersection and at proposed marked crosswalk located in curve.
- Install all way stop traffic control at new intersection with Silkwood Circle.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION**

#### **No issues**

### **WATER SERVICES RECOMMENDATION**

#### **N/A**



## Metro Planning Commission Meeting of 3/10/2016

### STAFF RECOMMENDATION

Staff recommends disapproval as the request is not consistent with the PUD requirements in the Metro Zoning Code.

### CONDITIONS (if approved)

1. A walkway shall be provided from the proposed development to the existing development to the south.
2. A greenway easement consistent with the Requirements of Metro Greenways shall be provided along Trace Creek and the Harpeth River. Easements must be dedicated prior to the approval of any final site plan.
3. No residential unit shall be permitted within the floodplain. If the final site plan identifies any units within the floodplain, then those units shall be removed.
4. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes.
5. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. 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.
9. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

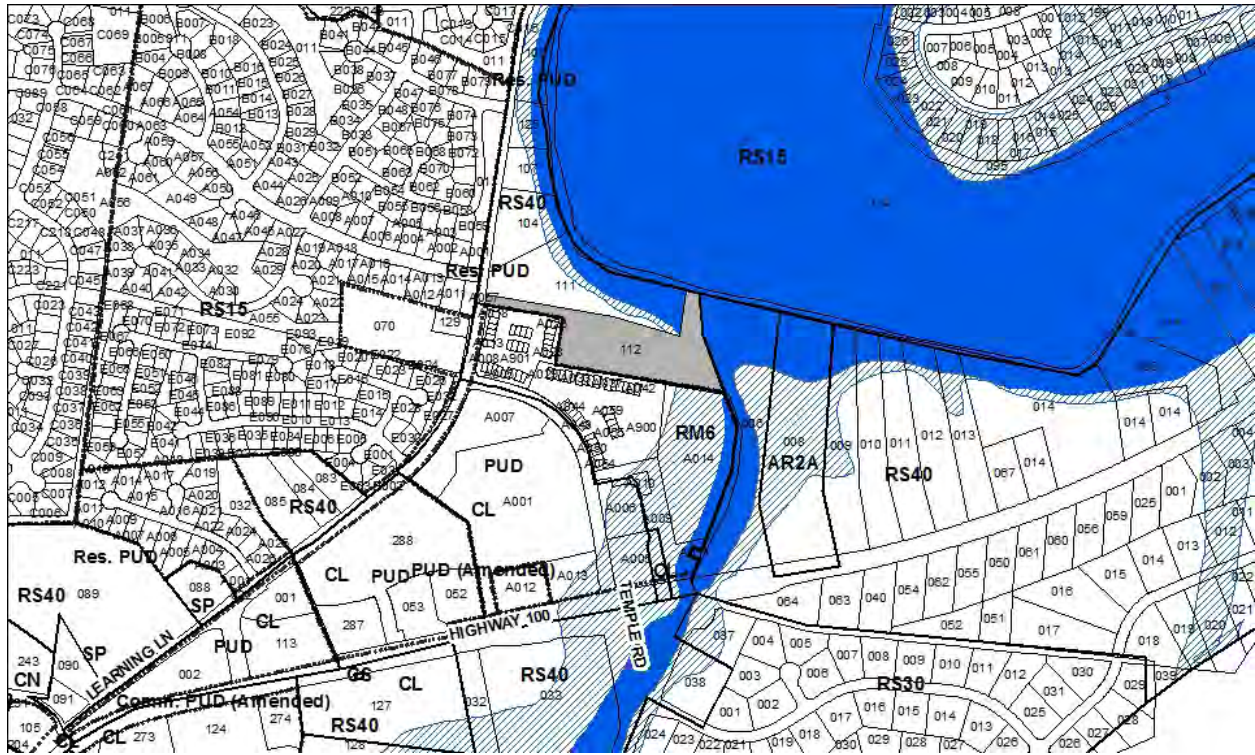




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/10/2016



**2015Z-096PR-001**

Map 156, Parcel(s) 112

06, Bellevue

35 (Dave Rosenberg)



**Project No.**  
**Associated Case No.**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2015Z-096PR-001**  
Planned Unit Development 2005P-008-007  
35 – Rosenberg  
9 – Frogge  
Batson and Associates, applicant; Trendmark Construction, LLC, owner.

**Deferrals**

This request was deferred from the December 10, 2015, the January 14, 2016, and the February 25, 2016, Planning Commission meetings.

**Staff Reviewer**  
**Staff Recommendation**

Swaggart  
*Disapprove.*

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**APPLICANT REQUEST**

**Zone change from RS40 to RM6.**

Zone Change

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

**Existing Zoning**

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of five units.*

**Proposed Zoning**

Multi-Family Residential (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre. *RM6 would permit a maximum of 30 units.*

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

**CRITICAL PLANNING GOALS**

N/A



# Metro Planning Commission Meeting of 3/10/2016

## BELLEVUE 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 Maintenance (T3 NM) is intended to preserve the general character of developed suburban neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

### Consistent with Policy?

No. The associated PUD is not consistent with the minimum requirements found in the Metro Zoning Code for Planned Unit Developments. While RM6 could be consistent with the appropriate accompanying design plan, it would not be an appropriate zoning on its own at this location.

## FIRE MARSHAL RECOMMENDATION

N/A

## PUBLIC WORKS RECOMMENDATION

N/A

## TRAFFIC AND PARKING RECOMMENDATION

### Condition if approved

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **RS40**

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)	5.08	1.0 D	5 U	48	4	6

Maximum Uses in Proposed Zoning District: **RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	5.08	6 U	25 U*	306	19	35

\*Restricted with associated PUD.



# Metro Planning Commission Meeting of 3/10/2016

Traffic changes between maximum: **RS40** and **RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+258	+15	+29

## STORMWATER RECOMMENDATION

N/A

## METRO SCHOOL BOARD REPORT

Projected student generation existing **RS40** district: 1 Elementary 0 Middle 0 High

Projected student generation proposed **RM6/PUD** district: 0 Elementary 0 Middle 0 High

The proposed RM6/PUD will not generate any additional students. Students would attend Harpeth Valley Elementary School, Bellevue Middle School and Hillwood High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated October 2014.

## HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

No issues

## WATER SERVICES RECOMMENDATION

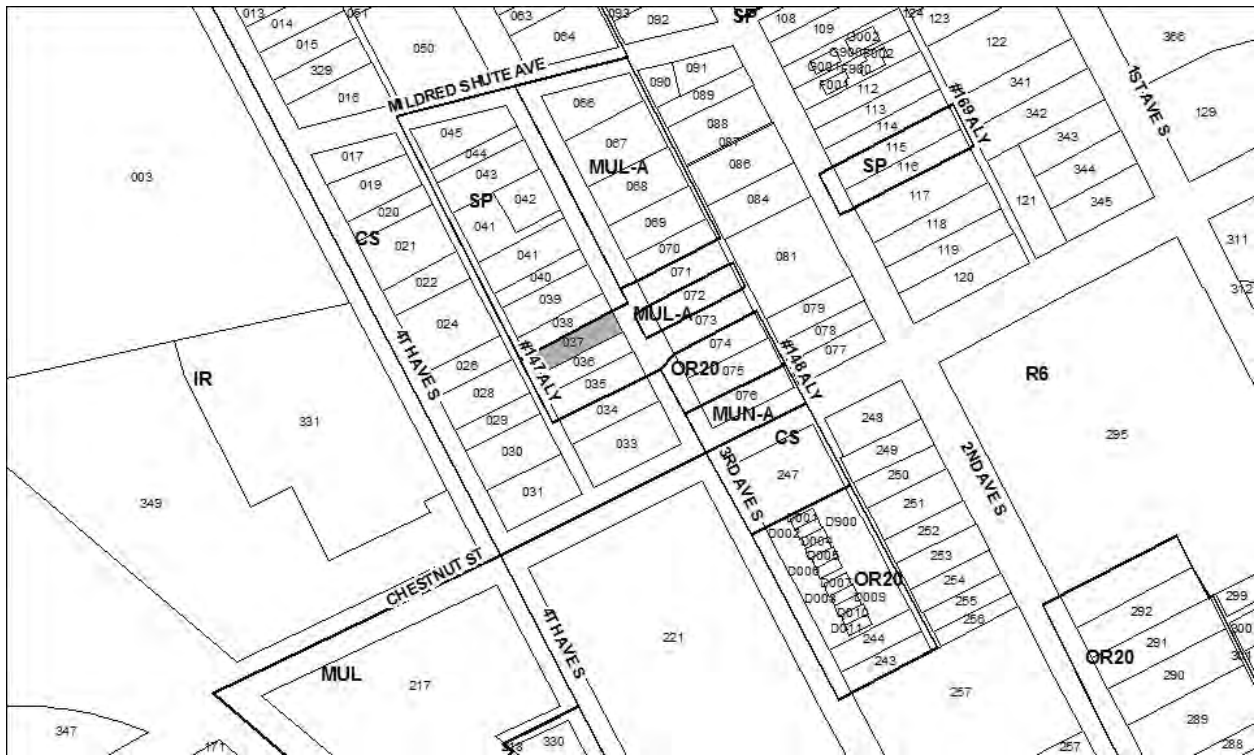
N/A

## STAFF RECOMMENDATION

Staff recommends disapproval of the proposed RM6 zoning.



# Metro Planning Commission Meeting of 3/10/2016



**2016Z-018PR-001**  
Map 105-03, Parcel(s) 037  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2016Z-018PR-001</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	05 - Kim
<b>Requested by</b>	Saunders Properties, LLC, applicant and owner.

**Deferrals** This request was deferred from the February 25, 2016, Planning Commission meeting.

**Staff Reviewer** Moukaddem  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**

**Zone change from R6 to MUL-A.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 1117 3<sup>rd</sup> Avenue South, approximately 200 feet north of Chestnut Street (0.10 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

This request creates an opportunity for urban development that reuses brown and gray fields, filling in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. The proposed rezoning to MUL-A on this site would complement the mixed-use zoning present along this street and foster an environment that allows someone to drive to one location on this street, but once there park and meet all needs on foot. Additionally, higher densities foster walkability and better public transportation. A complete sidewalk network connects the site to existing transit routes along 4<sup>th</sup> Avenue South, 2<sup>nd</sup> Avenue South, and Chestnut Street. MUL-A bulk standards are designed to promote an appropriate pedestrian streetscape through building orientations and by requiring that parking be located at the rear or side of buildings.



## Metro Planning Commission Meeting of 3/10/2016

### SOUTH NASHVILLE COMMUNITY PLAN

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

#### Consistent with Policy?

Yes. The rezoning to MUL-A is consistent with the T4 Urban Mixed Use Neighborhood (T4 MU) Policy and is appropriate given the site's location in an urban area. The rezoning would encourage the mix of uses promoted under this policy, and apply design standards appropriate for a pedestrian-oriented streetscape. Permitted uses under MUL-A zoning include residential, retail, restaurant, and office uses. The proposed mixed-use zoning would complement the variety of uses present and encouraged under the T4 Urban Mixed Use Neighborhood Policy.

