

Metropolitan Planning Commission



Staff Reports

May 26, 2016



Metro Planning Commission Meeting of 5/26/2016

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.

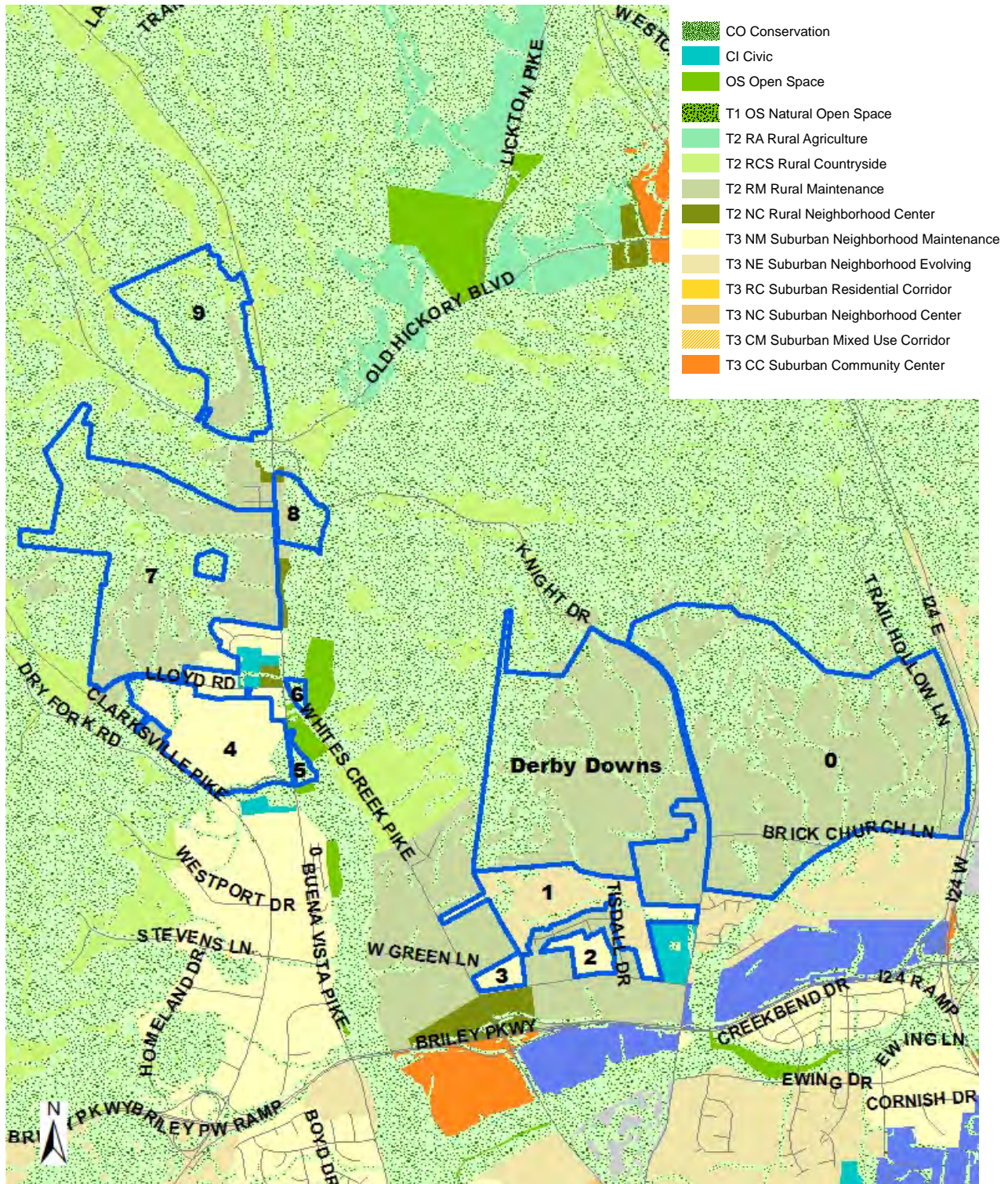


PREVIOUSLY CONSIDERED ITEMS

- **Community Plan Amendments**
- **DTC Height Modifications**
- **Specific Plans**
- **Zone Changes**
- **Subdivision (Final)**



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2015CP-000-002

BORDEAUX-WHITES CREEK COMMUNITY PLAN AMENDMENT

Various properties in 11 areas

Whites Creek

3 – Brenda Haywood



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

Deferral These properties were deferred by the Planning Commission at the June 22, 2015, Planning Commission special meeting for the adoption of NashvilleNext. These properties were also deferred at the August 13, 2015, December 10, 2015, and January 28, 2016, Planning Commission meeting. A public hearing was held on June 22, 2015.

Staff Reviewer McCaig
Staff Recommendation *Reopen the public hearing and approve policies as recommended for nine areas. Defer Area 7 and Area 8 to the August 25, 2016, Planning Commission meeting.*

APPLICANT REQUEST

A request to adopt the policies as recommended for nine of the 11 areas, and to defer Area 7 and Area 8 until August 25, 2016, Planning Commission meeting.

Amend the Bordeaux-Whites Creek Community Plan

A request to amend the Bordeaux-Whites Creek Community Plan: 2015 Update by changing community character policies for properties within nine areas deferred from the June 22, 2015, Metropolitan Planning Commission hearing to adopt NashvilleNext. Defer Area 7 and Area 8 until the August 25, 2016, Planning Commission meeting.

BORDEAUX – WHITES CREEK COMMUNITY PLAN

CURRENT POLICIES

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils.

Rural Neighborhood Maintenance (T2 NM) is intended to preserve the general character of rural neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. T2 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and public realm. *This is an older policy category that has been replaced with Rural Maintenance in CCM.*



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

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

Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

RECOMMENDED POLICIES

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. Conservation in T2 Rural Transect areas should be primarily left undisturbed with a low density yield of no more than 1 dwelling unit/10 acres.

Rural Countryside (T2 RCS) is a new policy category adopted with NashvilleNext, is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space. *Note: at this time a Conservation Subdivision is not possible through the Rural Subdivision Regulations for properties currently zoned AR2a. The application of a Specific Plan Zoning District would be the process to would be the process to enable a Conservation Subdivision in this policy area.*

Rural Maintenance (T2 RM) is a new policy category adopted with NashvilleNext that combines the previous Rural Neighborhood Maintenance (T2 NM) and Rural Neighborhood Evolving (T2 NE) policies, is intended to preserve rural character as a permanent choice for living within Davidson



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County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space. *Note: at this time a Conservation Subdivision is not possible through the Rural Subdivision Regulations for properties currently zoned AR2a. The application of a Specific Plan Zoning District would be the process to would be the process to enable a Conservation Subdivision in this policy area.*

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

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BACKGROUND

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

The research, work, and community involvement as part of planning in the Whites Creek Study Area resulted in the addition of two new policy categories for Rural areas – Rural Agriculture (T2 RA) and Rural Countryside (T2 RCS). Conservation policy has also been refined to differentiate between development patterns in less developed Rural areas and the denser patterns in Suburban and Urban areas. Since the policy intent is to preserve Rural areas, the previous Rural



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Neighborhood Maintenance (T2 NM) and Rural Neighborhood Evolving (T2 NE) policies have been combined into Rural Maintenance (T2 RM) policy.

NashvilleNext also resulted in the policy that sewer will not be extended into Rural areas due to the community's desire to preserve Nashville's remaining Rural areas and character.

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

At the June 22, 2015, Planning Commission meeting, staff presented policy recommendations for the 11 areas that sought to balance the interests of the community, the interests of property owners, and the preservation of Rural character in Whites Creek. The Commission deferred these 11 areas for further study and consideration. Staff conducted additional analysis of the properties and modified a few of the previous policy recommendations that were in the Static Draft version of NashvilleNext. On July 30, 2015, staff held a workshop with the Metropolitan Planning Commission to review policy recommendations in detail. On May 12, 2016, staff held an additional workshop to review policy recommendations and present property scenarios for each area that illustrated various potential subdivision options for Rural and Suburban policies under the recently adopted changes to the subdivision regulations for land in Rural policies.

Since June 22, 2015, staff has continued to meet with property owners and their representatives as well as the Whites Creek Steering Committee to discuss concerns and ideas, to listen, and to answer questions.

COMMUNITY PARTICIPATION

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

At the NashvilleNext Public Hearing on June 15, 2015, several attendees voiced opinions and concerns about the appropriate policies to apply in these areas, with some supporting applying Rural policies and others desiring Suburban policies. Attendees expressed that:

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



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

On January 7, 2016, staff held a meeting with area councilmembers, property owners and residents to discuss properties in the 11 deferred areas. In the months that followed, the Land Trust for Tennessee met with property owners to discuss land conservation options and ideas. On April 7, 2016, staff held a workshop to discuss revisions to the Subdivision Regulations to incorporate guidance for Rural policy character areas. At the workshop, properties in Whites Creek were used as examples.

ANALYSIS

Properties in the Whites Creek Study Area have been analyzed extensively. After the latest round of analysis, the majority of recommendations in the Static Draft (presented to the Commission in June 2015) have been carried forward. The areas where staff is recommending different policies than the Static Draft are four areas within the Urban Services District in the southern portion of the Whites Creek Study Area. Staff analyzed the locations of properties as to whether they were within the General Services District (GSD) or the Urban Services District (USD), as well as their access to sewer and individual physical characteristics. Properties within the USD are taxed at a higher rate due to the expectation that a higher level of service is to be provided to those properties, including sewer service, which supports higher level. Due to access to infrastructure, such as sewer, and being taxed a higher rate with the expectation of a higher level of development and access to city services, staff adjusted policy recommendations.

In August 2015, staff was also recommending two special policies in an effort to balance competing interests. However, the proposed special policies were causing concern and confusion in the community. In response, staff has withdrawn recommending any special policies beyond the guidance already found in the *Community Character Manual* for these areas.

On April 28, 2016, the Metropolitan Planning Commission disapproved a policy amendment request and recommended disapproval of a rezoning request involving deferred Area 8. The community is currently divided, having both support and opposition for the rezoning proposal and proposed development. The rezoning is making its way through the legislative process at this time. Decisions made about that rezoning proposal have implications for deferred Area 7, directly across Whites Creek Pike. Due to that, and to lessen confusion regarding the process in the community, staff recommends that policy decisions regarding Area 7 and Area 8 be deferred until the August 25, 2016, Planning Commission meeting.

Summary of Policy Recommendations

The following is a summary of staff policy recommendations and analysis. This is the same information that was presented at the May 12, 2016, MPC Work Session.

Derby Downs:

- Recommended Policies – Rural Conservation (T2 CO); Rural Countryside (T2 RCS); and Rural Maintenance (T2 RM).
- Same recommendation as in the NashvilleNext Static Draft. This area is currently Conservation and Rural policy and is within the General Services District. Sewer is not onsite,



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but is close by. Due to the location in the General Services District, not currently being served by sewer, and having frontage on Knight Road that has a rural, large lot character, staff recommends that the previously recommended rural policies in the NashvilleNext static draft are still appropriate.

Area 0:

- Recommended Policies – Rural Conservation (T2 CO); Rural Countryside (T2 RCS); and Rural Maintenance (T2 RM).
- Same recommendation as in the NashvilleNext Static Draft. The majority of this area is currently Conservation and Rural policy and is within the General Services District. Though sewer is partially available to some properties in this area, this area is located within the General Services District where there is not the expectation that infrastructure such as sewer will be extended. Given the location in the General Services District and the existing large lot character of the area, staff finds that the rural policies that were recommended in the NashvilleNext static draft remain appropriate.

Area 1:

- Recommended Policies – Conservation (CO); Suburban Neighborhood Maintenance (T3 NM); Suburban Neighborhood Evolving (T3 NE).
- Revised recommendation by staff. This area is location within the Urban Services District, currently has R10 zoning, and adjacent development pattern. Due to this area's location in the Urban Services, where there is access to sewer, the area is already zoned with the expectation that suburban development will take place, staff finds that this area is more appropriate to remain within the T3 Suburban policies. Staff has recommended T3 Neighborhood Maintenance for areas with frontage on existing streets in order to require that any newly subdivided lots are compatible to the surrounding lots. Staff has recommended T3 Neighborhood Evolving for area that is not directly adjacent to existing streets to allow for flexibility in development pattern to work around the Conservation Policy areas.

Area 2 and Area 3:

- Recommended Policy – Suburban Neighborhood Maintenance (T3 NM).
- Retain Current Policy due to areas' locations within the Urban Services District, current R10 zoning, and approved subdivisions. Due to this area's location in the USD, where there is access to sewer, the area is already zoned with the expectation that suburban development will take place, staff finds that this area is more appropriate to remain within a T3 Suburban policies. Staff has recommended T3 Neighborhood Maintenance for areas with frontage on existing streets in order to require that any newly subdivided lots are compatible to the surrounding lots. Staff has recommended T3 Neighborhood Evolving for area that is not directly adjacent to existing streets to allow for flexibility in development pattern to work around the Conservation Policy areas.

Area 4:

- Recommended Policies – Conservation (CO); Suburban Neighborhood Maintenance (T3 NM).
- Revised recommendation by staff. Retain Current Policy, with the exception of changing District Office Concentration (D OC) policy area to Suburban Neighborhood Maintenance (T3 NM), due to area's location within the Urban Services District and its current residential



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zoning. Staff has recommended T3 Neighborhood Maintenance for this area in order to require that any newly subdivided lots are compatible to the surrounding lots.

Area 5 and Area 6:

- Recommended Policy – Conservation.
- Same as Current Policy and recommendation in the NashvilleNext Static Draft.
- This area is within the floodplain and is not appropriate for any policy other than Conservation to ensure that any development, if possible, is limited.

Area 7:

- Defer until the August 25, 2016, Planning Commission meeting.

Area 8:

- Defer until the August 25, 2016, Planning Commission meeting.

Area 9:

- Recommended Policies – Rural Conservation (T2 CO); Rural Countryside (T2 RCS); Rural Maintenance (T2 RM).
- Same as recommendation in the NashvilleNext Static Draft due to the area's current Conservation and Rural Policy, its location north of Old Hickory Boulevard, and its location in the General Services District. This area does have access to sewer and contains some RS10 and RS15 zoning, however it is located north of Old Hickory Boulevard, is within the General Services District, and is largely constrained by floodplain and steep slopes, therefore staff recommends that Rural Policies be applied so that any development happens under the Rural Subdivision Regulations that will require sensitive lands be classified as primary conservation areas.

STAFF RECOMMENDATION

Staff recommends reopening the public hearing and approval of the policy recommendations as outlined above for nine areas and deferral of Area 7 and Area 8 to the August 25, 2016, Planning Commission meeting.