### 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: **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)	0.10	7.26 D	-	-	-	-

\*Based on two two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.10	-	4,356 SF	225	11	32

Traffic changes between maximum: **R6** and **MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+225	+11	+32





## **Metro Planning Commission Meeting of 3/10/2016**

### **METRO SCHOOL BOARD REPORT**

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

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

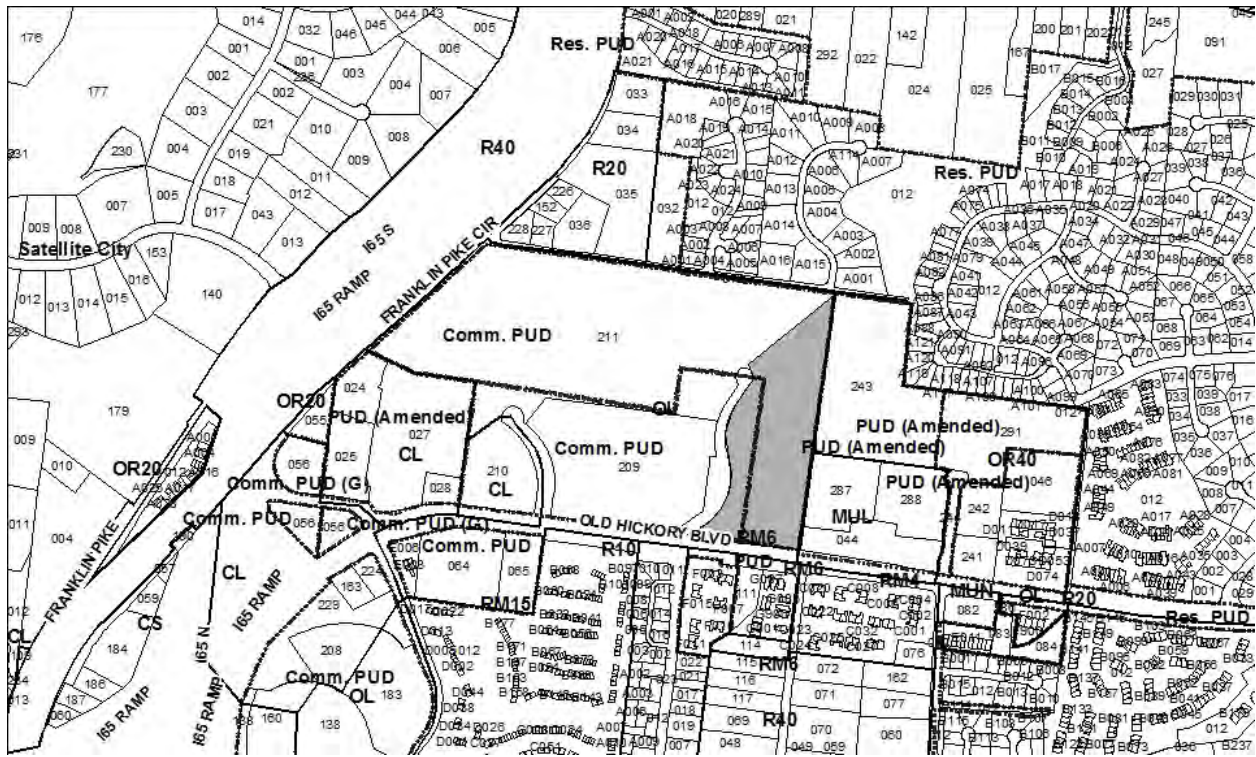
The proposed MUL-A zoning district could be expected to generate one additional student. Students would attend Whitsitt Elementary School, Wright Middle School, and Glencliff High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2015.

### **STAFF RECOMMENDATION**

Staff recommends approval as the proposed rezoning is consistent with the policy and supports several critical planning goals.



# Metro Planning Commission Meeting of 3/10/2016



**85-85P-003**

BRENTWOOD COMMONS (HCA)

Map 160, Part of 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.

**Deferrals** This request was deferred from the February 11, 2016, and the February 25, 2016, Planning Commission meetings.

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

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**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.

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 24, 2016, Planning Commission meeting as requested by the applicant.



**SEE NEXT PAGE**

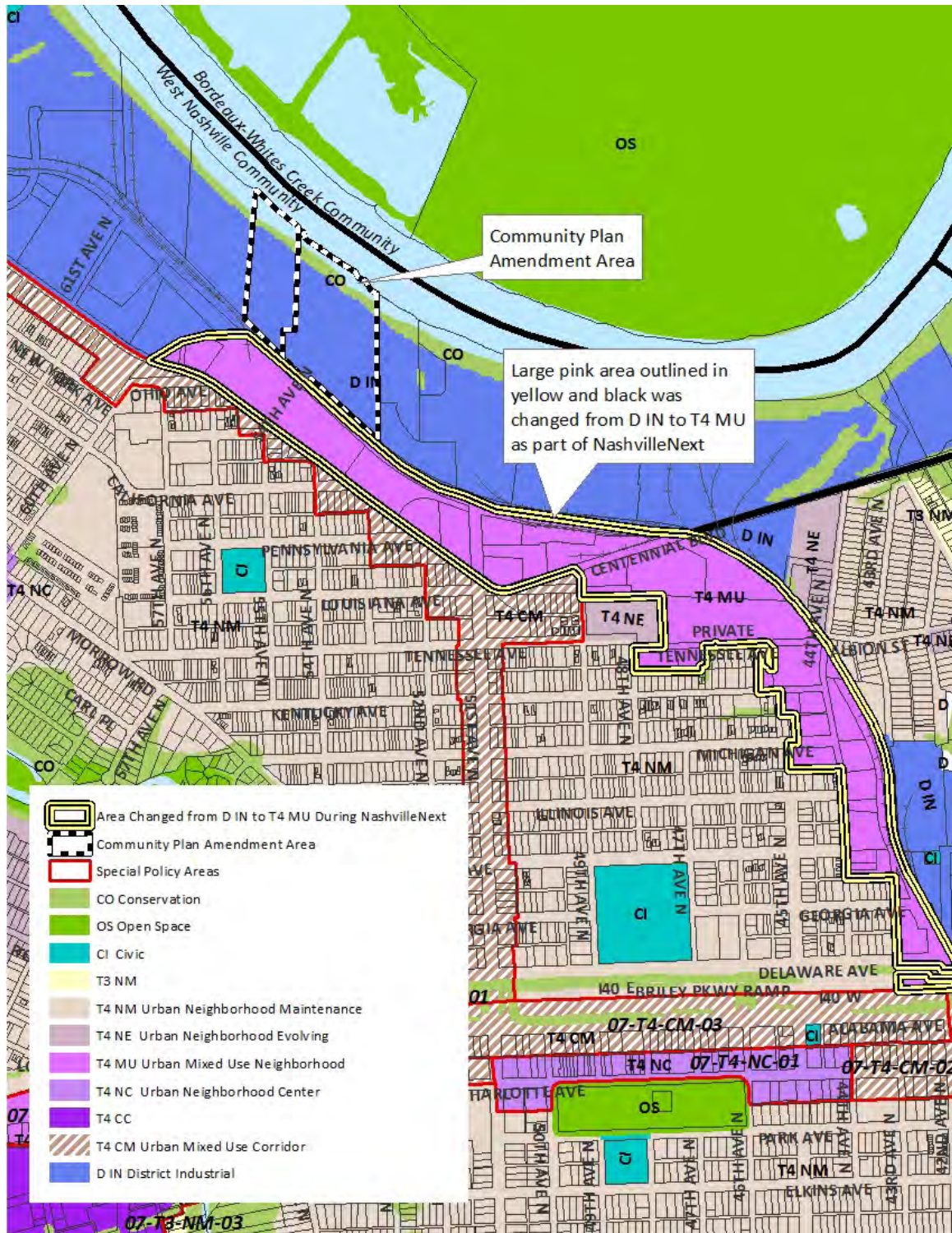


# **COMMUNITY PLAN POLICY CHANGES and ASSOCIATED CASES**

- **Plan Amendments**
- **Specific Plans**



# Metro Planning Commission Meeting of 3/10/2016



2016CP-007-002  
 WEST NASHVILLE COMMUNITY PLAN AMENDMENT  
 Map 91-00, Parcel(s) 009 and 010  
 West Nashville  
 20 – Mary Carolyn Roberts



<b>Project No.</b>	<b>Major Plan Amendment 2016CP-007-002</b>
<b>Project Name</b>	<b>West Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2016SP-019-001
<b>Council District</b>	20 – Roberts
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Southeast Venture, applicant; R. Manuel – Centennial G.P., owner.
<b>Staff Reviewer</b>	Wood
<b>Staff Recommendation</b>	<i>Defer to the April 14, 2016, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**A request to amend the West Nashville Community Plan by changing the Community Character Policy from D District Industrial to T4 Urban Mixed Use Neighborhood.**

**STAFF RECOMMENDATION**

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

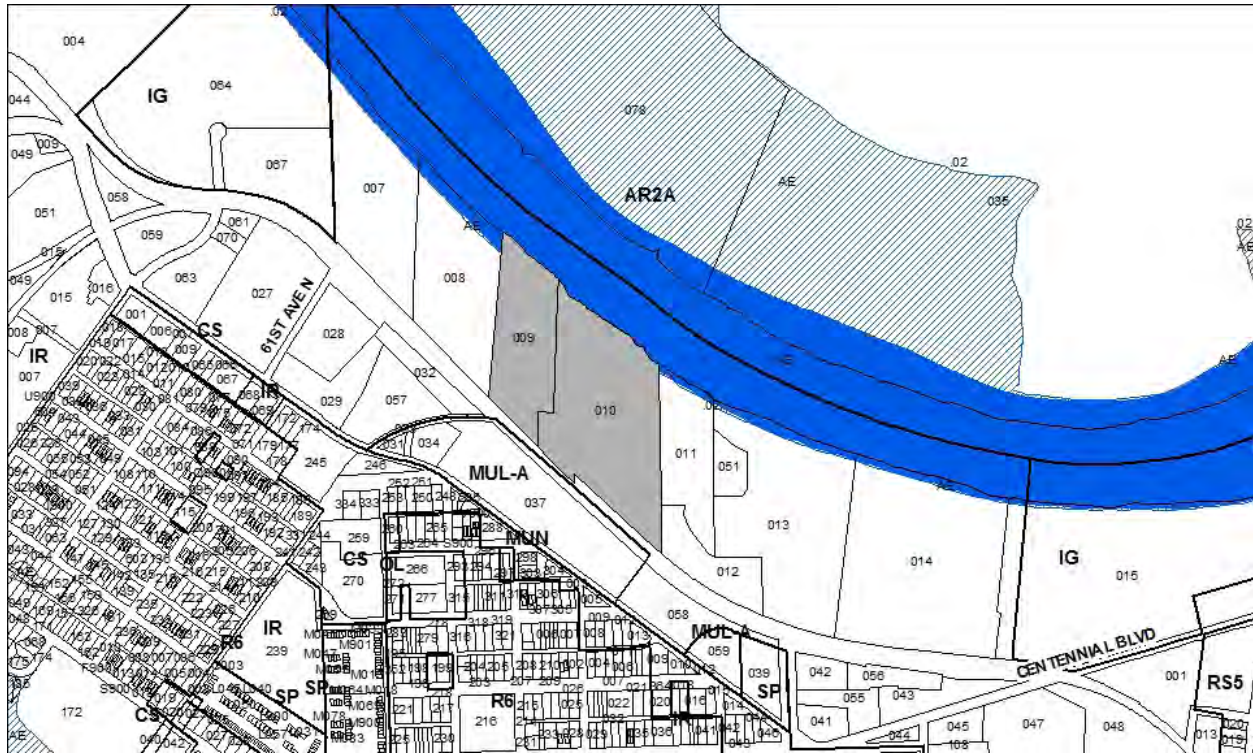


**SEE NEXT PAGE**





## Metro Planning Commission Meeting of 3/10/2016



**2016SP-019-001**

R. MANUEL - CENTENNIAL SP

Map 091, Parcel(s) 009-010

07, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Specific Plan 2016SP-019-001</b>
<b>Project Name</b>	<b>R. Manuel – Centennial SP</b>
<b>Associated Case</b>	2016CP-007-002
<b>Council District</b>	20 - Roberts
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Southeast Ventures, LLC, applicant; R. Manuel – Centennial GP, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Defer to the April 14, 2016 Planning Commission Meeting.</i>

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**APPLICANT REQUEST**

**Zone change to permit a residential development with up to 394 multi-family units.**

Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan-Mixed Residential (SP-MR) zoning for property located at 1640 54th Avenue North and 54th Avenue North (unnumbered), approximately 475 feet north of Centennial Boulevard (19.09 acres), to permit a residential development with up to 394 multi-family units.