Project No.	DTC Overall Height Modification 2016DTC-001-001
Project Name	151 1st Avenue South – SoBro Subdistrict
Associated Case	2016CP-09-002 (Withdrawn by Applicant)
Council District	19 – O’Connell
School District	5 – Kim
Requested by	Second Avenue Partners, LLC, applicant; Belle Meade Investments, LLC, owner.
Deferral	This request was deferred from the May 12, 2016, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Collins
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Modification to the overall height standards of the Downtown Code (DTC) to allow a 40 story building, within the SoBro Subdistrict.

Modification to overall height

A request for a modification to permit a mixed use development of up to, and not to exceed, 40 stories, pursuant to the plans and design submitted, for property located at 151 1st Avenue South, 150 2nd Avenue South and 134 2nd Avenue South (1.75 acres), zoned Downtown Code (DTC) and within the SoBro subdistrict.

Existing Zoning

Downtown Code (DTC) is the underlying base zoning and is designed for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown.

Downtown Community Plan & Policy

NashvilleNext identifies downtown as a Tier One Center, and as such is called on to accommodate the most growth (residents and jobs) as Nashville grows. This is in keeping with good planning practices to allow for the most density and building height at the key centers in order to avoid a sprawling development pattern throughout the county. During the NashvilleNext community input process Downtown was the area that citizens throughout Nashville chose to receive the most intensity of development and growth. The NashvilleNext adoption included a change to the policy in this location to allow high-rise height to align with the Tier One Center concept. The DTC was subsequently amended to align the zoning entitlements with the policy, allowing high-rise height in this area.



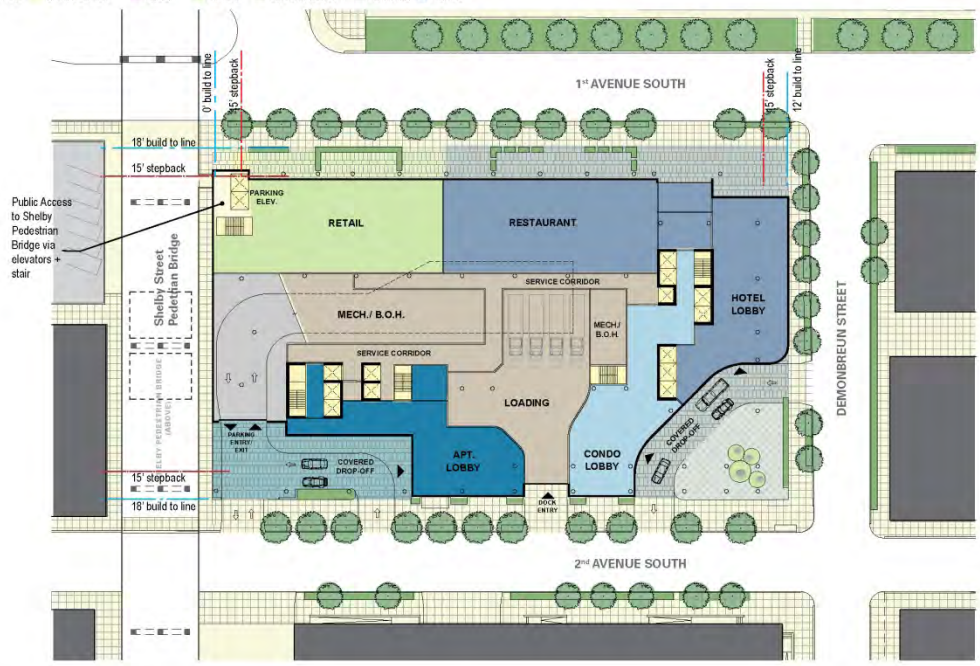
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View from Cumberland Park looking west towards proposed development.

PLAN DIAGRAM | GROUND FLOOR

RESIDENTIAL CIRCULATION LOBBY RETAIL LOADING/B.O.H. PARKING HOTEL



SCB © 2016 Schmitt Cordwell Burtz SECOND AVENUE PARTNERS, LLC

151 1st AVENUE | NASHVILLE | 03.30.16 6

Proposed ground level site plan.



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T6 Downtown Neighborhood (T6 DN) is intended to preserve and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 Downtown Neighborhood Areas contain high density residential and mixed use development. T6 Downtown Neighborhood policy allows high-rise buildings (building 20 stories and greater in height).

The proposed mixed-use project is a high-rise building, as allowed by the policy. It steps back from and respectfully engages with the historic Seigenthaler pedestrian bridge by providing new public elevators to the bridge.

Special Policy SPA 09-T6-DN-SOBRO-01, SoBro Neighborhood, is intended to be a high-intensity, mixed use neighborhood emphasizing cultural, entertainment, and residential uses while accommodating some office uses. It encourages SoBro to develop as a distinctive, architecturally eclectic neighborhood with tall buildings with some sheer walls along certain streets, as well as some “stepped back” buildings to create a variety of viewsheds and allow for light and air circulation throughout the neighborhood. Overall, development in SoBro should emphasize a comfortable and lively pedestrian environment for residents and visitors. Special Policy 09-T6-DN-SOBRO-01, SoBro Neighborhood, does *not* have an overall building height limit.

The proposed mixed-use project is distinctive and architecturally unique, that steps back on its street frontages to allow for more light and air to the street. The two tower massing creates a more unique viewshed compared to a typical rectangular massing. The proposed project includes significant improvements to the pedestrian realm with sidewalks that meet and exceed the MCSP standards.

SoBro Neighborhood

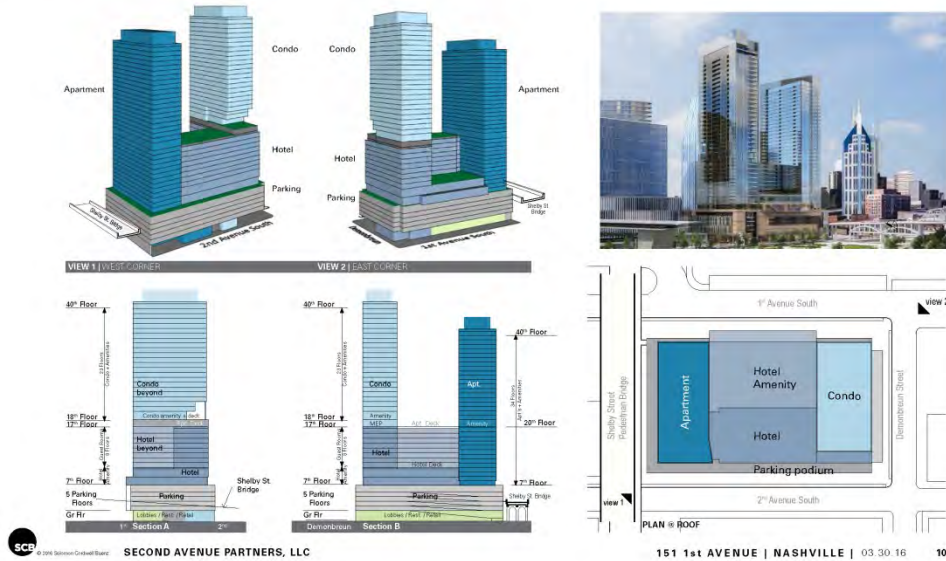
The current built pattern of First and Second Avenues is an extension of the historically and culturally significant Second and Broadway Neighborhood to the north. South of Broadway, First and Second Avenues include a collection of notable, low-scaled historic brick buildings that add to the fabric of the neighborhood. These should be preserved and their massing should be utilized as a contextual basis for new and adaptive reuse development in the area.

The Market Street Apartments are not within a Historic Zoning Overlay, nor listed on or eligible to be listed on the National Register of Historic Places. Moreover, the Metro Historical Commission staff has recommended approval of the requested height modification as proposed. Additionally, the proposed building steps back from the Seigenthaler Pedestrian Bridge, respecting this historic structure while providing a new public access point to it. The scale and massing of the proposed building is consistent with requirements of the policy, including height at the street that meets the context requirements.



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MASSING DIAGRAMS



Massing of proposed development.



View of proposed building along 1st Avenue South, looking west from Riverfront Park. Dashed white line depicts massing of the by-right 30 story bonus height entitlement.



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Goals for the SoBro Neighborhood

- Maintain, along both sides of First and Second Avenues, a building height at the street compatible with the portion of the First and Second Avenues north of Broadway. The building heights shall be a minimum of 25 feet at the street, but shall not exceed 105 feet at the street. At 105 feet, the building shall step back a minimum of 15 feet. This area, with the exception of the east side of First Avenue where heights are intended to remain low-rise, may also be considered for additional height in exchange for public benefits provided by the development, such as affordable or attainable housing, so long as the overall intent and goals for the neighborhood are met.

The project steps back 15’ before reaching 105’ in height at the street along 2nd Avenue South, and provides an additional 10’ of right-of way plus a step-back of 5’ along 1st Avenue South equating to 15’, as recommended by the special policy. This condition with the building set further back on the ground level is preferable as it allows for more light and air to filter to the street level.

The proposed project incorporates public benefits including, workforce housing, LEED certification, pervious surfaces, and a new public access to the pedestrian bridge from 1st Avenue South, as well as greatly improved streetscapes and sidewalks.

Consistent with Policy?

Yes, the overall height modification request is consistent with the policy and its intent for high intensity mixed-use development. The T6 Downtown Neighborhood policy allows “high-rise” building height, defined as buildings 20 stories or greater. The special policy only addresses height at the street, and does not have an overall height limit. Therefore high-rise buildings are permissible. This is consistent with the built, approved, and under construction buildings in the same policy area, including the Pinnacle Building, 222 2nd Avenue South, and the SoBro apartment tower, all high rise buildings over 20 stories. This is also consistent with the DTC zoning which permits high-rise buildings.

The project steps back 15’ before reaching 105’ in height at the street along 2nd Avenue South, and provides an additional 10’ of right-of way plus a step-back of 5’ along 1st Avenue South equating to 15’, as recommended by the special policy. The additional right-of-way along 1st Avenue South enhances the pedestrian experience by providing 10’ of outdoor dining space in addition to 18’ of sidewalk and street tree space. This enhanced streetscape and sidewalk, as well as the enhancements along 2nd Avenue, provide improved linkages northward along 1st and 2nd Avenues as recommended by the special policy. Additionally, the building steps back from the Seigenthaler Pedestrian Bridge, respecting this historic structure. The proposal adds a new pedestrian access to the bridge further activating both it and the street below. The proposed project includes active streetscapes and a lively pedestrian experience, particularly along the 1st Avenue frontage that includes dedicated outdoor dining space. The proposed project incorporates workforce housing, as outlined in the special policy which states that additional height may also be considered “in exchange for public benefits provided by the development, such as affordable or attainable housing, so long as the overall intent and goals for the neighborhood are met.” The public benefits provided by the project include, workforce housing, LEED certification, pervious surfaces, and new public access to the pedestrian bridge from 1st Avenue South, as well as greatly improved streetscapes and sidewalks.



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View looking at corner of Demonbreun Street and 2nd Avenue South



View along 1st Avenue South street level, across from Riverfront Park.



Sidewalk view along 1st Avenue South.



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The Market Street Apartments are not proposed to be preserved as part of the development, as they are not within a Historic Zoning Overlay, nor listed on or eligible to be listed on the National Register of Historic Places. Moreover, the Metro Historical Commission staff has recommended approval of the requested height modification as proposed.

BACKGROUND

The Overall Height Modification process requires that the Planning Department's Executive Director first make a determination whether the applicant has made "reasonable efforts to use all appropriate bonuses available in the DTC's Bonus Height Program." The Executive Director has determined that reasonable efforts have been made and include the bonuses of LEED Gold, Pervious Surface, Public Parking, and Civil Support Space. In addition, in lieu of the Workforce Housing Bonus, which is subject to change based on inclusionary housing legislation, the applicant has committed to provide workforce housing of 10% of the rental units, if financial incentives are approved.

A community meeting was held by the applicant on May 5th to review their proposal with the community, with notices sent out in advance. Additionally, a community meeting was held by the Planning Department on April 13, 2016, regarding an associated plan amendment. This plan amendment was later withdrawn as the existing community plan policy supports the request. The applicant has also met with the Metropolitan Housing and Development Agency Design Review Committee (MDHA DRC) on April 5, 2016, and received favorable feedback. However, the MDHA DRC deferred voting on the project until after the Overall Height Modification process is complete.

After the Executive Director's determination has been made and a community meeting held, the Planning Commission shall consider the modification request as follows:

- "The Planning Commission shall review the modification request and may grant additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties."

Overall Height Modification request:

- To allow a 40 story building, where 30 stories is the by-right Bonus Height Maximum achievable through the DTC Bonus Height Program provisions.
- Utilizing the DTC Bonuses of LEED, Pervious Surface, Public Parking, and Civil Support Space.
- Committing to provide workforce housing of 10% of the rental units.

ANALYSIS

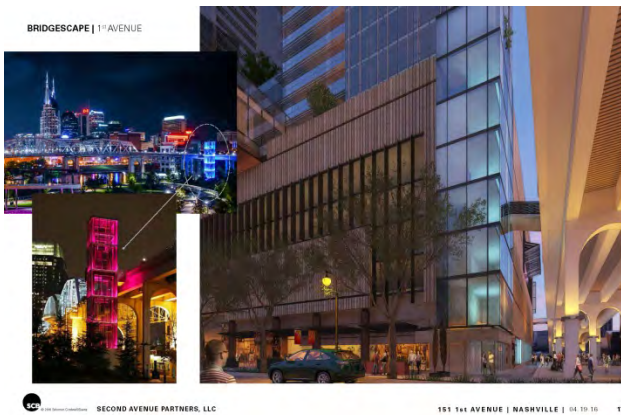
The Modification request consists of approximately 10 stories of additional height above the by-right bonus height of 30 stories. The proposed project consists of two towers above a podium base with ground level retail to activate the street. The north tower is 40 stories tall at 415' and is proposed for 280 residential (apartment) units. The south tower is 40 stories tall at 485' and is proposed for 142 residential (condo) units. The condo tower's stories have taller floor-to floor heights, resulting in a taller overall height than the apartment tower. A 217 room hotel connects the two towers atop a 730 car parking structure. The hotel structure is 227' tall. Above the parking podium, the building steps



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View of flex event space at the pedestrian bridge level, with public access.



View at street level of the pedestrian bridge - feature public elevators and stair access.



View at street level under the pedestrian bridge, with feature light wall.