**STAFF RECOMMENDATION**

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

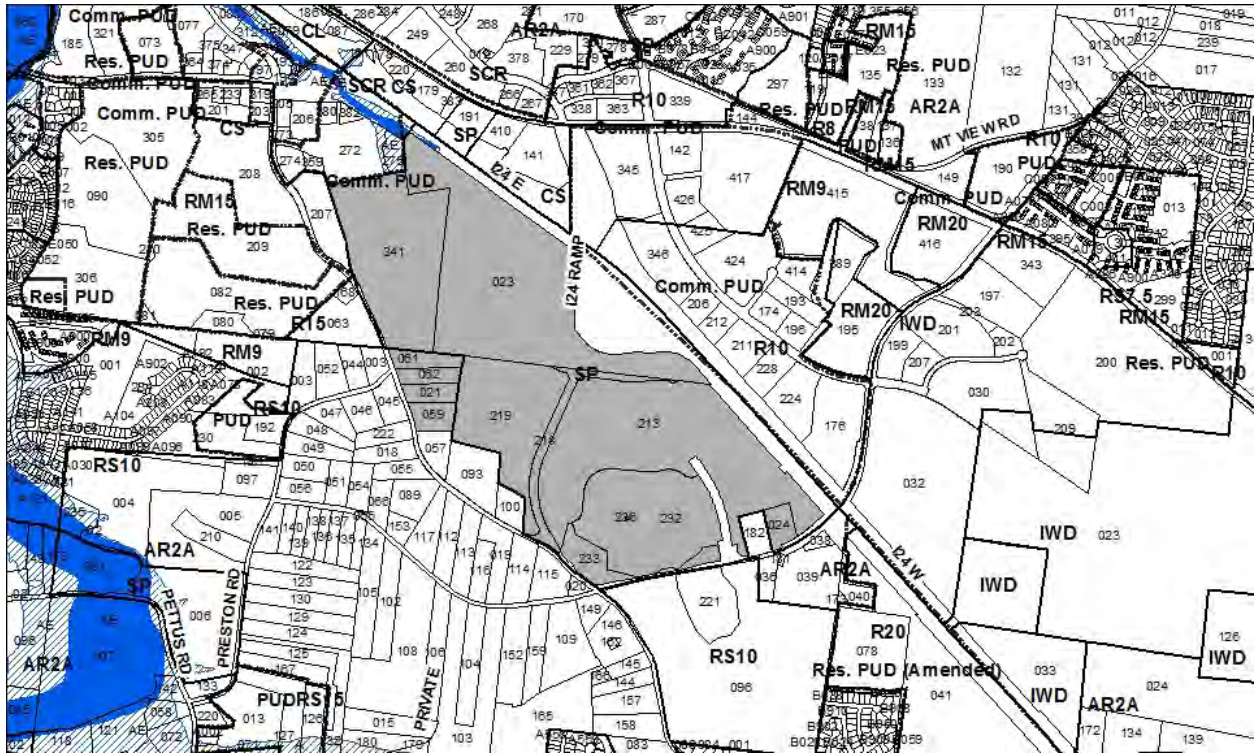


## **RECOMMENDATIONS TO METRO COUNCIL**

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



# Metro Planning Commission Meeting of 3/10/2016



**2015SP-005-003**

BEAMAN & TURNER PROPERTIES (AMENDMENT)

Map 163, Parcel(s) 341

Map 174, Parcel(s) 021, 024.01, 023, 059, 061, 062, 213, 218, 219, 232-233

12, Southeast

32 (Jacobia Dowell)



<b>Project No.</b>	<b>Specific Plan 2015SP-005-003</b>
<b>Project Name</b>	<b>Beaman &amp; Turner Properties SP (Amendment)</b>
<b>Council District</b>	32 - Dowell
<b>School District</b>	6 - Hunter
<b>Requested by</b>	Barge Waggoner Sumner & Cannon, Inc, applicant; Century Farms, LLC, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend the SP to add property into the residential subdistrict.**

Preliminary SP

A request to amend the Beaman & Turner Properties Specific Plan District for properties located at 5430, 5438, 5446, and 5448 Cane Ridge Road and Cane Ridge Road (unnumbered), 4001 Cane Ridge Parkway, and 3135 Old Franklin Road, west of Interstate 24 (300 acres) to add approximately 13.8 acres into the Specific Plan (SP) for multi-family residential development.

**Existing Zoning**

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

**Proposed Zoning**

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

**History**

The Beaman & Turner Properties SP was approved in February 2015. The plan as approved included approximately 286 acres. The SP includes a mixture of uses in a variety of subdistricts. The subdistrict include: Residential, Retail, Neighborhood Transition, Office Concentration, and Mixed Use. Each subdistrict includes specific regulations in regards to setbacks, build-to zones, height, permitted uses, parking, signage, building types, architectural standards, etc. The approved plan included a maximum of 1,300 multi-family residential dwelling units.

**CRITICAL PLANNING GOALS**

- Provides a Range of Housing Choices
- Preserves Sensitive Environmental Features
- Creates Walkable Neighborhoods



# Metro Planning Commission Meeting of 3/10/2016



**Proposed Site Plan (Area to be added outlined in red)**





## Metro Planning Commission Meeting of 3/10/2016

The proposed SP supports several critical planning goals. A range of housing choices is being provided within the development. Sidewalks and pedestrian paths are being provided throughout the development to create a walkable, pedestrian friendly environment. Sensitive environmental features, including streams, are being preserved in open space. The plan also works with the natural topography of the land.

### **SOUTHEAST COMMUNITY PLAN**

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

District Destination Retail (D DR) is intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.

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 underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

### Consistent with Policy?

Yes. The previously approved portion of the SP is within the District Destination Retail policy area. The area proposed to be added to the SP is within the T3 Suburban Neighborhood Evolving policy area. The area proposed to be added is proposed to be added to the Residential Subdistrict. The proposal is consistent with the standards of the Residential Subdistrict as well as the T3NE policy by providing for additional housing options within the suburban residential neighborhood. Pedestrian facilities are proposed to increase walkability and connectivity within the larger neighborhood. Additionally, sensitive environmental features are being preserved and utilized to enhance the proposed development.



## Metro Planning Commission Meeting of 3/10/2016

### PLAN DETAILS

The site is located west of Interstate 24, east of Cane Ridge Road and north of Old Franklin Road. The approved Beaman & Turner Properties SP is approximately 286 acres in size. The proposed properties to be added are approximately 13.8 acres in size for an overall SP of approximately 300 acres.

#### Site Plan

The plan proposes to add 13.8 acres to the existing Residential Subdistrict along Cane Ridge Road near the proposed new parkway to be constructed from Cane Ridge Road through the site. At the time of approval, the SP allowed for a maximum of 1,300 residential dwelling units. With this amendment, the overall number of residential units is staying at the previously approved level.

The Residential Subdistrict provides for a variety of residential housing types including stacked flats, townhouses, and other residential building types. The portion of the Residential Subdistrict south of the proposed new parkway fronting Cane Ridge Road, which includes the land being added to the SP, is indicated as including stacked flat units. The layout shows one building fronting on proposed open space, which includes a stream. The remaining two buildings are proposed to orient Cane Ridge Road. However, parking is proposed between the building closest to the parkway and Cane Ridge Road. Staff is recommending that a detailed landscaping plan be provided with the final site plan to provide appropriate screening of the parking lot from Cane Ridge Road.

Vehicular access is to be provided from the new parkway to the site. Parking is provided in surface lots located around the proposed buildings. Sidewalks are provided along Cane Ridge Road and along the new parkway. Internal sidewalks are provided throughout along the private drives.

Open space is provided primarily along the creek on the eastern edge of the Residential Subdistrict. A series of trails are proposed throughout the SP within the extensive open space network.

### ANALYSIS

The proposed development is consistent with the T3 Suburban Neighborhood Evolving policy as it provides a range of housing options within the existing suburban neighborhood. The plan also provides for pedestrian connectivity and preservation of sensitive environmental features.

### FIRE MARSHAL RECOMMENDATION

#### **Approved with conditions**

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

### STORMWATER RECOMMENDATION

#### **Approved**

### WATER SERVICES RECOMMENDATION

#### **Approved**

- Approved as an Amended 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.





## **Metro Planning Commission Meeting of 3/10/2016**

### **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.
- Comply with the conditions of approval for the Preliminary SP (2015SP-005-001)

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

- A focused TIS may be required at development of added parcels.
- Adequate sight distance shall be provided at access drive.
- Additional ROW and roadway improvements along Cane Ridge Rd. frontage may be required.
- Adequate access to the SP internal road network may be required prior to development.

No traffic table was prepared as the development is not expected to generate additional traffic from the previously approved SP.

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing SP-MU district: 134 Elementary 107 Middle 88 High  
Projected student generation proposed SP-MU district: 134 Elementary 107 Middle 88 High**

The proposed SP-MU will generate the same number of students as the existing SP-MU. Students would attend A.Z. Kelley Elementary School, Marshall Middle School, and Cane Ridge High School.

Cane Ridge High School has been identified as over capacity and there is no capacity within the cluster or adjacent clusters for high school students. This information is based upon data from the school board last update November 2015.

#### **School Site Dedication**

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students.

This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Cane Ridge High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions as the proposal is generally consistent with the T3 Suburban Neighborhood Evolving policy.



## Metro Planning Commission Meeting of 3/10/2016

### CONDITIONS

1. Permitted land uses shall be as follows:
  - Residential Subdistrict limited to up to 500 multi-family residential units.
  - Retail subdistrict limited to uses allowed in SCR, excluding Alternative Financial Services.
  - Neighborhood Transition Subdistrict limited to up to 500 multi-family residential units and all other uses allowed in MUL, excluding Alternative Financial Services.
  - Office Concentration Subdistrict limited to uses allowed in MUI, excluding Alternative Financial Services.
  - Mixed Use Subdistrict limited to up to 300 multi-family residential units and all other uses allowed in MUI, excluding Alternative Financial Services.
2. All Public Facades shall also be Pedestrian Entrance Facades.
3. Add the following condition to the Residential Subdistrict: Raised foundations a minimum of 18” and a maximum of 36” are required for all residential buildings. Exceptions may be allowed for stacked flat buildings when significant grades exist and must be reviewed with the submittal of a final site plan.
4. With submittal of final site plan for any residential units fronting Cane Ridge Road, a detailed landscaping plan providing an appropriate buffer between Cane Ridge Road and any parking located in front of structures shall be provided.
5. Requirements specified in BL2015-1037 not specifically being amended with this ordinance shall remain in effect.
6. Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students. The school site does not have to be on the subject property.
7. All final site plans shall be reviewed by Metro agencies and approved by the Planning Commission or Department in accordance with Section 17.40.170 of the Zoning Code. All roadway plans shall be consistent with the Complete Streets Executive Order and should incorporate NACTO guidelines where possible.
8. Add the following note to the plan/plat: The final site plan/building permit site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district for the Residential Subdistrict, SCR district for the Retail Subdistrict, MUL district for the Neighborhood Transition Subdistrict, MUI district for the Office Concentration Subdistrict and Mixed Use Subdistrict, as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. 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.
11. 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.
12. 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