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back from the street frontages. The proposed massing of two tall towers allows for more light and air to filter to the street level, relative to a 30 story block massing as their bonus height entitlements could allow by-right. As a reference, the Pinnacle building is approximately 29 stories at 432' tall to the top of parapet, with an additional four levels of below grade parking at 41' in depth. A large portion of the Pinnacle building's height is the architectural penthouse that screens the mechanical area on top of the building.

As a best practice, the proposed development is not constructing underground parking due to the floodplain and the site's proximity to the river. Because of this, all five parking levels are proposed to be above grade, necessitating increased height to accommodate the above grade parking. As a reference, the Pinnacle building has four levels of below grade parking, which flooded during the May 2010 flood. If Pinnacle's parking were shifted above grade, the Pinnacle building's height would be approximately 33 stories at 473 feet tall.

In addition, the project's proposed design, with the two 40 story towers, results in a more varied massing than simply building out under the DTC bonus height maximum to 30 stories across the site. It also results in slightly less floor area (40 story proposal: approx. 1,263,610 GSF; 30 story max bonus height build-out: approximately 1,275,030 GSF). Therefore, building out under the existing maximum bonus height entitlements could produce as much, if not more traffic than the proposed 40 story height modification being requested.

The proposed development would provide sidewalk and streetscape improvements that meet and exceed the Major and Collector Street Plan (MCSP) standards. Specifically, on 1st Avenue South the project proposes an extra 10' for outdoor dining and gathering areas under canopies/arcaded building structure, in addition to the full 18' streetscape (4' tree zone and 14' sidewalk). The applicant provides the full 18' MCSP streetscape on 2nd Avenue South and the required 12' (4' tree zone and 8' sidewalk) on Demonbreun Street.

Along the John Seigenthaler Pedestrian Bridge, the building respectfully interacts with the bridge by stepping back 15' feet after the parking podium. The development also provides a direct pedestrian connection for the public to access the bridge from 1st Avenue South via stairs and elevators, creating a direct link to the new Riverfront Park from the pedestrian bridge. At the bridge level, the project proposes a flex event space that can be used for events and public gatherings to activate the building at the bridge level. At the ground level on the bridge side, the project proposes the public access point and publicly accessible pop-up space to be used during events. In addition, the applicant has committed to make improvements to their building wall at this location and to the right-of-way areas to accommodate food trucks and/or pop-up kiosks during special events, as well as including a lit feature wall to help add architectural interest in the evening.

The architecture of the building proposes a variety of materials including glass, and metal to clad the building. The structured parking is fully clad, and combined with punch-outs of glass along the streets, help to add unique design elements to the building facade. Glass at the street level creates a welcoming and friendly environment for pedestrians. The towers include a mix of glass and metal, with balconies and shifts in vertical planes used to add distinguishing elements to the design.

The parking structure is proposed to be accessed along 2nd Avenue South only, in order to maximize the pedestrian nature of the 1st Avenue South frontage adjacent to the Riverfront Park. It is critical



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to create an active pedestrian streetscape along 1st Avenue, in order to have a project that truly interacts with and builds off of the new Riverfront Park and amphitheater. Adding vehicular access points along 1st Avenue would greatly diminish both the available space for ground floor retail and the pedestrian experience along 1st Avenue South.

Loading and hotel/residential valet drop-offs also occur along the 2nd Avenue South frontage with the hotel drop-off occurring at the corner of Demonbreun Street and 2nd Avenue South. The applicant is proposing landscaping and art to help anchor the corner, with glass to allow passersby's to see into the building. With the only access points along 2nd Avenue South, coordination with Public Works on routing traffic during special events that close Broadway will be important. Modifying 2nd Avenue South, re-routing traffic, and utilizing traffic management teams are all possible solutions that will need to be considered with the MDHA review and final site plan review processes. Alternatively a curb-cut onto 1st Avenue South would be a less desirable solution. The final site plan is a staff review requiring approval from all applicable departments, ensuring compliance with any conditions of this approval, the Downtown Code standards, and with a MDHA approved site plan.

The project meets the threshold for exceptional design, as required by the DTC:

Exceptionally strong streetscape:

- Streetscape improvements meeting and exceeding the Major and Collector Street Plan. Including 28' streetscape along 1st Avenue south (4 tree zone, 14' sidewalk, 10' outdoor dining space).
- New public access point to the pedestrian bridge from 1st Avenue South.

Unique architecture:

- The proposed design (with the two 40 story towers) results in a more varied and unique architectural massing than simply building out under the DTC bonus height maximum to 30 stories across the site. It also creates better site lines from the Pinnacle building, compared to a 30 story box massing that would fully obstruct eastward views.
- Parking podium design incorporates punch-outs and unique changes in facade planes and materials.
- The building uniquely engages with the pedestrian bridge and street level.
- Architecture incorporates green elements and LEED.

Improvements of the project's relationship to the surrounding properties:

- Wide and activated streetscape along 1st Avenue that is directly adjacent to the Riverfront Park.
- New public access to the Pedestrian Bridge from 1st Avenue South.
- Lit feature wall under the pedestrian bridge to add interest and lighting at night.

METRO HISTORICAL COMMISSION STAFF RECOMMENDATION

Approve with conditions

- The project will physically tie into the Shelby Street Bridge which is a Historic Landmark. That connection will need to be reviewed by the MHZC. The Market Street Apartments are mapped as Worthy of Conservation rather than NRE, due to the amount of interior alterations.



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METRO PUBLIC WORKS RECOMMENDATION

Approve with conditions

- MPW takes no exception to the additional height, but requests continued coordination with the development team on the final design of the access (pedestrian and vehicular) and the pedestrian space and vehicular space within the ROW.

STAFF RECOMMENDATION

Staff recommends approval with conditions, finding that the project meets the threshold for exceptional design. Overall height modifications within the DTC may be granted for exceptional design including, but not limited to, unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties.

The project meets the threshold for exceptional design, as required by the DTC:

Exceptionally strong streetscape: Streetscape improvements greatly exceed the Major and Collector Street Plan (MCSP) on 1st Avenue South, by providing an 18' sidewalk and street tree zone and 10' of outdoor dining space, activating the street directly across from the park. All other street frontages meet the MCSP standards for enhanced streetscapes. A new public access point to the pedestrian bridge is provided on 1st Avenue South as well.

Unique architecture: The building uniquely engages with the pedestrian bridge, incorporates LEED design, and the tower massing and podium facade is more varied and unique than a typical rectangular massing.

Improvements of the project's relationship to the surrounding properties: The two tower massing allows for views from neighboring buildings compared to what a by-right 30 story single rectangular massing would allow. New public elevators, a lit feature wall under the pedestrian bridge and event space at the bridge level significantly improve the pedestrian experience with the Seigenthaler Bridge. The enhanced streetscape is similar design and complementary to the new Riverfront Park, and improves the street frontages with more active uses and pedestrian activity that link into neighboring properties.

CONDITIONS

1. Project must receive MDHA DRC approval prior to final site plan approval and permit sign-off.
2. 10% of the units, in any rental portions of the Project will be affordable to those renters making 100% of the Nashville MHI if a funding source is available from Metro or some other governmental source to reimburse the owner for the difference between the 100% MHI rents and the market rate rents.
3. Applicant shall work with applicable departments to improve the areas under the pedestrian bridge, and to further activate the ground level of their building wall through programming and facade design.
4. Streetscape dimensions proposed shall not be reduced.
5. Bonus Height utilization must be consistent with the bonuses outlined in the Executive Director's determination letter dated April 25, 2016; and must be certified by the Planning Commission before building permits, per the Downtown Code.
6. Metro Historical Commission staff and Public Works conditions shall be addressed with the final site plan.



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2013SP-030-003

PORTER ROAD SP AMENDMENT

Map 072-15, Parcel(s) 237, 356

Map 072-15-0-W, Parcel(s) 001-022, 900

05, East Nashville

07 (Anthony Davis)



Project No.	Specific Plan 2013SP-030-003
Project Name	Porter Road SP Amendment
Council District	07 – A. Davis
School District	05 – Kim
Requested by	Dale & Associates, applicant; 1509 Porter, The Porter Village Partners, owner.

Deferral This request was deferred from the May 12, 2016, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Amend the Porter Road SP to add parcel 237 and revise the layout to permit a mixed-use development.

Preliminary SP

A request to amend the Porter Road Specific Plan District for property located at 1509 Porter Road and Porter Road (unnumbered) to add parcel 237 and permit a maximum of 50 residential units and up to 7,400 square feet of commercial use where 28 residential units and up to 6,000 square feet of commercial use were previously approved, approximately 72 feet south of Cahal Avenue, zoned Specific Plan (SP) and One and Two-Family Residential (R6) (2.55 acres).

Existing Zoning

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

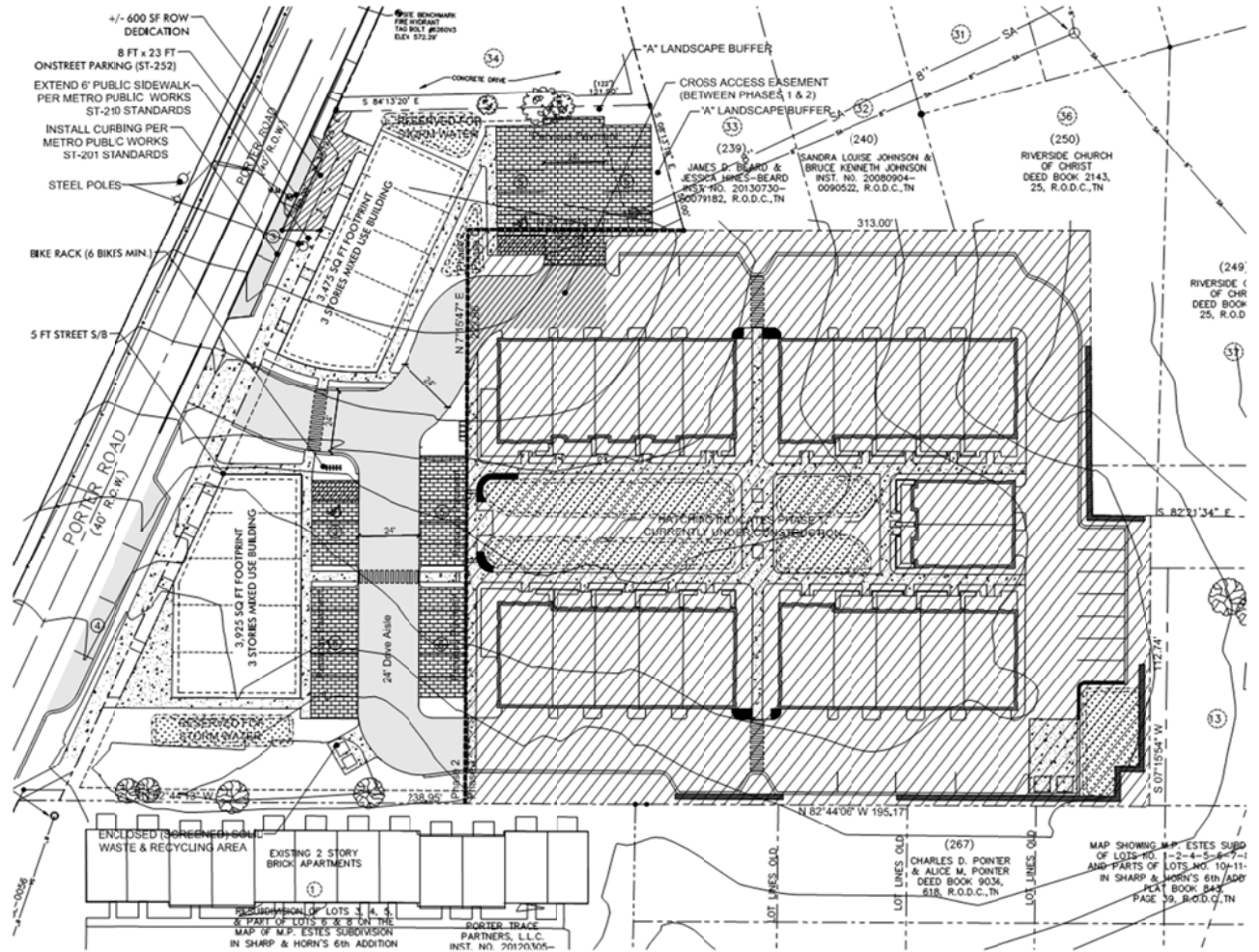
CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

This proposal meets two critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. A six



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Proposed Site Plan



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foot sidewalk and a four foot planting strip will be added to provide for a safer pedestrian environment and encourage pedestrian activity. The commercial portion of the proposal will provide for additional community conveniences which will help support the existing neighborhood center.

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Center (T4 NC) is intended to preserve, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

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

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 Urban Neighborhood Center policy. The plan provides a mixture of uses including various types of residential, office and commercial uses that will provide services along Porter Road and additional housing options for the area. The plan also fosters a pedestrian friendly environment by providing a sidewalk and planting strip, including street trees, along Porter Road, and an integrated sidewalk network within the development.

PLAN DETAILS

History

The Porter Road SP was previously approved in September 2013 for a total of 28 residential units and up to 6,000 square feet of commercial space. The plan proposed two separate mixed-use buildings along Porter Road containing six residential lofts. The remaining 22 residential units were located behind the mixed-use buildings. The Final Site Plan for Phase 1 to permit the 22 residential units was approved in August 2015.

Site Plan

The proposed amendment to the Porter Road SP includes the parcel to the north of the site and revises the layout for the mixed-use portion of the site. Access to the northern parking area will be from the private drive in Phase 1. A type "A" landscape bufferyard will be installed along the northern and eastern property to buffer the new parking area. The 22 residential units in Phase 1 that have received final site plan approval will remain the same. The primary access for both Phase 1 and Phase 2 will be from a private drive from Porter Road.

The proposed amendment includes a revised layout for the mixed-use buildings along Porter Road. The plan includes changes to the footprint of each building, square feet for allowed uses and an increase of residential units. The preliminary SP allowed for a maximum of 6,000 square feet of commercial uses with restaurant uses limited to a maximum of 3,000 square feet. The amendment proposes that non-residential uses shall have a minimum of 2,000 square feet and be limited to a



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maximum of 7,400 square feet. All restaurant uses shall be limited to a max of 3,000 square feet, unless additional parking has been provided in compliance with Metro zoning Code requirements. The proposed amendment allows a maximum of 28 residential units in Phase 2 and a total of 50 residential units within the SP. At final site plan application, the applicant will be required to identify the total amount of residential units and non-residential square feet. Allowing for a range for non-residential square feet and a maximum of residential units allows for flexibility on the site, but still retains a mixed-use element along Porter Road as shown in the preliminary Specific Plan.