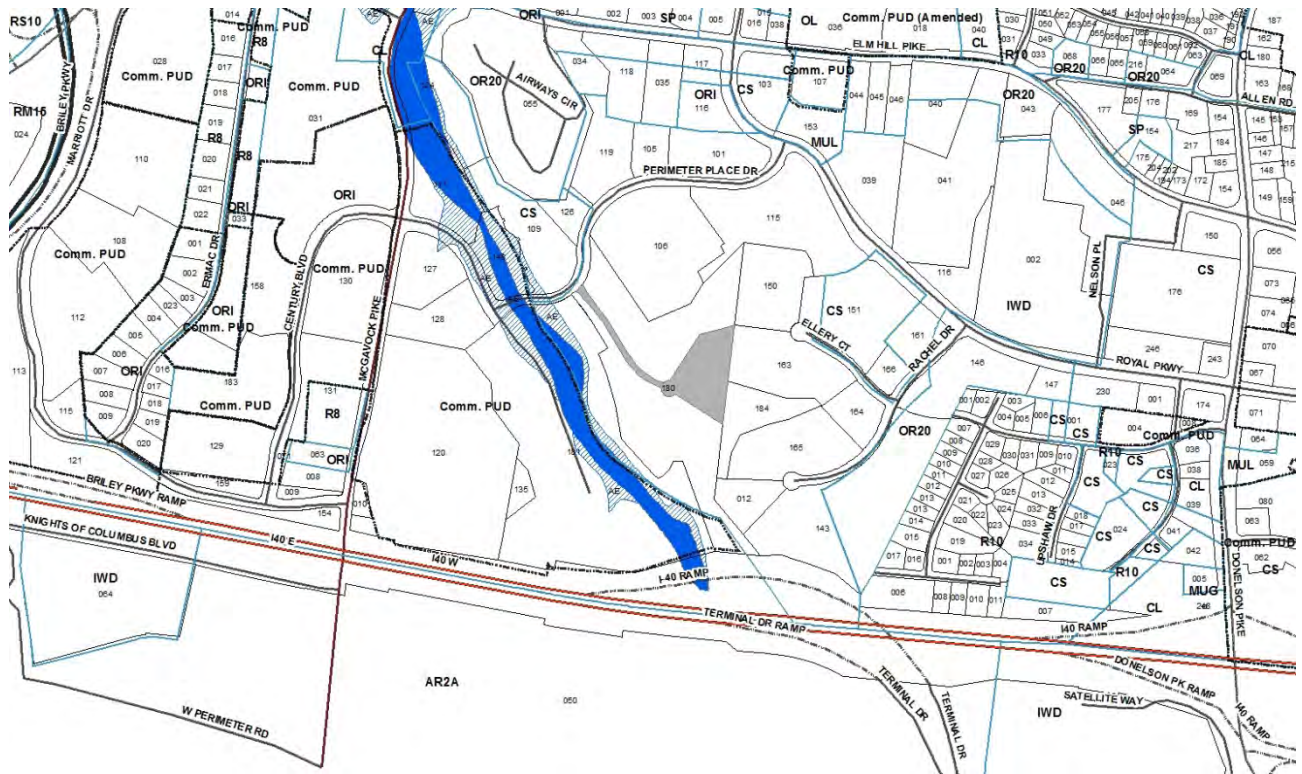
## **Metro Planning Commission Meeting of 3/10/2016**

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.

13. 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 3/10/2016



**2016SP-012-001**  
THE PRESERVE: SLEEP INN/MAINSTAY SUITES  
Map 107, Part of Parcel(s) 180  
14, Donelson - Hermitage  
15 (Jeff Syracuse)



<b>Project No.</b>	<b>2016SP-012-001</b>
<b>Project Name</b>	<b>The Preserve: Sleep Inn/Mainstay Suites</b>
<b>Council District</b>	15 - Syracuse
<b>School District</b>	04 - Shephard
<b>Requested by</b>	Barge, Cauthen & Associates, applicant; Corporate Investors Partnership V, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit a 3-story hotel development.**

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan-Commercial (SP-C) zoning for a portion of property located at 2535 Perimeter Place Drive, approximately 1,350 feet south of Royal Parkway (3.6 acres), to permit a 3-story hotel.

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

- Preserves environmental features

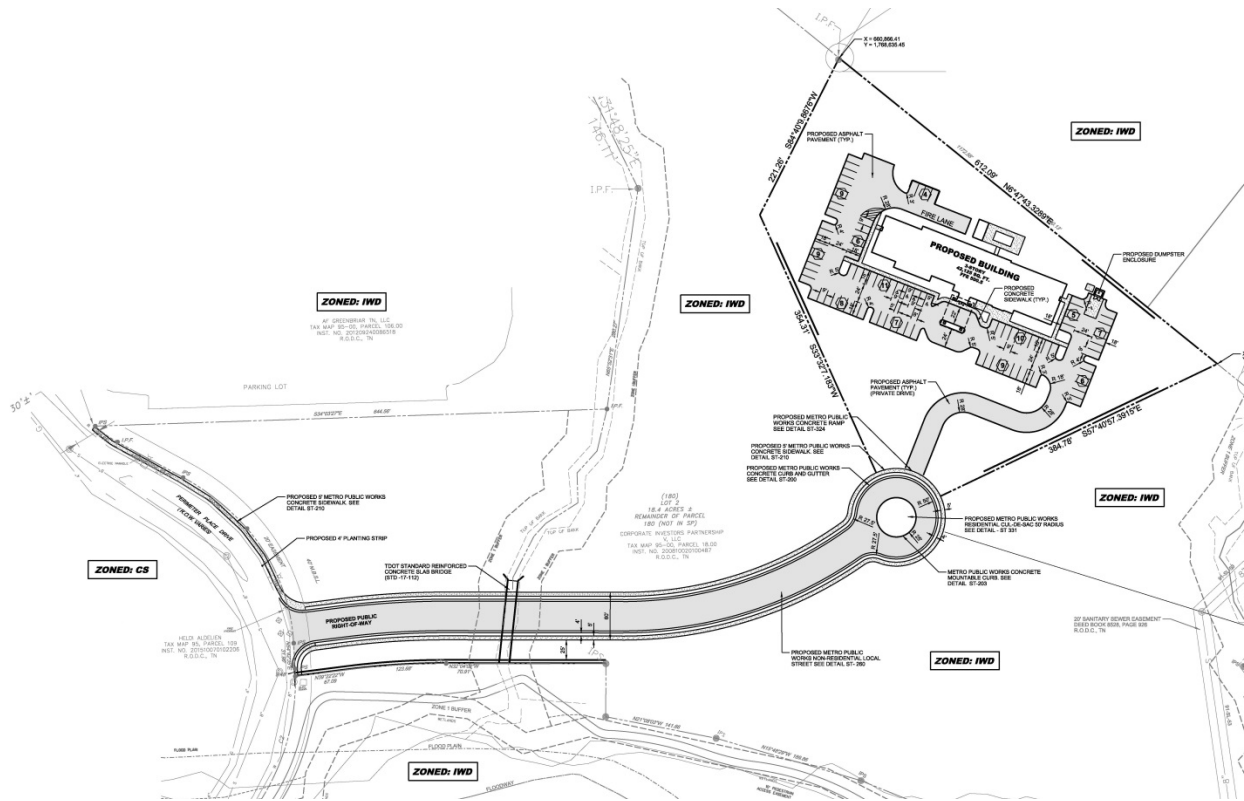
The proposed plan minimizes impacts on sensitive environmental features by properly working within the confines of the site to avoid steep slopes. Furthermore dense vegetation that is located on the steep slope will be preserved.

**SOUTHEAST COMMUNITY PLAN**

D Employment Center (D EC) is intended to preserve, create, and enhance concentrations of employment that are often in a campus-like setting. A mixture of office, commercial, and even light industrial uses are present, but are not necessarily vertically mixed. Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D Employment Center areas as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium to high density residential are appropriate secondary and supportive uses within the D Employment Center Area. These uses may also be found in mixed use areas close to the D Employment Center area. In general, secondary and supportive uses do not occupy more than about quarter of the land in any given D Employment Center area in order to protect its primary function of providing intense concentrations of jobs.



# Metro Planning Commission Meeting of 3/10/2016



**Proposed Site Plan**



**Proposed Elevations**



## Metro Planning Commission Meeting of 3/10/2016

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

### Consistent with Policy?

Yes, the plan is consistent with the District Employment Center Policy. The policy supports commercial uses, including hotels, as they contribute to an active employment center. The location of the proposed hotel minimizes the impact to sensitive environmental features located along the northern property line. The proposed plan provides pedestrian connectivity within the site and external to the site.

### **PLAN DETAILS**

The entire parcel is 22 acres in size and is located on Perimeter Place Drive, east of Century Boulevard. The proposed SP includes only a portion of the 22 acres parcel. The proposed hotel will occupy 3.6 acres, located along the southeastern portion of the parcel. The properties surrounding the site are commercially and industrially zoned and include commercial and distribution uses.

### Site Plan

The plan proposes a 3-story hotel, with a maximum of 81 rooms. The proposed hotel building will be located on the rear portion of the 22-acre parcel. The parcel has Conservation Policy and steep slopes along the northern property lines. By locating the proposed building and parking in the rear portion of the property, the plan preserves the sensitive environmental features of the site.

The maximum building height would be limited to a maximum of 46 feet in 3 stories. The plan proposes 91 surface parking spaces, meeting the Metro Zoning Code parking requirements.

Access to the proposed hotel will be provided by a new public road extending from Perimeter Place Drive to the private drive for the proposed hotel. The plan proposes a five foot wide sidewalk and four foot planting strip along Perimeter Place Drive and along the proposed public road to the hotel. A five foot sidewalk and four foot planting strip shall be installed along the private drive that connects the public road to the hotel to provide a full connection to Perimeter Place Drive.

### **ANALYSIS**

The plan is consistent with the land use policy and preserves the sensitive environmental features of the site. The plan proposes a hotel option within the area which is supported by the D Employment Center Policy. Sidewalks will be provided to create a walkable site and provide an important connection to Perimeter Place Drive, creating a pedestrian-orientated environment also supported by the D Employment Center.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Two Fire Dept Access points are required per the 2012 IFC Appendix DS 104 for commercial buildings exceeding 30' or 3 stories. Fire Code issues for the structures will be addressed at permit application review.



# Metro Planning Commission Meeting of 3/10/2016

## STORMWATER RECOMMENDATION

Approved

## WATER SERVICES RECOMMENDATION

Approved with conditions

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

## PUBLIC WORKS RECOMMENDATION

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.
- Prior to issuance of building permits the ROW is to be dedicated.
- The proposed public road must comply with MPW and AASHTO design standards prior to Final SP approval, may require modifications to the preliminary SP.
- Prior to the Final SP approval by MPW a temporary construction easement and a permanent maintenance easement is to be recorded along the southwest portion of the proposed retaining wall. If these easements cannot be obtained then a revised road layout will be required indicating all construction and long term maintenance can occur from properties under control by this development.

## TRAFFIC AND PARKING RECOMMENDATION

Conditions is approved

- A TIS is required prior to final SP approval. Provide adequate sight distance at road intersection with Perimeter Place Dr.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.8	0.8 F	97,574 SF	348	30	32

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	2.8	-	81 Rooms	759	37	44

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+411	+7	+12





## **Metro Planning Commission Meeting of 3/10/2016**

### **METRO SCHOOL BOARD REPORT**

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

### **STAFF RECOMMENDATION**

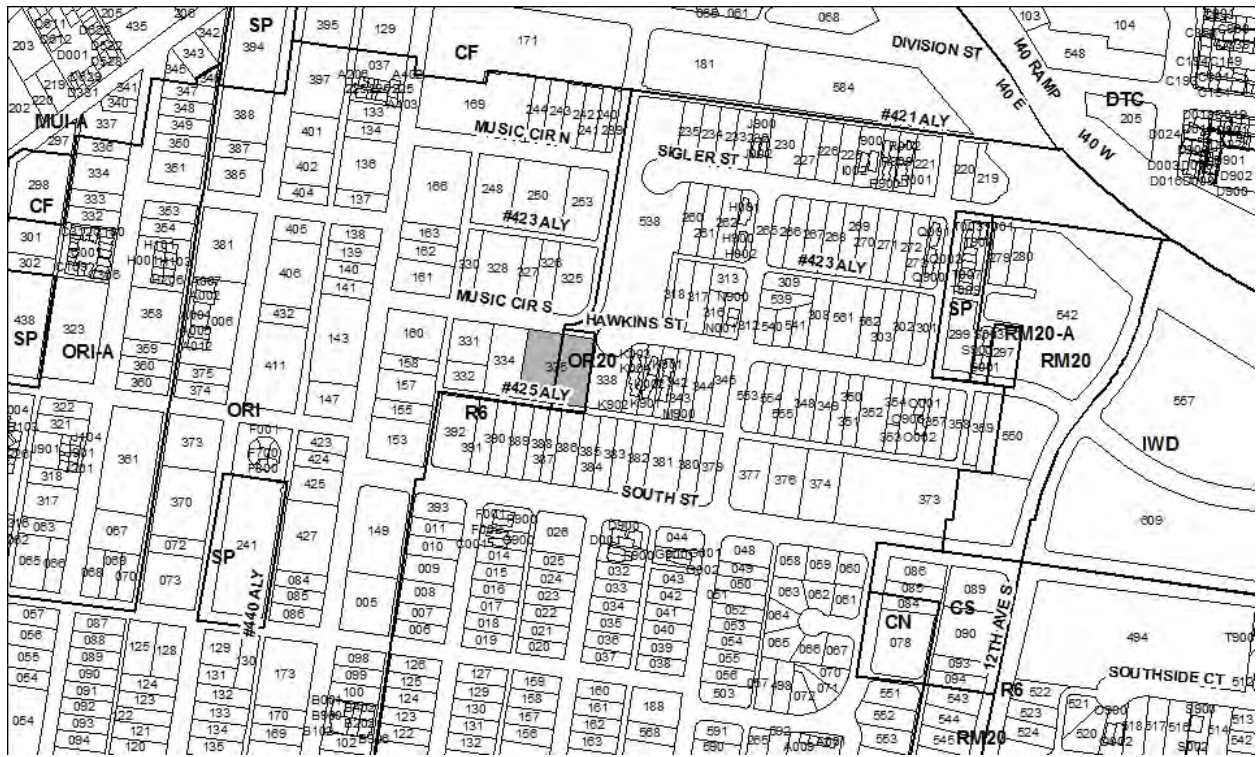
Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Principle land uses shall be limited to a hotel with up to 81 rooms.
2. The maximum height of the building is limited to 3 stories in 46 feet.
3. A 5 foot sidewalk and a 4 foot planting strip shall be installed along the private drive.
4. Pedestrian connections shall be included from the private drive extending to the parking lot and building
5. Elevations shall be included with the final site plan.
6. Public right-of-way shall be dedicated by plat and bonded prior to issuance of building permit.
7. 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 ORI zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. This approval does not include any signs. There shall be no pole or billboard signs, changeable LED, video signs or similar signs allowing automatic changeable messages. All other signs shall meet the ORI zoning requirements.
9. 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.
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.
11. 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.
12. 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.
13. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



# Metro Planning Commission Meeting of 3/10/2016



**2016SP-020-001**

ONE MUSIC CIRCLE SOUTH OFFICE

Map 093-13, Parcel(s) 335

10, Green Hills - Midtown

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Specific Plan 2016SP-020-001</b>
<b>Project Name</b>	<b>One Music Circle South Office</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Kim
<b>Requested by</b>	Barge Cauthen & Associates, applicant; Country Music Association, Inc., owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the March 24, 2016, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Zone change to permit an office building.**

Zone Change

A request to rezone from Office Residential Intensive (ORI) and Office and Residential (OR20) to Specific Plan – Office (SP-O) zoning for property located at 1 Music Circle S., approximately 450 feet east of Music Square E (0.90 acres), to permit a 120,000 square foot office building.

**Existing Zoning**

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family residential uses with limited retail opportunities.

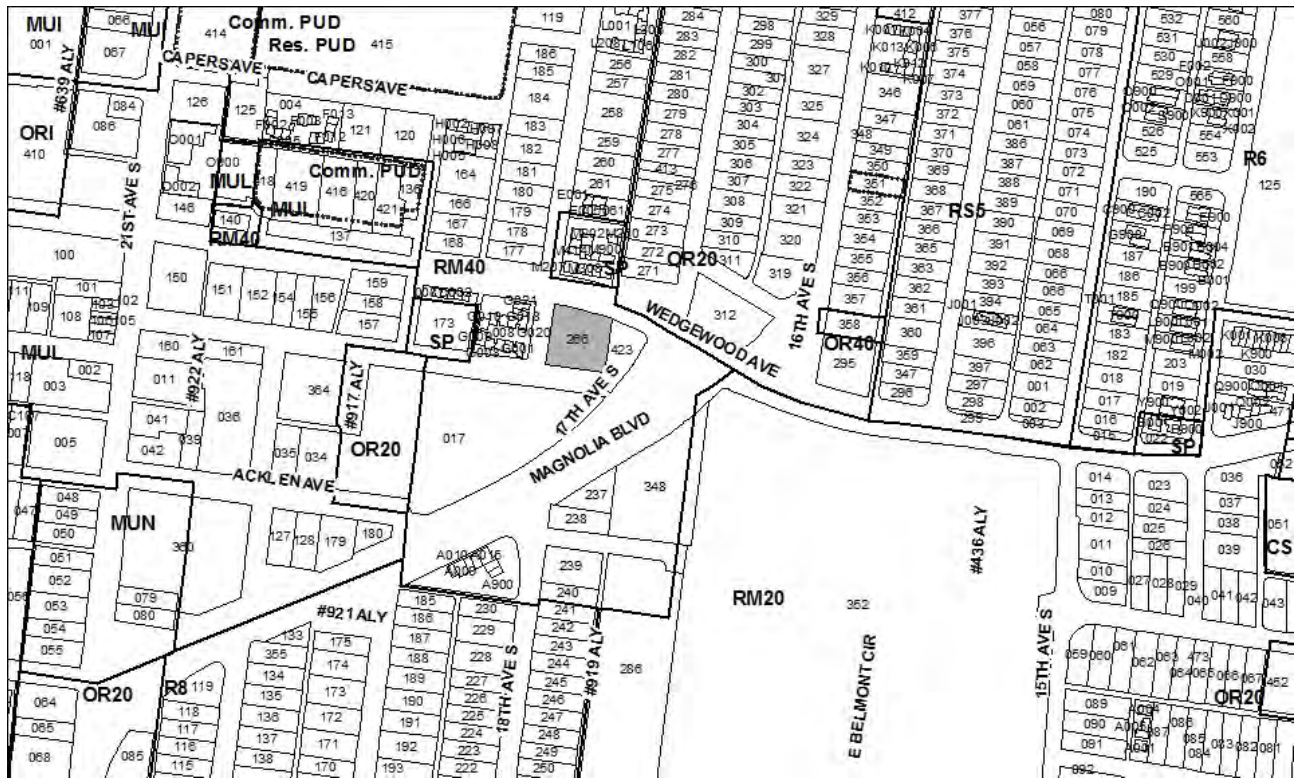
Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of nine units.*

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 3/10/2016



**2016SP-022-001**  
1710 BELCOURT APARTMENTS  
Map 104-08, Parcel(s) 266  
10, Green Hills - Midtown  
18 (Burkley Allen)



<b>Project No.</b>	<b>Specific Plan 2016SP-022-001</b>
<b>Project Name</b>	<b>1710 Belcourt Avenue SP</b>
<b>Council District</b>	18 – Allen
<b>School District</b>	8 - Pierce
<b>Requested by</b>	Littlejohn, applicant; GTOM Belcourt, LLC, owner.
<b>Staff Reviewer</b>	Burnette
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Permit a multi-family development with up to 76 units.**

Preliminary SP

A request to rezone from Multi-Family Residential (RM40) to Specific Plan – Residential (SP-R) zoning for property located at 1710 Belcourt Avenue, at the southeast corner of Wedgewood Avenue and 18<sup>th</sup> Avenue South (0.66 acres), to permit a 76 unit multi-family development.

**Existing Zoning**

Multi-family Residential (RM40) is intended for single-family, duplex and multi-family dwellings at a density of 40 dwelling units per acres. *RM40 would permit a maximum of 26 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

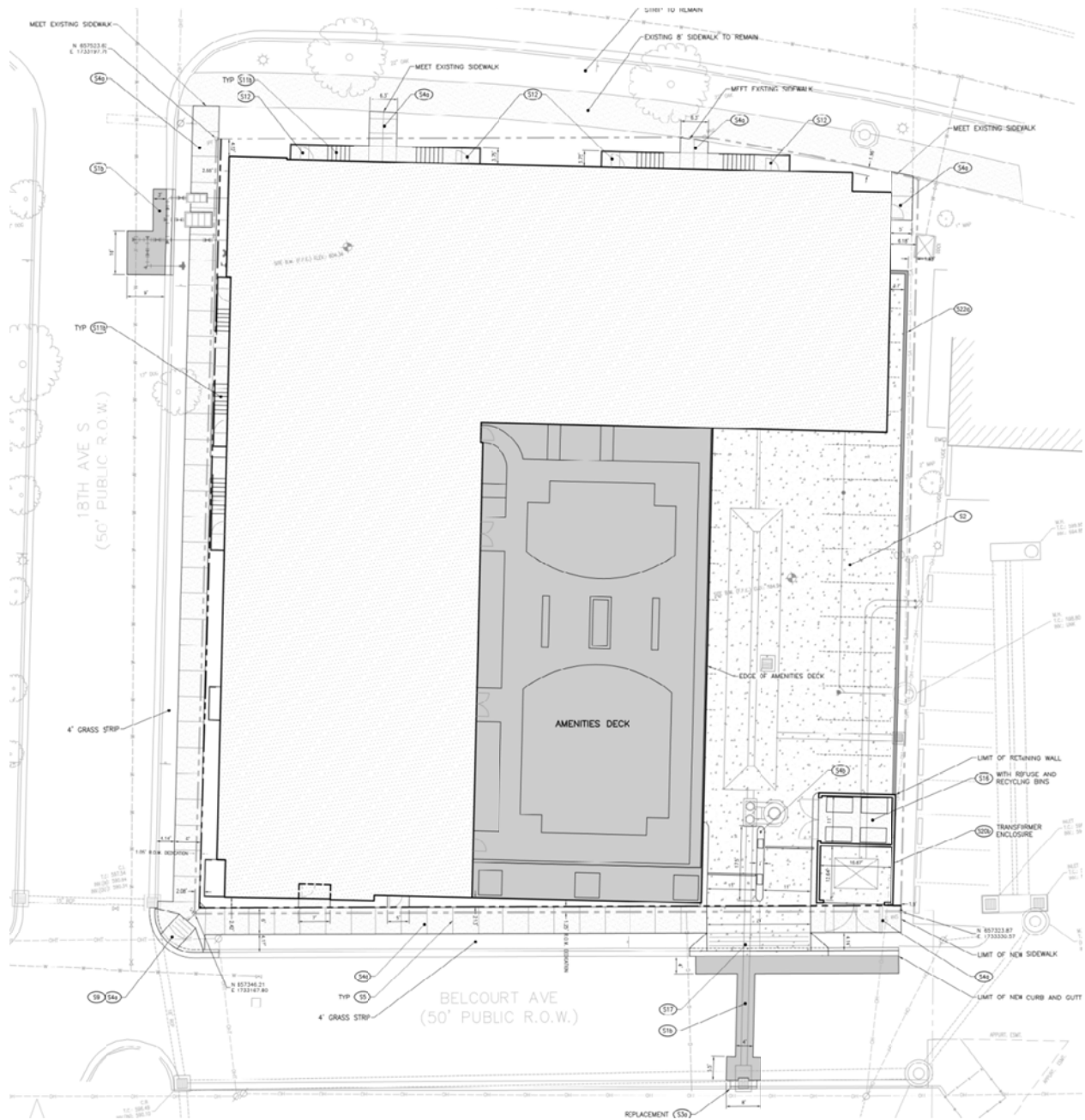
The proposed development meets several critical planning goals. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project proposes development on an infill site. Improved sidewalks complying with the Major and Collector Street Plan are being provided along 18<sup>th</sup> Avenue South and Belcourt Avenue to create a more pedestrian friendly and walkable area. Transit service is present along Wedgewood Avenue, and the additional density provided by this development could support this transportation choice by generating bus riders.