Parking is provided on-site and on-street. The Final SP shall include parking amounts that comply with the Metro Zoning Code standards for properties located within the UZO based on the total amount of residential units and total non-residential square feet. The proposed plan includes the previously approved six foot sidewalk and four foot planting strip along Porter Road.

ANALYSIS

The proposed Specific Plan amendment is consistent with the land use policy for the area and is consistent with the approved plan for the Porter Road Specific Plan District. The plan provides for a mixture of uses along Porter Road and will create a pedestrian friendly streetscape.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- 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 in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design and improvements may vary based on actual field conditions.

TRAFFIC AND PARKING RECOMMENDATION

No exceptions taken

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	.14	7.26 D	2 U	20	2	3

*Based on two-family lots



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	10.7	-	6,000 SF	295	12	36

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	10.7	-	28 U	294	18	34

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	10.7	-	7,400 SF	355	14	40

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family (220)	10.7	-	50 U	427	29	46

Traffic changes between maximum: **R6, SP-MU and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+173	+11	+13

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MU district: 3 Elementary 2 Middle 1 High

Projected student generation proposed SP-MU district: 5 Elementary 3 Middle 3 High

The proposed SP-MU zoning district could generate 5 more students than what is typically generated under the existing RS5 zoning district. Students would attend Rosebank Elementary School, Bailey Middle School, and Stratford 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 March 2016.



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

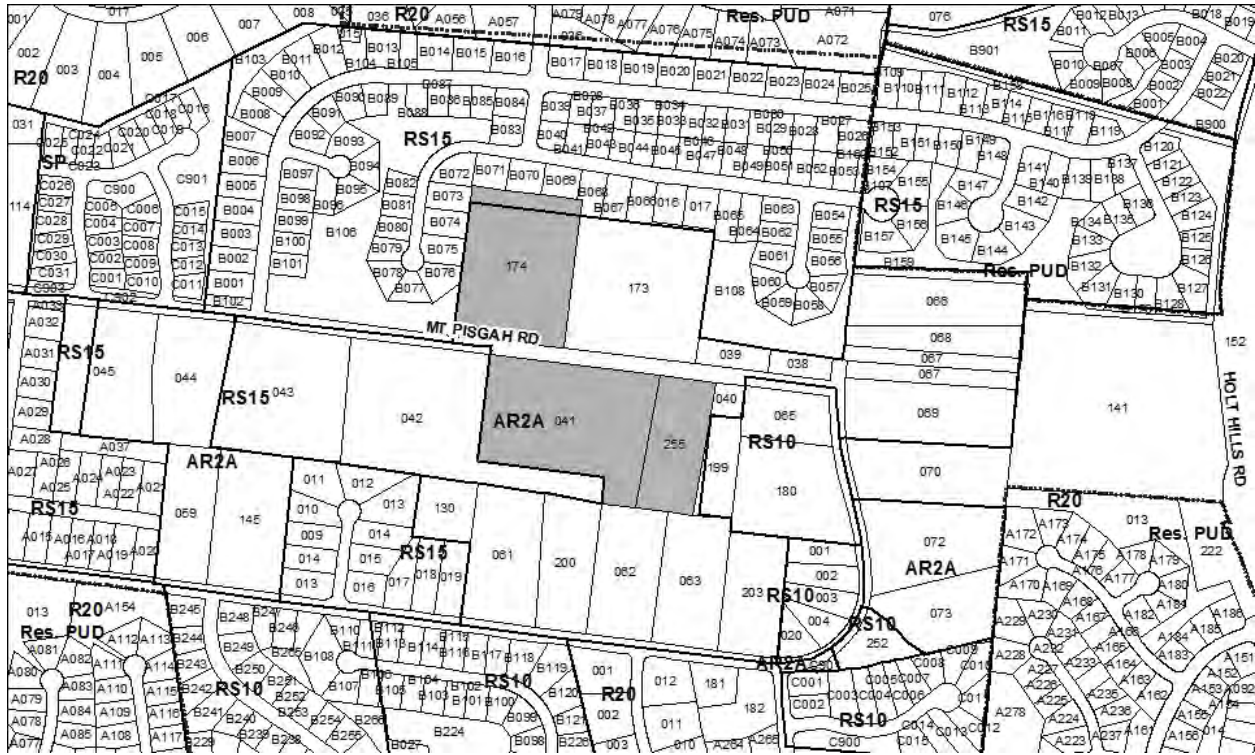
1. Uses shall be limited to a maximum of 50 residential units. Non-residential uses shall include a minimum of 2,000 square feet and up to a maximum of 7,400 square feet.
2. Restaurant uses are limited to a maximum of 3,000 square feet, unless additional parking is provide in compliance with Metro Zoning Code requirements. Additional floor area for restaurant uses shall be reviewed with final site plan and/ or use and occupancy permits. Additional parking may be permitted offsite, but must be approved by Metro Planning and/or Metro Public Works.
3. All parking requirements shall meet the UZO standards in section 17.20 of the Metro Zoning Code.
4. Elevations shall be required with the Final Site Plan application.
5. Additional floor area for restaurant uses shall be reviewed with final site plan and/or use and occupancy permits.
6. 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.
7. Permitted signs shall be limited to wall mounted signs, projecting signs, awning signs, window signs and hanging signs. Freestanding ground signs, monument signs, portable signs, roof mounted signs, LED signs and billboards shall not be permitted. A signage program shall be included with the final site plan and must be approved by Planning.
8. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the application request or application.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
10. 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.
11. 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 5/26/2016



2016SP-011-001

MT. PISGAH SP

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

12, Southeast

04 (Robert Swope)



Project No.	Specific Plan 2016SP-011-001
Project Name	Mt. Pisgah SP
Council District	4 - Swope
School District	2 - Brannon
Requested by	Batson & Associates, applicant; Charles White, owner.

Deferrals This request was deferred from the February 25, 2016, the March 10, 2016, the March 24, 2016, the April 14, 2016, the April 28, 2016, and the May 12, 2016, Planning Commission meetings. The public hearing was not held.

Staff Reviewer	Milligan
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</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) and Single-Family Residential (RS15) 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.*

Single-Family Residential (RS15) 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 1 lot.*

Proposed Zoning

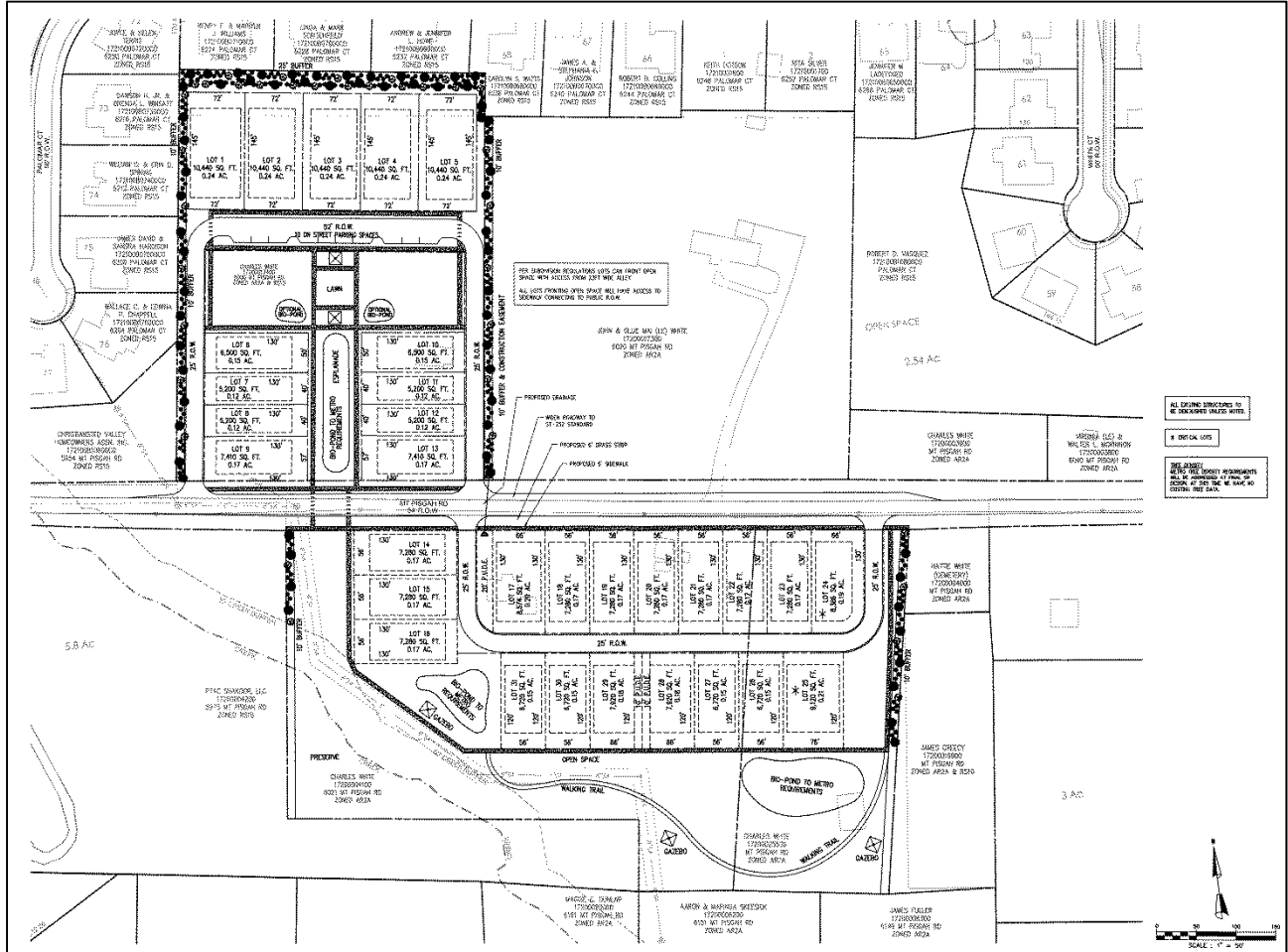
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development



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

SOUTHEAST NASHVILLE COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5Center, 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 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?

Yes. The proposed development is consistent with the Conservation policy and the T3 Suburban Neighborhood Maintenance policy. The Conservation area consists of a stream and buffer which is being left undisturbed and a small area of steep slopes. The lot located on the slope area will be designated as a critical lot. The T3 Suburban Neighborhood Maintenance policy addresses the development of infill areas within larger policy areas. These areas may be developed with a broader mix of housing types than the rest of the area subject to appropriate design that transitions into the existing area. The lots north of Mt. Pisgah Road increase in size as they move back toward the established residential neighborhood. Also, a buffer is provided to allow for further transition. The developed areas off of Mt. Pisgah Road generally gain access from Mt. Pisgah Road but do not front Mt. Pisgah Road. Therefore, along the corridor, there is no set development pattern. The plan creates a pedestrian-friendly streetscape by featuring homes that all have rear or side loaded garages. Additionally, the development on both the northern and southern side of Mt. Pisgah Road is centered on large inviting, functional, and accessible open spaces.

PLAN DETAILS

The site is located 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 in use for residential uses.

Site Plan

The plan proposed up to 31 single-family residential lots. The lots range in size from 5,200 square feet to 10,440 square feet. The development is located on both the north and south side of Mt. Pisgah Road. The lots on the north side are served by two vehicular accesses from Mt. Pisgah Road. The lots on the south side are served by two vehicular accesses from Mt. Pisgah Road.



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The lots on the north side of Mt. Pisgah Road are oriented around a large central open space. The open space features a series of sidewalks to provide for pedestrian connectivity. Lots 6-13 are rear loaded lots and Lots 1-5 are side loaded with shared driveways. On-street guest parking is provided. A ten foot buffer is proposed along the western and eastern property lines and a 25 foot buffer is proposed along the northern property line. The lots closest to the shared northern property line are of a similar size to the lots in the existing residential development immediately adjacent.

The lots on the south side of Mt. Pisgah Road are oriented toward either Mt. Pisgah Road or common open space. All lots are rear loaded. The proposed open space features a walking trail and gazebos in a park like setting. The open space serves as a buffer between the proposed lots and the adjacent properties to the south of the site.

Architectural standards have been proposed, including prohibited materials, glazing requirements, window orientation, and raised foundations. Sidewalks complying with the Major and Collector Street Plan are proposed along the north and south side of Mt. Pisgah Road. Additionally, internal sidewalks are provided along the streets and connect to open spaces.

ANALYSIS

Lot sizes within the area vary depending on the development. Parkside has lots that range in size from 6,000 square feet to 9,500 square feet and Christiansted Valley has lots that range from 7,400 square feet to 16,800 square feet. While some of the lots within the proposed development are smaller than existing lots within the area, the lots are separated from existing developments by buffer yards. The proposed development is designed in such a way to orient lots to both Mt. Pisgah Road as well as large functional internal open spaces. All lots are proposed to feature either side loaded garages or rear loaded garages creating an attractive, pedestrian friendly streetscape. The proposed development meets the intent of the Neighborhood Maintenance policy for an infill area and provides appropriate transitions to existing developments.

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 features 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.



Metro Planning Commission Meeting of 5/26/2016

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

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)	11.66	0.5 D	5 U	48	4	6

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)	0.46	2.9 D	1 U	10	1	2

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)	12.12	-	31 U	297	24	32

Traffic changes between maximum: **AR2a, RS15 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 25 U	+239	+19	+24

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a and RS15 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 March 2016.