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

T4 Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular



# Metro Planning Commission Meeting of 3/10/2016



**Proposed Site Plan**



## Metro Planning Commission Meeting of 3/10/2016

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 plan is consistent with the T4 NE Policy. The policy supports all types of residential uses and recognizes that development patterns may change over time. The T4 Neighborhood Evolving policy indicates that building heights are generally one to three stories and in limited instances heights may go up to five stories. Consideration of taller heights is based on several factors, including the following:

- Adequate infrastructure, such as appropriately sized water and sewer service, complete streets, and streets and sidewalks that are adequately wide to support the increased height without the building overshadowing the street or degrading the pedestrian environment;
- Access to major transportation networks;
- Opportunities for higher connectivity;
- The ability to form transitions from adjacent higher-intensity development to the lower-scale neighborhood interior;
- Ability to support and access to existing or planned transit;
- Ability to support the viability of nearby consumer businesses; and,
- Ability to provide affordable or workforce housing as defined in the Glossary of this document.

The plan proposes a four-story building along Wedgewood Avenue with underground parking accessed from Belcourt Avenue. As the grade of the site falls from Wedgewood Avenue toward Belcourt Avenue, the structure consists of a fifth story at the south end of the site, providing for underground parking. The area is served by adequate infrastructure, including existing water and sewer service, and an existing sidewalk network along Wedgewood Avenue that includes an eight foot grass planting strip and an eight foot wide sidewalk that both comply with the Major and Collector Street Plan. Wedgewood Avenue at this location has an existing right-of-way of approximately 85 feet and contains four travel lanes, which will allow for additional height without overshadowing the street or degrading from the pedestrian experience. A Metro Transit Authority line is present along Wedgewood Avenue, and the additional density provided by this development may create additional rider demand. While the adjacent properties also fall within T4 Urban Neighborhood Evolving Policy, T4 Urban Mixed Use Neighborhood Policy exists approximately 400 feet west of the site. The additional height will create additional consumers to support the nearby businesses that exist in the Hillsboro Village area and will enhance the long-term viability of those businesses. Given the topography of the site, the presence of adequate infrastructure and a transit route, and the nearby commercial area, the proposed height is consistent with the policy and meets the criteria for additional height.



# Metro Planning Commission Meeting of 3/10/2016



2 WEST ELEVATION - ALONG 18TH AVENUE



1 NORTH ELEVATION - ALONG WEDGEWOOD

## Proposed Elevations





## Metro Planning Commission Meeting of 3/10/2016

### PLAN DETAILS

The site is located at 1710 Belcourt Avenue, at the southeast corner of Wedgewood Avenue and 18<sup>th</sup> Avenue South. The site is approximately 0.66 acres in size and currently contains a nursing home. The site has frontage along three public streets and the grade of the site falls from north to south, with the low point of the site being the Belcourt Avenue frontage.

#### Site Plan

The plan proposes a four to five-story structure containing up to 76 units. The plan consists of one building, with access to the building from Belcourt Avenue to a sub-grade parking garage. Along Wedgewood Avenue, the building is four stories to a maximum height of 54 feet, measured to the top of the parapet. As the site falls from north to south, the maximum height of the building at the corner of Belcourt Avenue and 18<sup>th</sup> Avenue South increases to 56 feet.

An eight foot sidewalk and eight foot planting strip, which complies with the Major and Collector Street Plan, currently exist along the Wedgewood Avenue frontage. A four foot planting strip and six foot sidewalk that complies with local street standards is proposed along both 18<sup>th</sup> Avenue South and Belcourt Avenue. Right-of-way to accommodate the enhanced sidewalks along 18<sup>th</sup> Avenue South and Belcourt Avenue will be dedicated.

Elevations have been provided for the proposed structure. Stoops are provided for units along both Wedgewood Avenue and 18<sup>th</sup> Avenue South and balconies are provided along all frontages on upper-level units. An internal amenity deck is provided within the site for residents and includes fire pits and grill stations.

### ANALYSIS

The proposed plan is consistent with the goals of the T4 Neighborhood Evolving Land use policy. The proposed development also meets the criteria for additional height within the policy. The topography of the site along with the presence of a transit line and nearby Mixed Use Policy allows the site to meet the criteria for additional height.

### FIRE MARSHAL RECOMMENDATION

#### **Approve with conditions**

- Fire Code issues for the structures will be addressed at permit application review. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

### STORMWATER RECOMMENDATION

#### **Approved with Conditions**

- The final SP shall have the complete FEMA number.

### WATER SERVICES RECOMMENDATION

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public water construction plans for the proposed public fire hydrant must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.



# Metro Planning Commission Meeting of 3/10/2016

## 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.
- Comply with the conditions of the MPW Traffic Engineer

## TRAFFIC AND PARKING RECOMMENDATION

### Conditional if Approved

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

#### Wedgewood Ave

- Prior to final site plan approval, Developer shall work with MPW and Planning to determine if additional ROW dedication along Wedgewood Ave frontage for future construction of a center left turn lane is required.

#### 18th Avenue South and Belcourt Avenue

- Install pedestrian crosswalk pavement markings on the east leg of the intersection. An ADA-compliant detectable warning mat should be provided for the existing pedestrian curb ramp on the southeast corner of the intersection.
- Remove the existing bulb-out on the northeast corner of the intersection and reconstruct the corner with the inclusion of a pedestrian curb ramp and an ADA-compliant detectable warning mat.

#### Belcourt Avenue

- Remove the existing pedestrian crosswalk pavement markings across Belcourt Avenue that are located approximately 100 feet east of 18th Avenue South.
- Remove the existing "Pedestrian" warning signs on the north and south sides of Belcourt Avenue, which are located approximately 100 feet east of 18th Avenue South.
- Restrict on-street parking on the north side of Belcourt Avenue for approximately 25 feet west of the site access. A "No Parking Any Time" (R7-1) sign should be provided approximately 25 feet west of the site access.
- Developer shall apply to T&P staff to modify traffic signage and parking restrictions.

#### Site Access

- The site access drive should be designed to include sufficient width for one entering travel lane and one exiting travel lane. A minimum of 24 feet is recommended.
- Look for pedestrian warning signage should be provided internal to the parking deck visible to vehicles exiting the parking deck onto Belcourt Avenue

Maximum Uses in Existing Zoning District: **RM40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.66	40 U	26 U	173	14	17



## Metro Planning Commission Meeting of 3/10/2016

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
Multi- Family Residential (220)	0.66	-	76 U	506	39	48

Traffic changes between maximum: **RM40 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 50	+333	+25	+31

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RM40 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 could generate no more additional students than what is typically generated under the existing RM40 zoning district utilizing the Urban Infill Factor. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated in November 2015.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the plan meets several critical planning goals and is consistent with the land use policy for the area.

### CONDITIONS

1. Permitted land uses shall be limited to 76 multi-family units.
2. A detailed landscaping plan providing street trees along Wedgewood Avenue, 18<sup>th</sup> Avenue South and Belcourt Avenue frontages shall be provided with the submittal of the final site plan.
3. Prior to final site plan approval, Developer shall work with MPW and Planning to determine if additional right-of-way dedication along Wedgewood Avenue frontage for future construction of a center left turn lane is required.
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 RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. 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.



## Metro Planning Commission Meeting of 3/10/2016

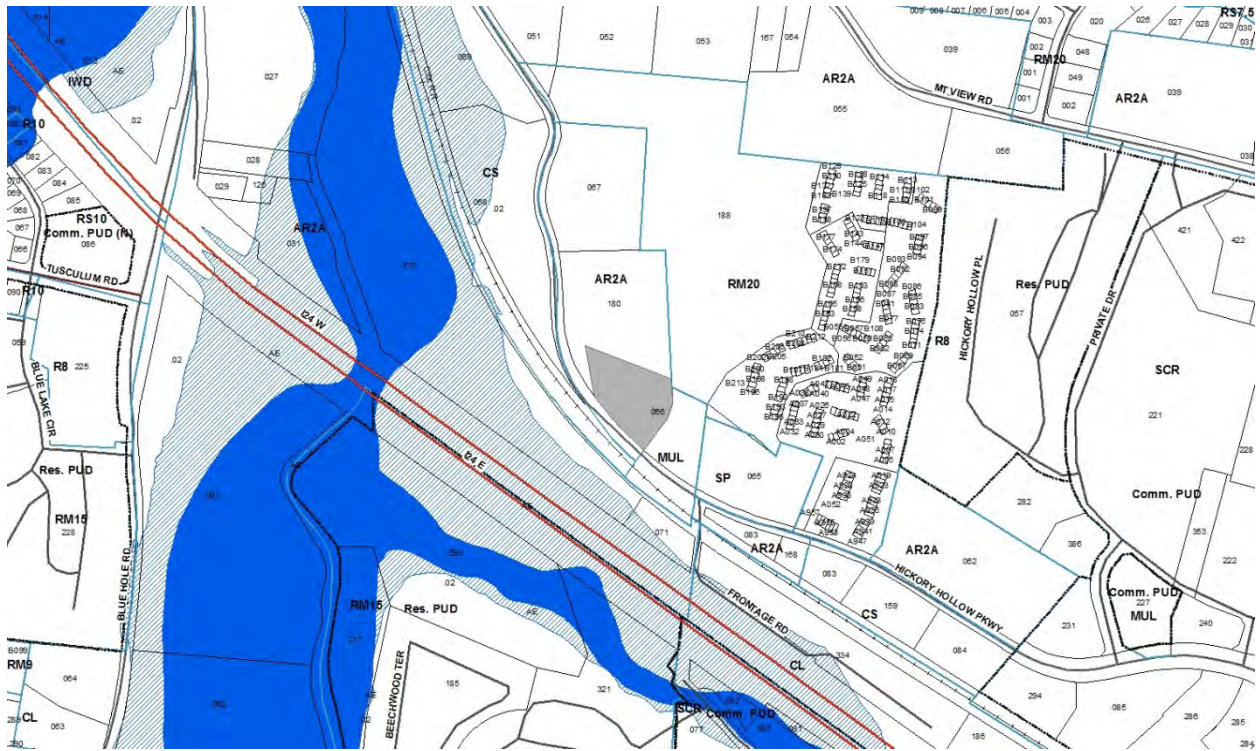
7. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/10/2016



**2016Z-022PR-001**

Map 163, Part of Parcel(s) 066.01

13, Antioch - Priest Lake

32 (Jacobia Dowell)



<b>Project No.</b>	<b>Zone Change 2016Z-022PR-001</b>
<b>Council District</b>	32 - Dowell
<b>School District</b>	6 - Hunter
<b>Requested by</b>	Everest Investments, GP, applicant and owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from AR2a to MUL**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Mixed Use Limited (MUL) zoning for a portion of property located at 5140 Hickory Hollow Parkway, approximately 3,225 feet west of Bell Road (2.19 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

**Current Policy**

T4 Urban Community Center (T4 CC) is intended to enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

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



## Metro Planning Commission Meeting of 3/10/2016

### Consistent with Policy?

Yes. The proposed MUL district allows uses that are consistent with the T4 Urban Community Center Policy. In this location, MUL is an appropriate zoning district since it is located adjacent to Interstate 24. Properties to the north of the site are also included in the Urban Community Center policy. However, the front portions of those sites are encumbered by steep slope and are included in areas of Conservation policy. As those properties are rezoned and redeveloped, deeper setbacks will be required due to natural constraints. The requested MUL zone change, with its deeper required setbacks, will provide an appropriate transition to properties to the north as they redevelop.