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

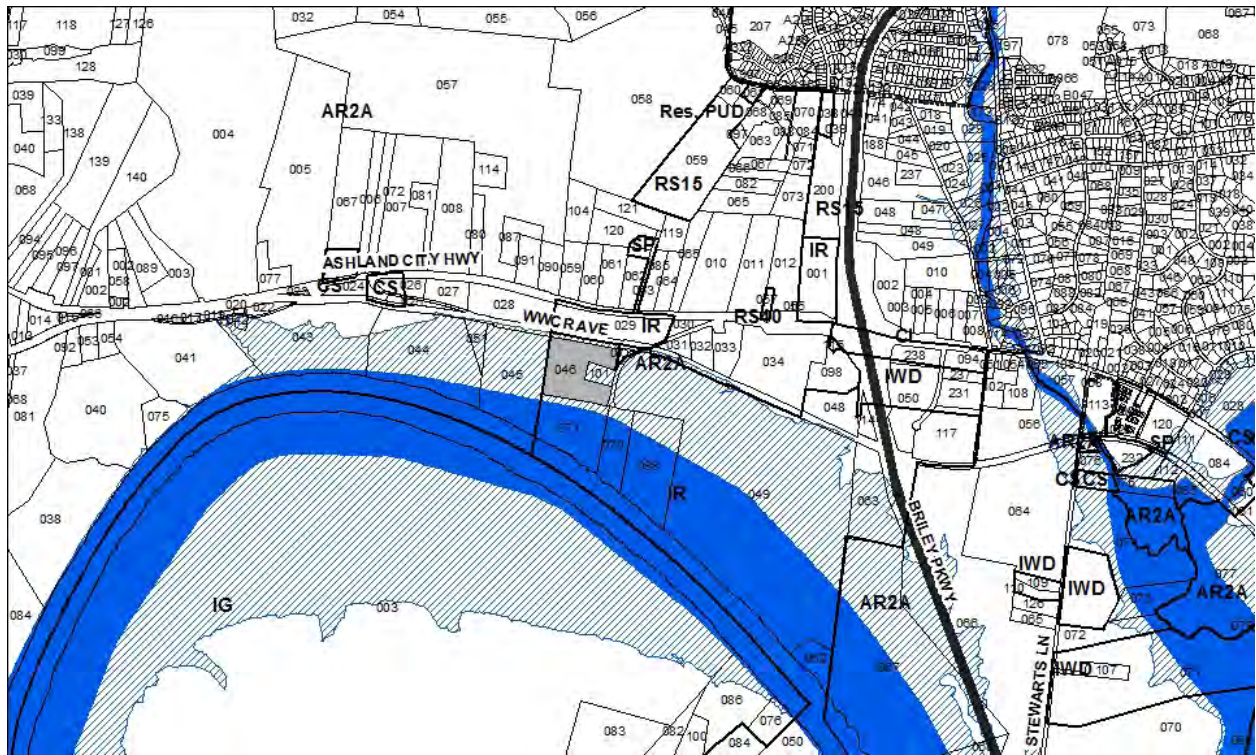
1. Permitted land uses shall be limited to 31 single-family lots.
2. All lots with alley access must utilize the alley for access. No additional access point is allowed for these lots.
3. On the corrected Preliminary SP plan indicate that Lots 1-5 shall feature side entry garages.
4. On the corrected Preliminary SP plan indicate that Lots 2 and 3 shall have a shared driveway.
5. On the corrected Preliminary SP plan indicate that Lots 4 and 5 shall have a shared driveway.
6. On the corrected Preliminary SP plan indicate that Lots 17 through 24 shall orient toward Mt. Pisgah Road.
7. On the corrected Preliminary SP plan indicate that Lots 14-16 and Lots 25 through 31 shall orient toward open space.
8. On the corrected Preliminary SP plan, add a note stating that at the time that the adjacent property to the east is developed, the 10' buffer and construction easement shall be removed to allow lots to derive access from the proposed right-of-way.
9. On the corrected Preliminary SP plan, add a note stating that at the time that the adjacent property to the east is developed, the 52' wide right-of-way shall be extended to the eastern property line and provide a connection.
10. 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.
11. The proposed 25 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. 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 5/26/2016



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



Metro Planning Commission Meeting of 5/26/2016

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	Concrete batch plant; manufacturing of concrete, tile, and brick; associated outdoor storage of river transported materials and goods.
Prohibited Land Uses	
Prohibited Land Uses	Automotive convenience, liquor sales, pawnshop, sex club, after hours establishment, and adult entertainment

Specific Plan (SP) Standards

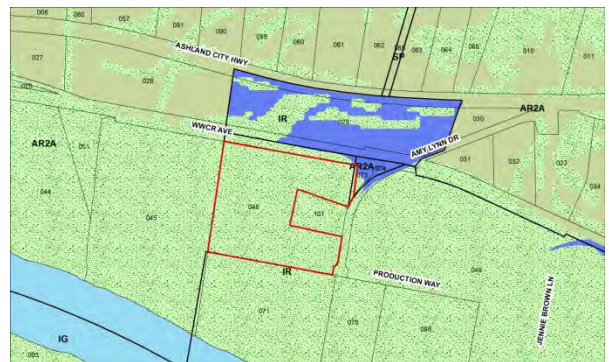
1. Uses within this SP shall permit all uses under IR zoning except: automotive convenience, liquor sales, pawnshop, sex club, after hours establishment, and adult entertainment; and to permit concrete plant; manufacturing of concrete, tile, and brick; associated outdoor storage of river transported 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





Metro Planning Commission Meeting of 5/26/2016

CRITICAL PLANNING GOALS

N/A

BORDEAUX – WHITES CREEK COMMUNITY PLAN

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

Consistent with Policy?

Yes. Industrial development associated with conservation districts may be appropriate in the floodplain along the Cumberland River, given the unique role that 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 river 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.

At the March 10, 2016 Planning Commission meeting the Planning Commissioners heard comments from the public regarding potential truck traffic to and from this site. There were also concerns about traffic along County Hospital Road, which is located approximately 3 miles southeast of this site. Public Works has evaluated the potential daily trips associated with this zone



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change. Since the current zoning is industrial and the proposed SP is industrial based, daily trips would be considered the same and no increase is shown.

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

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

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



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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

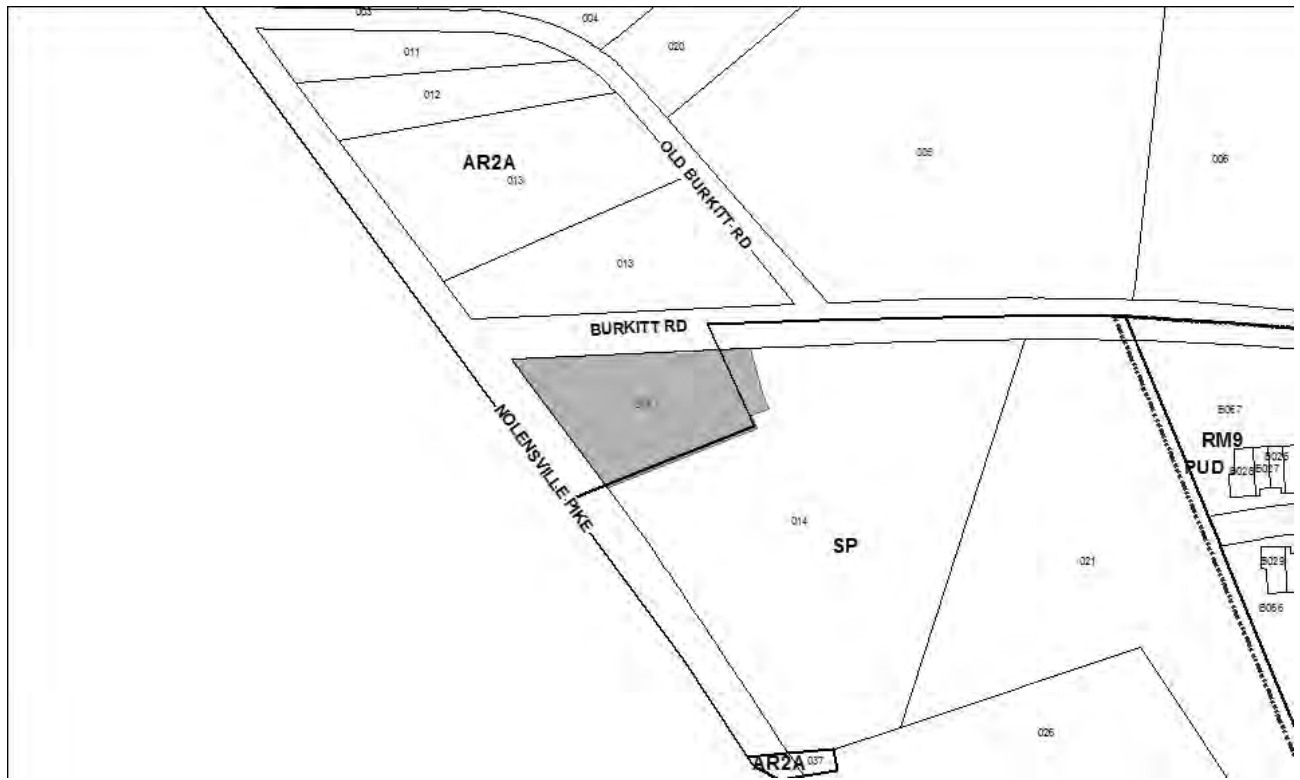
Industrial uses are consistent with the T2 Conservation Policy along the Cumberland River; therefore, staff recommends and approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall permit all uses under IR zoning except: automotive convenience, liquor sales, pawnshop, sex club, after hours establishment, and adult entertainment; and to permit concrete batch plant; manufacturing of concrete, tile, and brick; associated outdoor storage of river transported materials and goods.
2. On the final site plan a 50 foot wide type “D” landscape buffer yard shall be shown along the entire western property line and shall be installed and/or maintained prior to Use and Occupancy issuance for the building permit.
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 5/26/2016



2016SP-031-001
BURKITT ROAD RETAIL SP
Map 186, Parcel(s) 014
12, Southeast
31 (Fabian Bedne)



Project No. Specific Plan 2016SP-031-001
Project Name Burkitt Road Retail SP
Council District 31 – Bedne
School District 2 – Brannon
Requested by Southeast Venture LLC, applicant; Magnolia Properties, owners.

Deferrals This request was deferred from the May 12, 2016, Planning Commission meeting. The public hearing was not held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the June 9, 2016, Planning Commission meeting.*

APPLICANT REQUEST
Zone change to permit a commercial development.

Preliminary SP
A request to rezone from Agricultural and Residential (AR2a) to Specific Plan-Commercial (SP-C) for property located at Nolensville Pike (unnumbered), at the southeast corner of Burkitt Road and Nolensville Pike (1.5 acres), to permit a 10,015 square foot commercial development.

STAFF RECOMMENDATION
Staff recommends deferral to the June 9, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 5/26/2016



2016SP-033-001

LARAMIE AVENUE SP

Map 091-05, Parcel(s) 234, 276

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2016SP-033-001
Project Name	Laramie Avenue SP
Council District	20– Roberts
School District	09 – Fogge
Requested by	Miken Development, LLC, applicant; TSMPC, LLC, owner.

Deferrals This request was originally case number 2016Z-020PR-001. It was deferred from the March 24, 2016, and May 12, 2016, Planning Commission meetings. The public hearing was not held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the June 9, 2016, Metro Planning Commission meeting.*

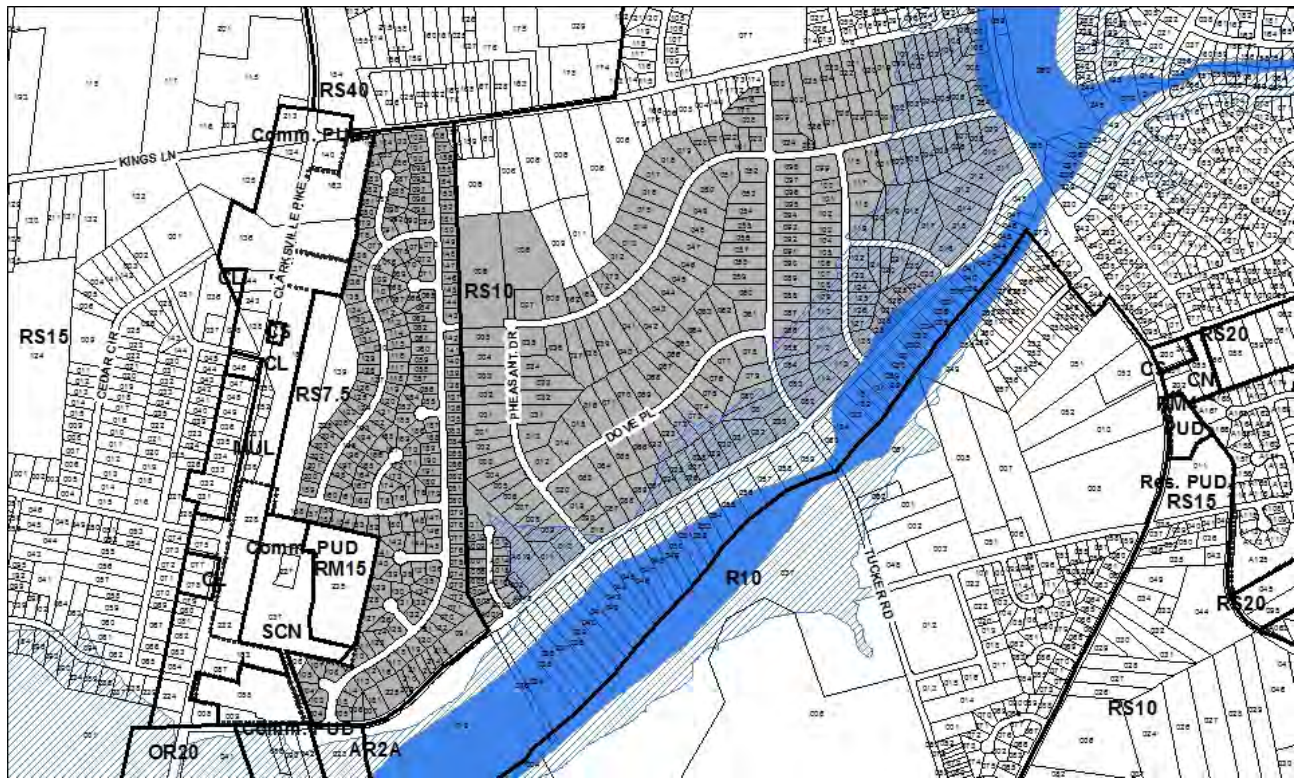
APPLICANT REQUEST
Zone change to permit up to 37 residential units.

Preliminary SP
A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning, to permit up to 37 residential units, for properties located at Laramie Avenue (unnumbered) and Nashua Lane (unnumbered), approximately 245 feet east of Waco Drive (3.07 acres).

STAFF RECOMMENDATION
Staff recommends deferral to the June 9, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 5/26/2016



2016Z-037PR-001 ~ BL2016-199

HAYNES PARK AREA CONTEXTUAL OVERLAY

Map Various, Parcel(s) Various

03, Bordeaux - Whites Creek

01 (Sharon W. Hurt)



Project No.	Zone Change 2016Z-037PR-001
Council Bill	BL2016-199
Council District	1 - Hurt
School District	1 - Gentry
Requested by	Councilmember Sharon Hurt, applicant; various property owners.

Deferral This request was deferred from the April 28, 2016, and May 12, 2016, Planning Commission meetings. A public hearing was held.

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

APPLICANT REQUEST
Apply a Contextual Overlay District.

Zone Change

A request to apply the provisions of the Contextual Overlay District to various properties located along Boyce Court, Buena Vista Pike, Charles Court, Dove Place, Dyer Court, East Fairview Drive, Eve Circle, Flicker Drive, Harold Prewett Drive, Haynes Park Court, Haynes Park Drive, Hummingbird Drive, Kings Lane, Kingview Court, Kingsview Drive, Mallard Drive, Pheasant Drive, Tucker Road, West Hamilton Avenue, and Walters Court (231.8 acres).

History

The request to apply the provisions of the Contextual Overlay District was originally considered by the Planning Commission on April 28, 2016. A public hearing was held and closed and the applicant requested deferral to the May 12, 2016 Planning Commission meeting to allow additional time to work with the community. At the May 12, 2016 meeting, the applicant requested an additional deferral to the May 26, 2016 meeting. A community meeting is scheduled to be held on May 21, 2016.

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.

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A



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BORDEAUX-WHITES CREEK 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.

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

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

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 Open Space policy areas located within the proposed contextual overlay are properties that were purchased by Metro as flood buyout properties. The Conservation areas are primarily areas located within the floodplain. A small portion of the proposed overlay area is within a T3 Suburban Neighborhood Evolving area but must be included because a complete block face is required for contextual overlays. The majority of the proposed overlay area is within the T3 Suburban Neighborhood Maintenance policy area and the proposed Contextual Overlay is consistent with the policy. The Contextual Overlay would help to preserve the general character of the existing neighborhood with specific standards for new construction that are directly related to the existing residential structures in the area.



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ANALYSIS

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

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

CONTEXTUAL OVERLAY STANDARDS

- A. Street setback. The minimum required street setback shall be the average of the street setback of the two developed lots abutting each side of the lot. When one or more of the abutting lots is vacant, the next developed lot on the same block face shall be used. The minimum provided in 17.12.030A and the maximum provided in 17.12.030C.3 shall not apply. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the minimum required street setback shall be calculated and met for each street.
- B. Height.
 1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.
 2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.
 3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.
- C. Maximum building coverage. The maximum building coverage (excluding detached garages and other accessory buildings) shall be a maximum of 150% of the average of the building coverage (excluding detached garages and other accessory buildings) of the two abutting lots on each side. When the abutting lot is vacant, the next developed lot shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum building coverage shall be calculated and met for each street.
- D. Access and driveways, garages and parking areas.
 1. Access and Driveways.
 - a. Where existing, access shall be from an improved alley. Where no improved alley exists, a driveway within the street setback may be permitted.
 - b. For a corner lot, the driveway shall be located within 30 feet of the rear property line.
 - c. Driveways are limited to one driveway ramp per public street frontage.



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- d. Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width.
2. Garages.
 - a. Detached. The front of any detached garage shall be located behind the rear of the primary structure. The garage door of a detached garage may face the street.
 - b. Attached. The garage door shall face the side or rear property line

STAFF RECOMMENDATION

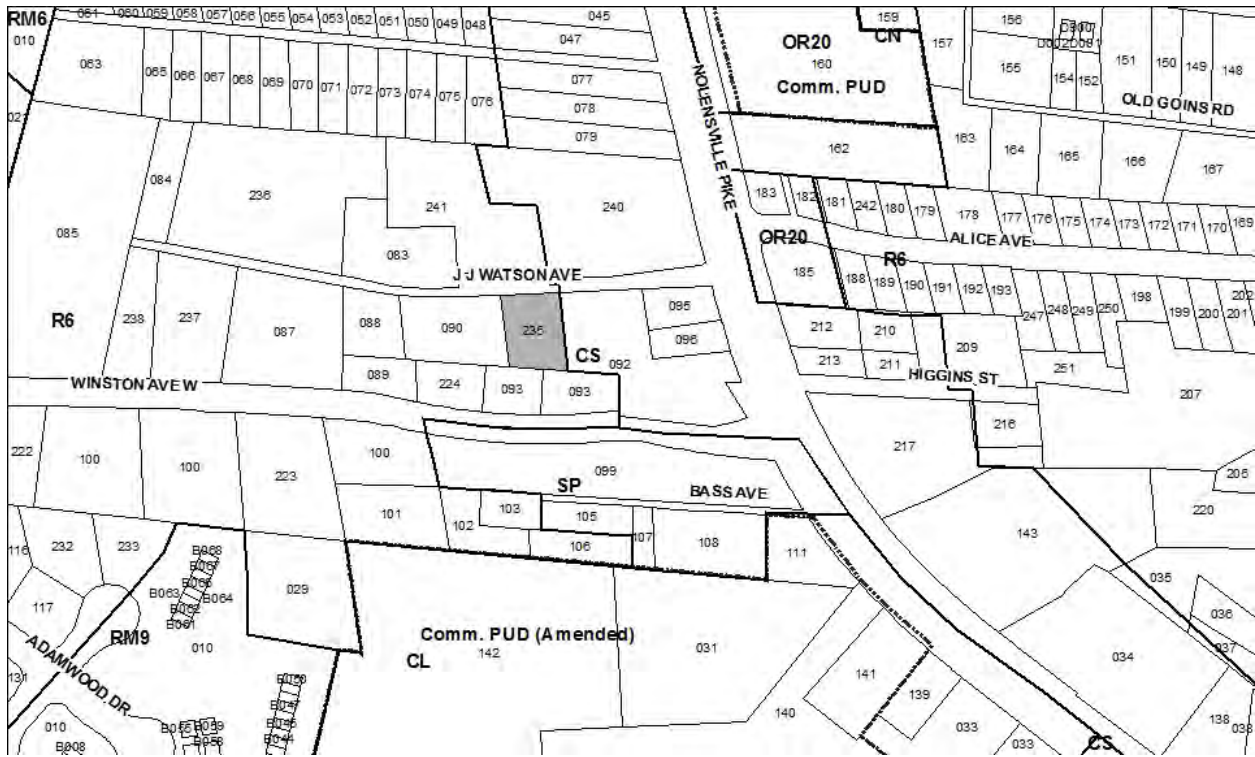
Staff recommends approval as the establishment of a contextual overlay is consistent with the policy for the area.



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Metro Planning Commission Meeting of 5/26/2016



2016S-048-001

THE ELKINS PROPERTY PLAT

Map 147-07, Parcel(s) 235

12, Southeast

27 (Davette Blalock)



Project No.	Subdivision 2016S-048-001
Project Name	The Elkins Property Plat
Council District	27 – Blalock
School District	2 – Brannon
Requested by	Stephen D. Elkins, owner., Galyon Northcutt Surveying, applicant.

Deferrals This request was deferred from the May 12, 2016, Planning Commission meeting. The public hearing was not held.

Staff Reviewer Napier
Staff Recommendation *Approve with conditions, and withdraw the variance request.*

APPLICANT REQUEST

Create one lot and grant a variance from sidewalk requirements.

Final Plat

A request to create one lot and for a variance from the subdivision regulations for sidewalk requirements on property located at J. J. Watson Avenue (unnumbered), approximately 285 feet west of Nolensville Pike, zoned One and Two-Family Residential (R6) (0.30 acres).

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The applicant requests final plat approval for a one lot subdivision. This parcel was illegally created by deed rather than by plat. The applicant has submitted a final subdivision plat to be able to obtain a permit from Metro Codes. Creation of this lot requires sidewalk improvements in one of the following forms: Construction of a 4’ planting strip and 5’ sidewalk along the entire frontage of the lot; payment in lieu of constructing sidewalks on-site; or off-site construction of sidewalks for an equal amount of frontage within the same pedestrian benefit zone. The proposed plan meets Section 3-5, Infill Regulations, however the applicant is seeking a variance from the sidewalk requirements of Section 3-8 of the Subdivision Regulations.

The land use policy for the subject property is Neighborhood Evolving and the proposed subdivision is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations.

Zoning Code

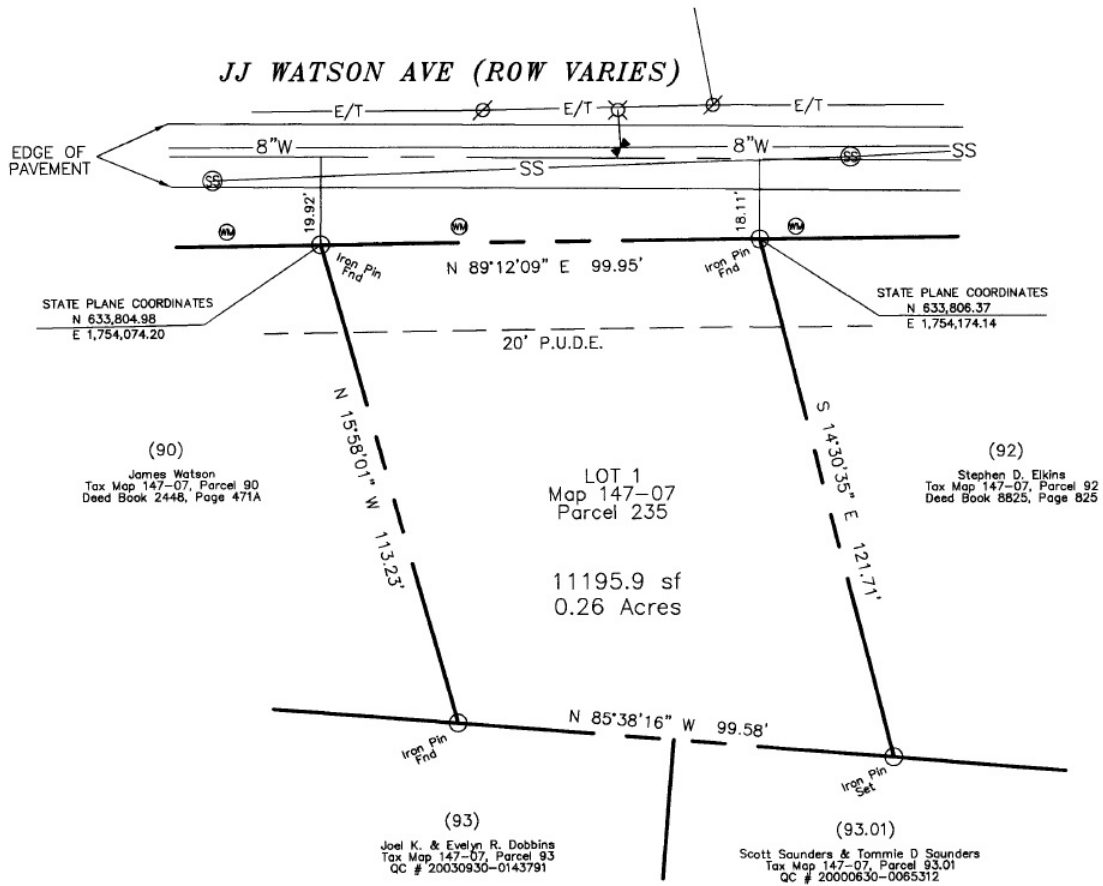
The proposed lot meets the minimum standards of the R6 zoning district.

Street Frontage

The proposed lot has street frontage on an existing public street.



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Proposed Site Plan



Metro Planning Commission Meeting of 5/26/2016

Variance request

Section 3-8 of the Subdivision Regulations outlines the requirements for sidewalks. Section 3-8.2 requires that for an infill subdivision, sidewalks shall be required on all streets abutting the property frontage. Section 3-8.2.c provides alternatives for the construction of a sidewalk along the lot frontage, including a payment in-lieu option and an option to construct sidewalks for an equal amount of frontage within the same pedestrian benefit zone. Should the applicant choose to construct a sidewalk along the entire lot frontage, J. J. Watson Avenue is a local street and the standard requirement for sidewalks along a local street is a 4 foot grass strip and 5 foot sidewalk. The applicant has requested a variance from the sidewalk requirement. The applicant has stated that the sidewalk requirement creates a hardship on the property in that the proposed cost of the payment in lieu or the cost of constructing the sidewalk would render the property unreasonably priced in relation to other properties on the street. Additionally, the applicant has stated that no other properties on the street have sidewalks.

Variance Standards

If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance 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 surrounding, 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).*

ANALYSIS

Staff recommends disapproval of the variance and approval of the plat with conditions. Staff finds that the requested variance does not meet the criteria for granting a variance. A sidewalk variance would be detrimental to public safety in that the provision of sidewalks provides for safe passage of travel for pedestrians. The property is not uniquely situated and the conditions upon which the variance is requested could apply to multiple properties on the same street. There are no physical constraints nor is the property an irregular shape which would result in a particular hardship on the owner if the sidewalk requirement is applied. The variance request is inconsistent with the adopted general plan, which encourages pedestrian connectivity and walkability. There are additional options for the applicant to satisfy the sidewalk requirements. The first option would be to construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department. The second option would be to add a note to the plat requiring construction of the sidewalks prior to the issuance of a building permit. Lastly, the applicant has the option to pay an in-lieu fee of \$9,596.00 instead of constructing the sidewalk. It



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would be detrimental to establish a precedent of completely removing the requirements of the subdivision regulations as pertains to sidewalks.

PUBLIC WORKS RECOMMENDATION

Conditions if Approved

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local.
- Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
- Construction plans must also be submitted that address any related drainage improvements, grading, utility relocation(s), and tree removal. A permit is required from The Department of Public Works prior to commencing any work within the right-of-way.

TRAFFIC AND PARKING RECOMMENDATION

No Exception Taken

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions, and withdraw of the variance request.

CONDITIONS

1. Sidewalks are required along the J. J. Watson Avenue frontage of the proposed subdivision. Prior to final plat recordation, one of the options must be chosen related to the required sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department, 96 feet of frontage will require a \$9,596.00 contribution to Pedestrian Benefit Zone 7A.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Planning Department and the Public Works Department, or
 - e. Add the following note to the plat: "No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications." Sidewalk shall be shown and labeled on the plan per Public Works Standards with the required curb and gutter.



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2. The final plat shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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2016S-054-001

THE ORVILLE EARHEART SUBDIVISION, RESUB LOT 1

Map 110, Parcel(s) 180

14, Donelson - Hermitage

12 (Steve Glover)



Project No. 2016S-054-001
Project Name The Orville Earheart Subdivision, Resub Lot 1
Council District 12 – Glover
School District 4 – Shepard
Requested by K & A Land Surveying, applicant; Robert E. Lee, owner.

Deferrals This request was deferred from the April 14, 2016, the April 28, 2016, and the May 12, 2016, Planning Commission meetings. The public hearing was not held.

Staff Reviewer Birkeland
Staff Recommendation Approve with condtions.

APPLICANT REQUEST
Create 3 lots.

Final Plat
 A request for final plat approval to create three lots on property located at 4141 Smotherman Lane and Smotherman Lane (unnumbered), approximately 545 feet north of Stewarts Ferry Pike, zoned Single-Family Residential District (RS15) (9.46 acres).