### **ANALYSIS**

The MUL zoning district provides an opportunity for various residential uses as well as retail services, which would serve the nearby single and multi-family neighborhoods. Due to the sites isolated location adjacent to an interstate, MUL is appropriate in this instance. An increase in traffic has been projected with this request based upon the increased Floor Area Ratio allowed by the MUL district, however, Traffic and Parking has indicated that a Traffic Improvement Study may be required at time of permit review.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **WATER SERVICES RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions of Approval**

- Traffic study may be required at time of development.

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)	2.19	0.5 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.19	1 F	95,396 SF	6587	150	617





## Metro Planning Commission Meeting of 3/10/2016

Traffic changes between maximum: AR2a and MUL

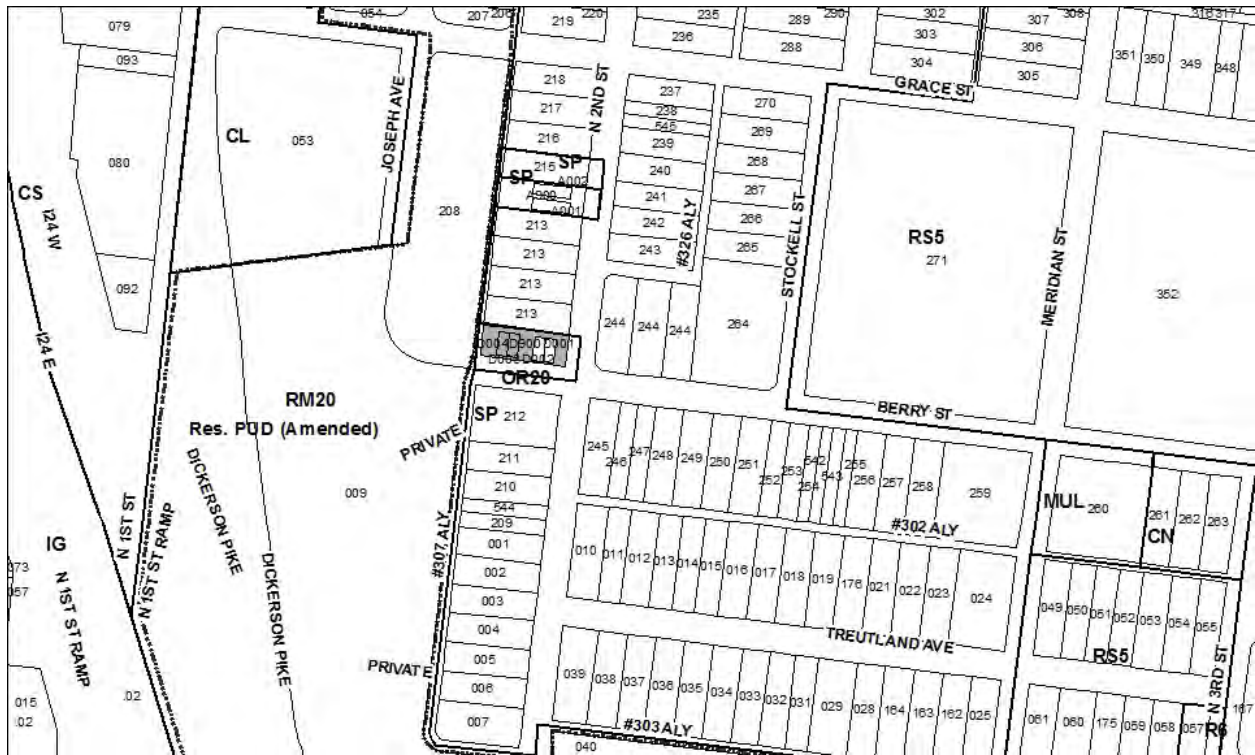
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+6,577	+149	+615

### STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with policy.



# Metro Planning Commission Meeting of 3/10/2016



**2016Z-023PR-001**

Map 082-07-0-D, Parcel(s) 003-004, 900

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2016Z-023PR-001</b>
<b>Council District</b>	05 – S. Davis
<b>School District</b>	05 - Kim
<b>Requested by</b>	Development Management Group, LLC, applicant; East Nashville Holdings, LLC, owner.
<b>Staff Reviewer</b>	Moukaddem
<b>Staff Recommendation</b>	<i>Defer to the March 24, 2016, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Zone change from OR20 to RM40.**

Zone Change

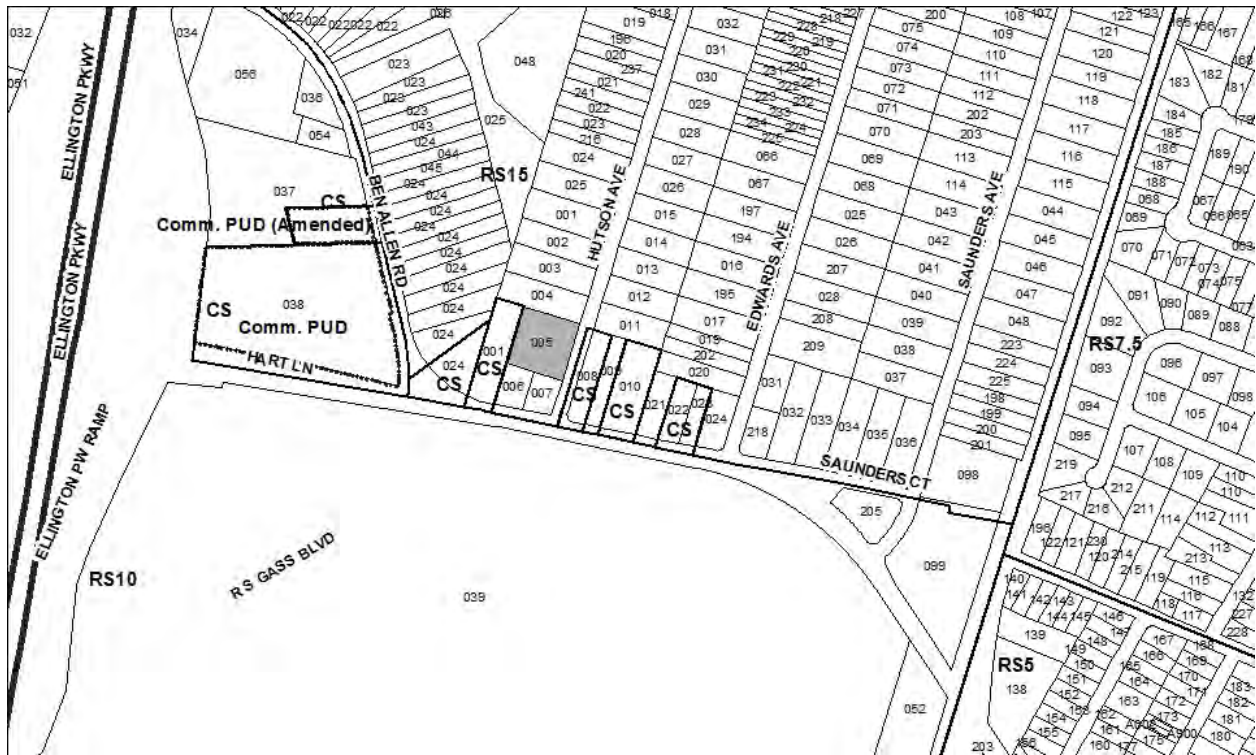
A request to rezone from Office/Residential District (OR20) to Residential Multi-Family District (RM40) zoning for properties located at 121, 121 B, and 123 Berry Street (0.17 acres), at the northwest corner of the North 2<sup>nd</sup> Street and Berry Street.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 3/10/2016



**2016Z-024PR-001**  
Map 061-14, Parcel(s) 005  
05, East Nashville  
08 (Nancy VanReece)



<b>Project No.</b>	<b>Zone Change 2016Z-024PR-001</b>
<b>Council District</b>	08 - VanReece
<b>School District</b>	03 - Speering
<b>Requested by</b>	AJ Investments, LLC, applicant and owner.
<b>Staff Reviewer</b>	Moukaddem
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from RS15 to RM15-A.**

Zone Change

A request to rezone from Single-Family Residential (RS15) to Residential Multi-Family-Alternative (RM15-A) for property located at 3806 Hutson Avenue, approximately 160 feet north of Hart Lane (0.96 acres).

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of two units.*

**Proposed Zoning**

Residential Multi-Family-Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of fourteen units.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development

This request creates an opportunity for urban development that reuses brown and gray fields, filling in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure.

**EAST NASHVILLE COMMUNITY PLAN**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing 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.



## Metro Planning Commission Meeting of 3/10/2016

### Consistent with Policy?

Yes. The rezoning to RM15-A is consistent with the T3 Suburban Neighborhood Evolving (T3 NE) Policy and is appropriate given the sites location. This rezoning would increase housing choice in an area that has limited multi-family housing. T3 Suburban Neighborhood Evolving Policy encourages redevelopment and infill developments that create housing diversity within the neighborhood.

### **ANALYSIS**

Staff recommends approval of this request as the proposed rezoning is consistent with the T3 Suburban Neighborhood Evolving (T3 NE) Policy. The bulk standards of the RM15-A district are consistent with the design principles of the T3 Suburban Neighborhood Policy and include shallow setbacks from the street that enhance the pedestrian realm. This rezoning request offers potential for infill development to occur in a way that would enhance the pedestrian streetscape.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **RS15**

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)	0.96	2.9 D	2 U	20	2	3

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.96	15 U	14 U	94	8	9

Traffic changes between maximum: **RS15 and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 12 U	+74	+6	+6



## **Metro Planning Commission Meeting of 3/10/2016**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS15 district:     0 Elementary 0 Middle 0 High**

**Projected student generation proposed RM15-A district: 2 Elementary 1 Middle 1 High**

The proposed RM15-A zoning district could be expected to generate three additional students. Students would attend Hattie Cotton Elementary School, Gra-Mar 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 November 2015.

### **STAFF RECOMMENDATION**

Staff recommends approval as the proposed rezoning is consistent with the T3 Suburban Neighborhood Evolving Policy.