Existing Zoning
Single-Family Residential District (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 27 lots.*

CRITICAL PLANNING GOALS
 N/A

PLAN DETAILS
 The plan proposes to create three lots from one existing parcel at the corner of Smotherman Lane and Stewarts Ferry Pike. The land use policy for the subject property is T4 Urban Neighborhood Evolving (T4 NE), and the proposed subdivision is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations.

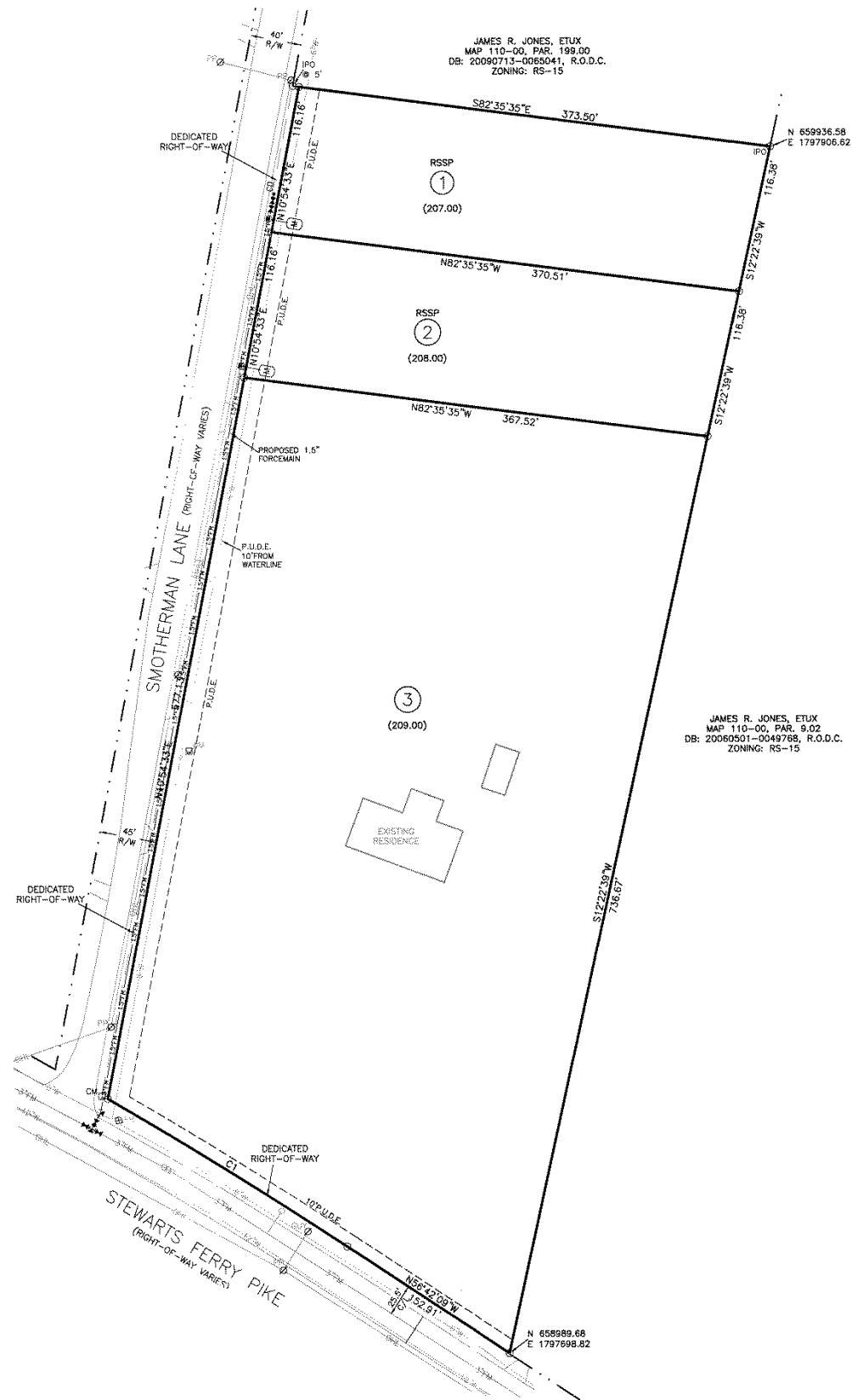
The existing right-of-way on Smotherman Lane is 40 feet. The plat will dedicate 5 feet of right-of-way along Smotherman as required by the Major and Collector Street Plan for local streets. Sidewalks are not required along Smotherman Lane because the proposed subdivision is located in the General Services District where the Sidewalk Priority Index (SPI) score is less than 20, as established in the Strategic Plan for Sidewalks and Bikeways.

The subject property is proposed to be subdivided into three lots with the following areas and street frontages:

- Lot 1: 43,130 Sq. Ft., (0.99 Acres), and 116.16 Ft. of frontage;
- Lot 2: 42,784 Sq. Ft., (0.98 Acres), and 116.16 Ft. of frontage;
- Lot 3: 234,779 Sq. Ft., (5.39 Acres), and 577.66 Ft. of frontage;



Metro Planning Commission Meeting of 5/26/2016



Proposed Site Plan



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Zoning Code

Proposed lots meet the minimum standards of the RS5 zoning district.

Street Frontage

Proposed lots have frontage on a public street.

Agency Review

Not all review agencies recommend approval.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Conditions if approved

- Provide surveyor seal, signature and date.

WATER SERVICES RECOMMENDATION

Approve with Conditions

- Approval is contingent on construction and completion of Metro Project #'s 16-SL-73. Should the applicant choose to record the plat before completion of these projects, than bonds must be posted with Metro Planning before the plat is recorded.
- No building permits shall be issued to Lots 1 or 2, until the grinder pump maintenance agreements are submitted to, and approved by, Metro Water.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local.
- Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
- Construction plans must also be submitted that address any related drainage improvements, grading, utility relocation(s), and tree removal. A permit is required from The Department of Public Works prior to commencing any work within the right-of-way.

STAFF RECOMMENDATION

Staff finds that this subdivision meets the Subdivision Regulations; therefore, staff recommends approval with conditions.



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CONDITIONS

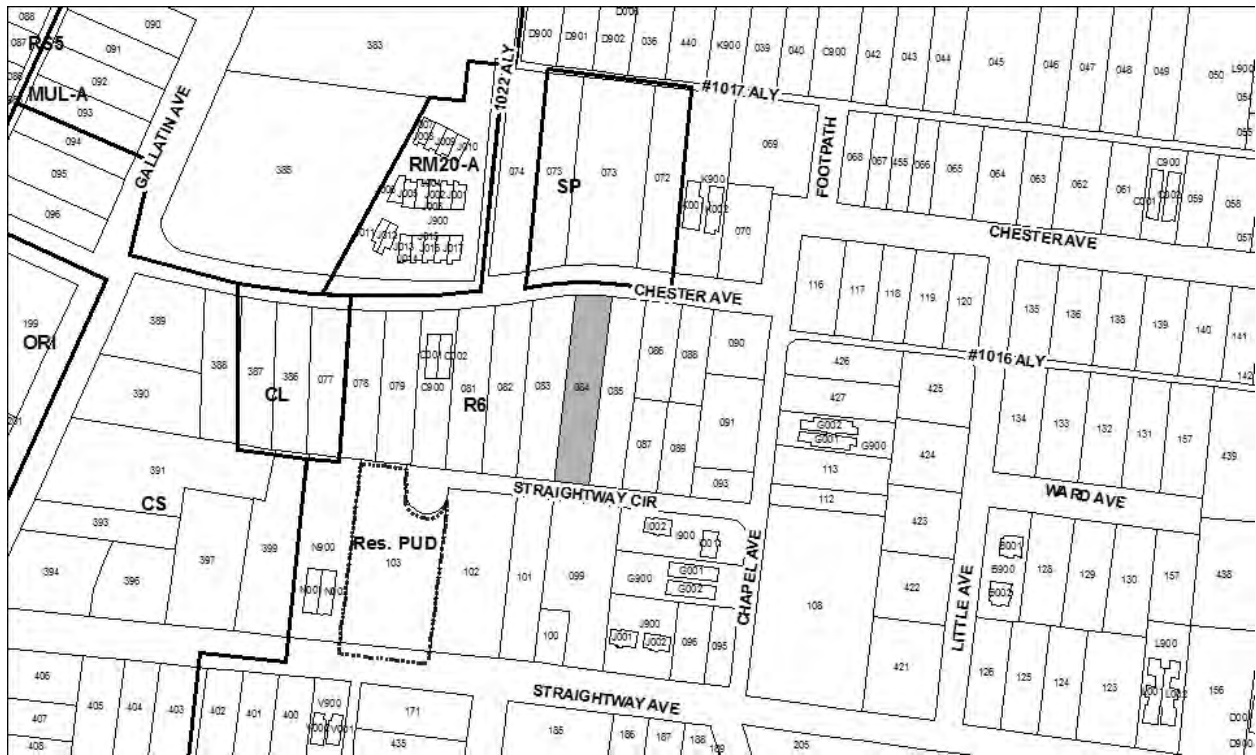
1. Show a dedication of 0.5 feet of right-of-way along Stewarts Ferry Pike on the plat prior to recordation.
2. Show a dedication of 5 feet of right-of-way along Smotherman Lane on the plat prior to recordation.
3. Approval is contingent on construction and completion of Metro Project # 16-SL-73. Should the applicant choose to record the plat before completion of this project, then bonds must be posted with Metro Planning before the plat is recorded.
4. No building permits shall be issued to Lots 1 or 2, until the grinder pump maintenance agreements are submitted to, and approved by, Metro Water.



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2016S-084-001

1122 CHESTER AVENUE

Map 072-14, Parcel(s) 084

05, East Nashville

07 (Anthony Davis)



Project No. 2016S-084-001
Project Name 1122 Chester Avenue
Council District 07 - A. Davis
School District 05 - Kim
Requested by Dale & Associates, applicant; Urban Dwell Homes, owner.

Deferrals This request was deferred from the April 28, 2016 and the May 12, 2016, Planning Commission meetings. The public hearing was not held.

Staff Reviewer Deus
Staff Recommendation *Defer to the June 9, 2016, Planning Commission meeting, unless a recommendation of approval is received from all agencies. If recommendations of approvals are received, staff recommends approval with conditions.*

APPLICANT REQUEST

Create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 1122 Chester Avenue, approximately 230 feet west of Chapel Avenue (0.3 acres), zoned One and Two-Family Residential (R6).

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

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

PLAN DETAILS

This request is for final plat approval to create two lots on property located at 1122 Chester Avenue, where one lot currently exists. This lot has double frontage on Chester Avenue and Straightway Circle; one lot would front Chester Avenue and the other lot would front Straightway Circle. There is an existing structure on the property that is proposed to be removed. Vehicular access would be limited to a 16 foot driveway between the primary structure and street. There are no sidewalks present along Chester Avenue or Straightway Circle.



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The existing lot is 12,335 square feet (0.28 acres) and is proposed to be subdivided into two lots with the following square footage/ acreage:

- Lot 1: 6,166 SF (0.142 acres)
- Lot 2: 6,166 SF (0.142 acres)

ANALYSIS

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies.

Zoning Code

The proposed lots meet the minimum standards of the R6 zoning district.

Street Frontage

Lot 1 would front onto Chester Avenue and lot 2 would front onto Straightway Circle; both are public streets.

Density

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

Community Character

1. Lot frontage analysis; the proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.

In this instance, the lots created must be equal to or greater than 45 feet for the Chester Avenue lot and 47.5 feet for the Straightway Circle. The proposed lots meet lot frontage requirements.

Chester Avenue Frontage	
Proposed Frontage	48 ft.
Minimum Frontage	45 ft.
70% Average	35 ft.

Straightway Circle Frontage	
Proposed Frontage	47.5 ft.
Minimum Frontage	47.5 ft.
70% Average	33 ft.

2. Lot size analysis; the proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater.

In this instance the proposed lots must equal to or greater than 7,193 SF for the Chester Avenue lot and 6,000 SF for the Straightway Circle lot. The proposed Straightway Circle lot meets lot size requirements; the proposed Chester Avenue lot does not.



Metro Planning Commission Meeting of 5/26/2016

Chester Avenue Size	
Proposed Size	6,166 SF
Minimum Size	6,051 SF
70% Average	7,193 SF

Straightway Circle Size	
Proposed Size	6,166 SF
Minimum Size	5,946 SF
70% Average	4,226 SF

3. Street setbacks; future structures would have to comply with appropriate street setbacks.

4. Lot orientation; proposed lots are consistent with the surrounding parcels.

Agency Review

All reviewing agencies have not recommended approval of this application.

Harmony of Development

If the proposed subdivisions meet subsections a, b, c, and e of this section but fails to meet subsection d, the Planning Commission may consider whether the subdivision can provide harmonious development of the community.

This proposed subdivision does not meet the community character criteria since Lot 1 does not meet square footage requirements.

Staff finds that this proposal would provide for harmonious development along both street frontages. The applicant has agreed to limit the height of future development to two stories in 35 feet, which is consistent with the adjacent properties. The applicant has also agreed to 16 foot wide driveways between the primary structure and street; this would eliminate parking pads in the street setbacks and enhance the public realm. Sidewalks would also be required.

Currently this is a non-conforming lot as Section 3-4.3 of the current Subdivision Regulations prohibits the creation of attached and detached single-family double frontage lots. Approval of this subdivision would eliminate this non-conformity.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Returned

- Metro GIS indicates a storm pipe traversing the lot. Show the pipe location, then provide adequate PUDE' widths (see table 6-1, Volume 1 of the Stormwater Management Manual).

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local.



Metro Planning Commission Meeting of 5/26/2016

- Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
- Construction plans must also be submitted that address any related drainage improvements, grading, utility relocation(s), and tree removal. A permit is required from The Department of Public Works prior to commencing any work within the right-of-way.

TRAFFIC AND PARKING RECOMMENDATION

No Exception Taken

WATER SERVICES RECOMMENDATION

Returned for corrections

- For the latest re-plat (stamped received April 5, 2016), our original comments still apply: add private water service line easement note to the plat (the note shown on this re-plat is different from our original comments), and pay the required capacity fees.

STAFF RECOMMENDATION

Staff recommends deferral to the June 9, 2016, Planning Commission meeting, unless a recommendation of approval is received from all agencies. If recommendations of approval are received, staff recommends approval with conditions.