**SEE NEXT PAGE**



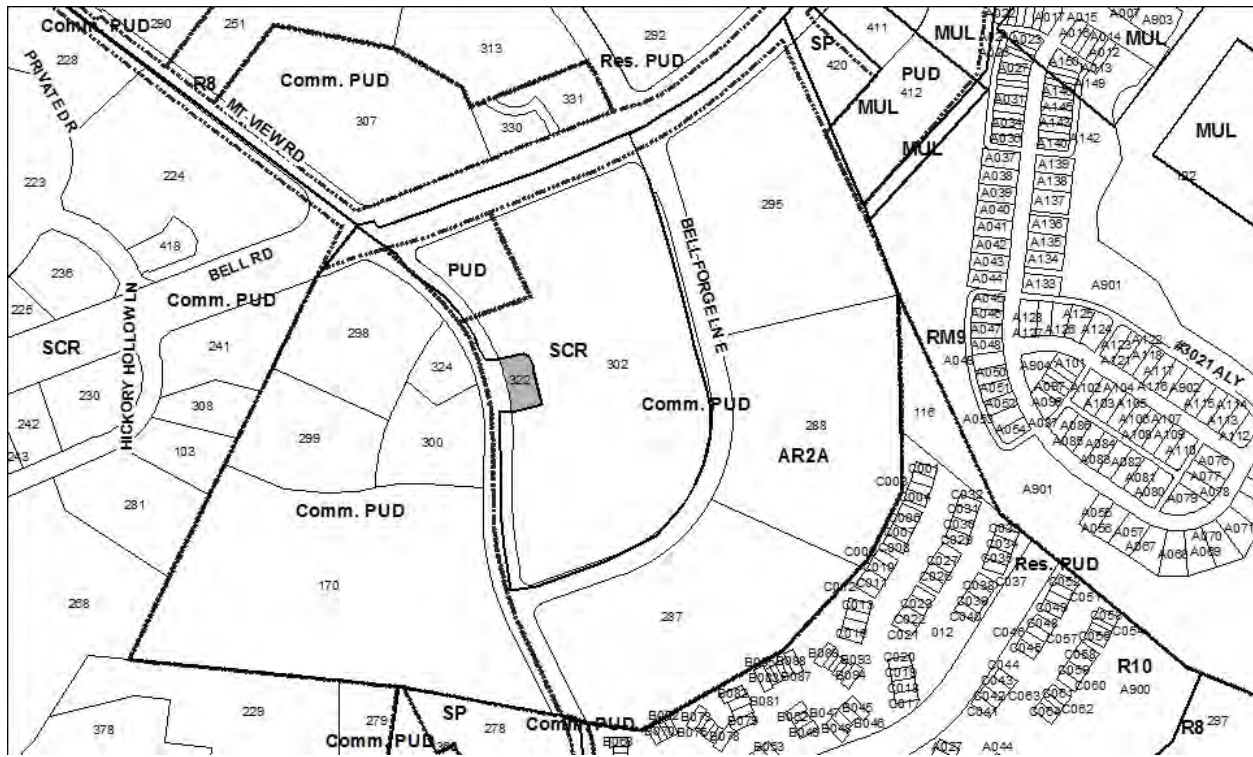


## **PLANNING COMMISSION ACTIONS**

- **Planned Unit Development (Final)**
- **Subdivision (Concept)**
- **Subdivision (Final)**



# Metro Planning Commission Meeting of 3/10/2016



**70-81P-001**

**EYE CARE PLUS ADDITION**

Map 163, Parcel(s) 322

13, Antioch - Priest Lake

32 (Jacobia Dowell)



<b>Project No.</b>	<b>Planned Unit Development 70-81P-001</b>
<b>Project Name</b>	<b>Eye Care Plus Addition</b>
<b>Council District</b>	32 – Dowell
<b>School District</b>	06 – Hunter
<b>Requested by</b>	Martin Engineering & Surveying, LLC, applicant; Eye Care properties, LLC, owner.

<b>Staff Reviewer</b>	Sullivan
<b>Staff Recommendation</b>	<i>Defer unless a recommendation of approval is received from Water Services. If a recommendation is received, staff recommends approval with conditions.</i>

**APPLICANT REQUEST**

**Revise a portion of the commercial Planned Unit Development to permit a 1,650 square foot addition to an existing medical office.**

Revise PUD

A request to revise the preliminary plan and for final site plan approval for a portion of the Bell Forge Commercial Park Planned Unit Development Overlay District for property located at 5323 Mt. View Road, approximately 340 feet north of Bell Forge Lane E., zoned Agricultural/Residential District (AR2A) (0.34 acres), to permit a 1,650 square-foot addition to an existing 4,000 square-foot medical office building.

**Existing Zoning**

Agricultural/Residential District (AR2A) is intended to implement the natural conservation or rural land use policies of the general plan.

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

**CRITICAL PLANNING GOALS**

N/A

**PLAN DETAILS**

The site is developed and contains a 4,000 square-foot medical office building and is adjacent to a shopping center. The site is located within the Bell Forge Commercial Park PUD, which was approved in 1981 for a variety of commercial uses. The PUD was revised in 2006 to allow for a religious institution.

Site Plan

The plan calls for an expansion of 1,650 square feet on the south side of an existing medical office building. The expansion will eliminate six parking spaces, but a shared parking agreement with the shopping center exists vehicular access to the building is not changing. The applicant proposes a connection from Mt. View Road to the building via a five-foot sidewalk. Additionally, five





## Metro Planning Commission Meeting of 3/10/2016

compact Japanese Holly 5-gallon plants will be added to the east of the expansion, where no previous landscaping existed.

### ANALYSIS

The request to add 1,650 square feet is consistent with the approved PUD plan. Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, which is provided below for review.

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



## **Metro Planning Commission Meeting of 3/10/2016**

by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Use existing solid waste and recycling container(s) on site.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES RECOMMENDATION**

#### **Returned**

- Awaiting payment of the required capacity fees prior to final site plan approval.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approved with conditions**

- Angle parking spaces near building addition to allow adequate back-up space.

### **STAFF RECOMMENDATION**

Staff recommends deferral unless a recommendation of approval is received from Water Services. If a recommendation is received prior to the meeting, then 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.



## **Metro Planning Commission Meeting of 3/10/2016**

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.



# Metro Planning Commission Meeting of 3/10/2016



**2016S-044-001**

869 WEST TRINITY LANE

Map 070-03, Parcel(s) 006

Map 070-07, Parcel(s) 007, 060-063

03, Bordeaux - Whites Creek

02 (DeCosta Hastings)





**Project No.** 2016S-044-001  
**Project Name** 869 West Trinity Lane  
**Council District** 02- Hastings  
**School District** 01- Gentry  
**Requested by** Civil Site Design Group, PLLC, applicant; Trinity Lane Realty, LLC and Tara Bhikia, owners.

**Staff Reviewer** Deus  
**Staff Recommendation** *Approve the variance request and approve the concept plan with conditions.*

**APPLICANT REQUEST**  
**Create 66 clustered single-family lots.**

Concept Plan

A request for concept plan approval to create 66 lots on properties located at Day Street (unnumbered), Overall Street (unnumbered), 869 and 1005 W. Trinity Lane and W. Trinity Lane (unnumbered), approximately 440 feet east of Old Buena Vista Road (22.64 acres), zoned Single-Family Residential (RS20) and Single-Family Residential (RS7.5).

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 123 units.*

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 4 units.*

**CRITICAL PLANNING GOALS**

- Preserves Sensitive Environmental Features
- Creates Open Space
- Creates Walkable Neighborhoods

The cluster lot option allows for the creation of open space and the preservation of natural resources. There are two streams located on the site that are preserved and open spaces are being created; steep slopes are minimally disturbed. The cluster lot option also requires active open space which this plan provides. Sidewalks are proposed along all streets creating a walkable neighborhood.

**BORDEUAX 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



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**Proposed Site Plan**



## **Metro Planning Commission Meeting of 3/10/2016**

features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

### **PLAN DETAILS**

The site plan proposes 66 single-family residential lots. The primary entrance to the subdivision would come from West Trinity Lane (proposed Road A) and connect to proposed Road B. Road B is stubbed to the property line on the western portion of the site allowing for future connectivity. On the eastern side, Road B provides a connection to Walker Lane, which was previously a dead end street. All proposed streets have sidewalks built to local street standards.

Appropriate buffer yards are provided along the northwestern and eastern property lines. There are two streams located on this site; one is located on the western portion of the site and the other in the center of the site. There is a pavilion proposed adjacent to the central stream. A 100-foot wide TVA easement traverses the properties.

### **ANALYSIS**

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in single-family (RS) and one and two-family (R) zoning districts. In exchange, lots are allowed to contain less land area than what is normally required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. With this plan, the applicant is proposing to cluster the parcels zoned RS7.5 to RS3.75, although the smallest lots of this plan are generally around 5,000 square feet. The parcel zoned RS20 contains lots clustered to RS10.

In cluster lot subdivisions a minimum of 15 percent of each phase of the development shall be open space. This concept plan meets these requirements in each of the two phases. Developers are also required to install recreational facilities within a portion of the open space. The applicant has proposed a pavilion along the stream buffer located in the center of the site.

The Zoning Code requires that perimeter lots abutting a conventional R or RS zoning district that are clustered two zoning districts have a standard C landscape buffer yard located within the common open space. The plan meets this requirement.

The Subdivision Regulations require the use of an interconnected street system to disperse traffic and provide maximum alternatives for access. This application achieves this requirement as it provides a connection to Walker Lane; this provides connectivity to West Trinity Lane for the subdivision to the north of this site. The western terminus of Road B extends to the property line, providing for future connectivity to Old Buena Vista Road.

The Subdivision Regulations also requires that sidewalks be provided along new subdivision streets. The concept plan provides five foot sidewalks on both sides of proposed streets. An eight foot sidewalk and a four foot planting strip have been proposed along West Trinity Lane, consistent with the Major and Collector Street Plan.

Section 3-9.2(i).2 requires that the maximum length of dead end streets with turnarounds shall be 750 feet. The applicant does not meet this requirement along the western portion of proposed Road B and is requesting a variance from this section of the Subdivision Regulations. As proposed, the



## Metro Planning Commission Meeting of 3/10/2016

length of Road B from its intersection with Road A extends 1,200 feet, 450 feet greater than what is permitted.

### **Variance Request**

The applicant has indicated that Section 3-9.2(i).2 creates two hardships. The first is that the configuration of the site does not allow the applicant the opportunity to create additional street networks within the proposed development and the second being that the lack of stub-roads surrounding this portion of the site does not allow connectivity, as properties to the north have already been developed. The applicant has indicated that if they were forced to comply with this provision they would be unable to develop a large portion of the property. Additionally, the applicant is proposing to stub Road B to the western property line allowing for a potential future connection to Old Buena Vista Pike.

### **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.
- 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).

Staff recommends approval of the variance request for the maximum length of a dead end street as this requests meets the requirements for a variance stated in the Subdivision Regulations. This site is uniquely configured as it is surrounded by developed subdivisions to the north where there are no opportunities for connections. There are also environmental constraints that would prevent the applicant from creating additional street networks on this site. Given the proposal to stub Road B to provide for future connectivity to Old Buena Vista Road, granting of this variance would be appropriate.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- 2nd means of ingress/egress for the subdivision was provided. Fire Code issues for the structures will be addressed at permit application review.

### **STORMWATER RECOMMENDATION**

#### **Approve**



## **Metro Planning Commission Meeting of 3/10/2016**

### **PUBLIC WORKS RECOMMENDATION**

#### **Conditions if approved**

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

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Conditions if approved**

- Provide adequate sight distance at access road at west Trinity lane.
- An access study is required prior to final subdivision approval.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **STAFF RECOMMENDATION**

Staff recommends approval of the variance request and approval of the concept plan with conditions.

### **CONDITIONS**

1. Provide 8 foot sidewalk and 4 foot planting strip along West Trinity Lane.
2. Add the following note to the plan: The final site plan/building permit site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
3. Add the following note to the plan: 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.



# Metro Planning Commission Meeting of 3/10/2016



**2014S-050-001**  
3335 WALTON LANE  
Map 051, Parcel(s) 125  
05, East Nashville  
08 (Nancy VanReece)



**Project No.** 2014S-050-001  
**Project Name** 3335 Walton Lane  
**Council District** 8 – VanReece  
**School District** 3 – Speering  
**Requested by** Campbell, McRae & Associates, Inc., applicant;  
Southernmost Homes, Inc., owner.

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

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**APPLICANT REQUEST**

**Create four single-family lots.**

Final Plat

A request for final plat approval to create four lots on property located at 3335 Walton Lane, approximately 600 feet west of Ellington Parkway, zoned Single-Family Residential (RS10) (1.58 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 24, 2016, Planning Commission meeting as requested by the applicant.