CONDITIONS

1. Sidewalks are required along the Chester Avenue and Straightway Circle frontages of the proposed subdivision. Prior to final plat recordation, one of the options must be chosen related to the required sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department, 2 additional lots will require a \$ 9,168.00 contribution to Pedestrian Benefit Zone 4.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Planning Department and the Public Works Department.
 - e. Add the following note to the plat: "No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications." Sidewalk shall be shown and labeled on the plan per Public Works Standards with the required curb and gutter.
2. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be a driveway a maximum of 16 feet wide located between the primary structure and the street.
3. Height shall be a maximum of two stories in 35 feet.



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RECOMMENDATIONS TO METRO COUNCIL

- **Zoning Text Amendments**
- **Zone Changes**
- **Planned Unit Developments (Cancellation)**



NO SKETCH



Project No.	Zone Change 2016Z-007TX-001
Project Name	Councilmember Initiated Zoning Application Fees
Council Bill	BL2016-218
Council District	Countywide
School District	Countywide
Requested by	Councilmember Tanaka Vercher and Councilmember Larry Hagar.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Chapter 17.40 of the Metropolitan Code, Zoning Regulations, pertaining to application fees.

ZONING TEXT AMENDMENT

A request to amend Section 17.40 of the Metropolitan Zoning Code, pertaining to the zoning application fees and public hearing notice costs for amendments to the official zoning map initiated by a councilmember.

CURRENT TEXT

In 2014, the Metropolitan Zoning Code was amended concerning application fees and public hearings costs to allow councilmember initiated zone changes.

Currently, if a zone change application does not fall under one of the types described by 17.40.740.C.1-4, councilmembers are limited to only one request per calendar year. Also, the Planning Department is responsible for the costs and preparation of public hearing notices and signs for the one councilmember initiated zoning change per calendar year.

PROPOSED TEXT

The proposed text amendment would change the number of zone change applications not falling under 17.40.740.C.1-4 for which the application fee may be waived. Also, the proposed text amendment would increase from one to three the number of applications for which the Planning Department would be responsible for the costs and preparation of public hearing signs and notices. Additionally, the text amendment would change the time frame from calendar year to fiscal year to track with the budget.

The proposed text of Section 17.40.720.B is as follows:

17.40.720.B

The planning department shall have the responsibility for the preparation and mailing of written notices regarding the public hearing for amendments to the official zoning map initiated by a member or members of council that fall within the fee waiver exceptions in Section 17.40.740.C of the Metropolitan Code. The planning department shall also be responsible for all costs associated with the preparation and mailing of such written notices for ~~one~~ three zoning application applications per councilmember applicant each calendar



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fiscal year. The planning department shall make reasonable efforts to combine public hearing written notices into one mailing to limit postage costs.

The proposed text of Section 17.40.730.D is as follows:

17.40.730.D

The planning department shall have the responsibility for the preparation of public notice signs for amendments to the official zoning map initiated by a member or members that fall within the fee waiver exceptions in Section 17.40.740.C of the Metropolitan Code. The planning department shall also be responsible for all costs associated with the preparation of such signs for ~~one~~ three zoning ~~application~~ applications per councilmember applicant each ~~calendar~~ fiscal year.

The proposed text of Section 17.40.740.C is as follows:

17.40.740 - Generally.

Standardized fee schedules may be established to partially defray the processing and administration costs associated with each type of application associated with this title. A fee schedule established by this article shall be authorized by passage of a resolution by the council. All application fees shall be paid to the metropolitan government by the applicant at the time of filing. A fee structure established under authority of the preceding code and in effect upon the effective date of the ordinance codified in this title shall remain in effect until superseded by a fee structure established under authority of this title. Fees shall be waived for the following:

- A. Applications initiated by any federal or state agency, any department of the metropolitan government, or the metropolitan development and housing agency;
- B. Any large area rezoning initiated by the planning commission to implement the general plan.
- C. Any rezoning request initiated by a member or members of council for the purpose of:
 1. Rezoning the property from a greater intensity residential use to a lesser intensity residential use (i.e., an "R" district to an "RS" district);
 2. Rezoning the property from an office, commercial, or industrial district to a residential or residential single-family district;
 3. Applying the urban design overlay district, historic preservation district, neighborhood conservation district, urban zoning overlay district, or contextual overlay district as provided in Chapter 17.36;
 4. An amendment to or cancellation of a planned unit development (PUD) district after the planning commission has determined the PUD to be inactive in accordance with Section 17.40.120.H.; or
 5. For any other rezoning request initiated by a member of council, provided that each member of council shall be entitled to no more than ~~one~~ three such fee ~~waiver~~ waivers per ~~calendar~~ fiscal year unless the rezoning request is consistent with subsections C.1 through C.4 of this section.



Metro Planning Commission Meeting of 5/26/2016

ANALYSIS

Planning Staff has analyzed the costs that have been borne by the Planning Department for the preparation of signs and notices for councilmember initiated zone change requests since the Metropolitan Zoning Code was amended in 2014. For FY2015, a total of \$28,591 was spent on the preparation of signs and notices for 13 councilmember initiated zone change requests. So far for FY2016, a total of \$12,969 has been spent on the preparation of signs and notices for 12 councilmember initiated zone change requests. The costs for signs and notices can vary greatly for each request depending on the number of parcels and acreage of the properties included within a zone change request. For FY2015, the Planning Department did not spend the total budgeted amount of \$50,000 for the preparation of signs and notices and FY2016 is on track to also have money remain in the budget. Given this trend, Planning staff has determined that at this time no additional funding is needed for the increase from one to three councilmember requested zone changes for which the Planning Department would be responsible for preparation of signs and notices. However, if there is a significant increase in the number of requests or if several large area zone change requests are made, additional funding may be necessary. This text amendment would provide an opportunity for existing zoning to be reviewed against NashvilleNext.

STAFF RECOMMENDATION

Staff recommends approval.

ORDINANCE NO. BL2016-218

An Ordinance amending Chapter 17.40 of Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to the zoning application fees and public hearing notice costs for amendments to the official zoning map initiated by a member or members of the Metropolitan Council (Proposal No. 2016Z-007TX-001).

BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Section 17.40.720(B) of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting the second sentence thereof in its entirety and in lieu thereof substituting the following:

“The planning department shall also be responsible for all costs associated with the preparation and mailing of such written notices for three zoning applications per councilmember applicant each fiscal year.”

Section 2. That Section 17.40.730(D) of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting the last sentence thereof in its entirety and in lieu thereof substituting the following:

“The planning department shall also be responsible for all costs associated with the preparation of such signs for three zoning applications per councilmember applicant each fiscal year.



Metro Planning Commission Meeting of 5/26/2016

Section 3. That Section 17.40.740(C) of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting subsection C(5) in its entirety and in lieu thereof substituting the following new subsection C(5):

5. For any other rezoning request initiated by a member of council, provided that each member of council shall be entitled to no more than three such fee waivers per fiscal year unless the rezoning request is consistent with subsections C.1 through C.4 of this section.

Section 4. Be it further enacted, that this Ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

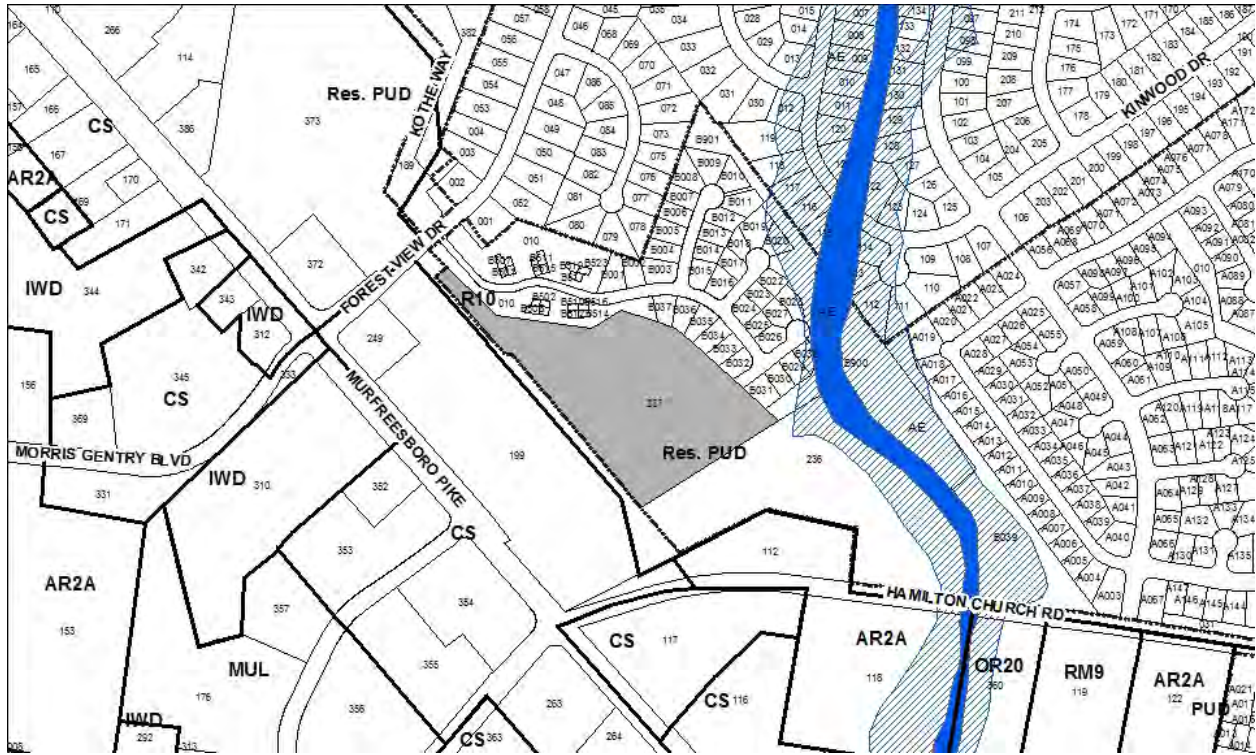
Sponsored by: Tanaka Vercher, Larry Hagar



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Metro Planning Commission Meeting of 5/26/2016



2016Z-051PR-001 ~ BL2016-219
FOREST VIEW DRIVE (UNNUMBERED)
Map 150, Parcel(s) 237
13, Antioch - Priest Lake
29 (Karen Y. Johnson)



Project No.	Zone Change 2016Z-051PR-001
Associated Case	PUD Cancellation 23-85P-003
Council Bill No.	BL2016-219
Council District	29 – K. Johnson
School District	6 – Hunter
Requested by	Councilmember Fabian Bedne, applicant; The Ridge at Antioch, LP, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Zone change from R10 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning for property located at Forest View Drive (unnumbered), approximately 430 feet east of Murfreesboro Pike (7.84 acres).

Existing Zoning

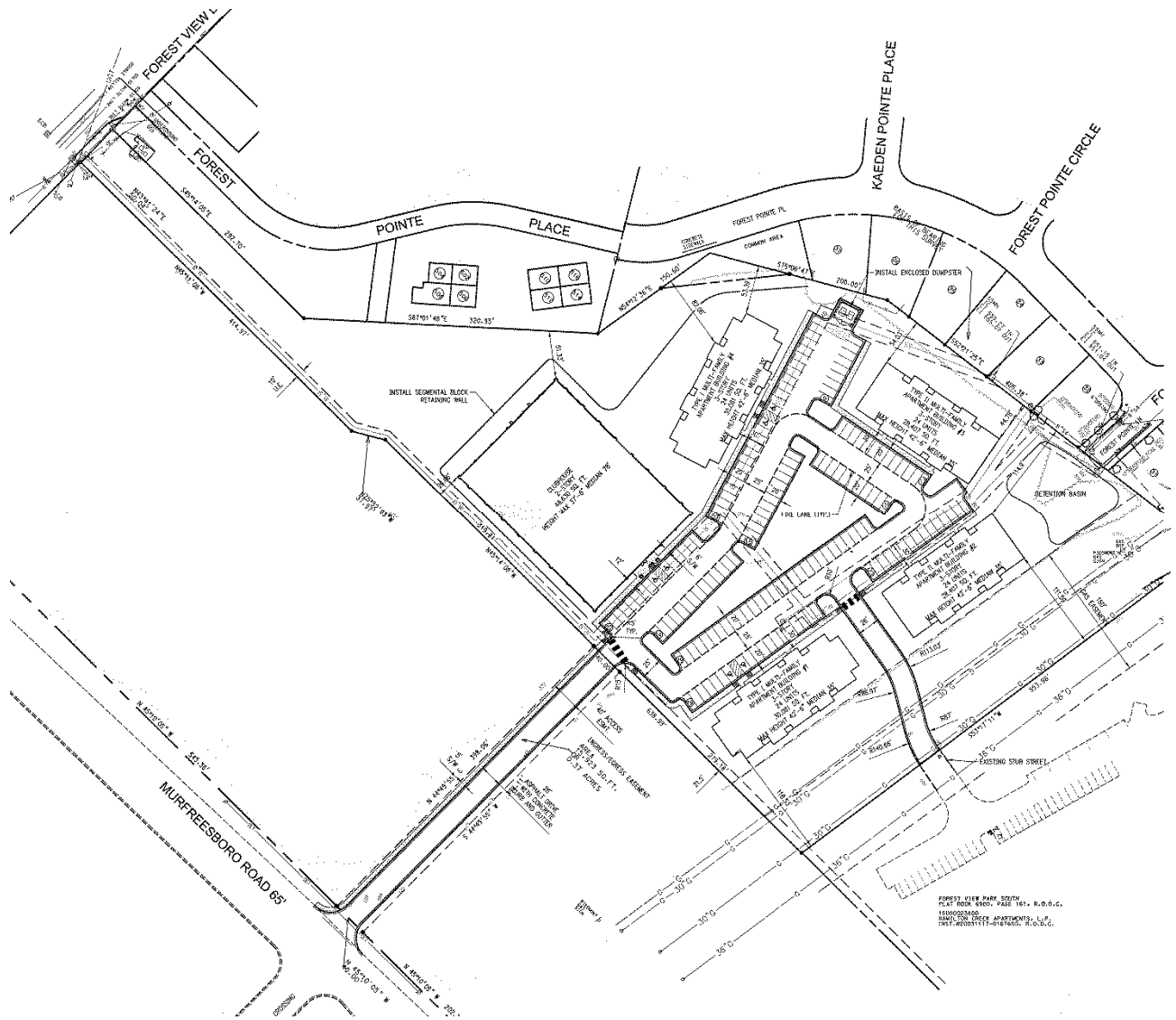
One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 34 lots with no duplex lots permitted for a total of 34 units. Duplexes are permitted with conditions in the Zoning Code and this lot does not meet the conditions to be duplex eligible. In this case, the density is controlled by the PUD overlay, which permits a maximum of 96 multi-family units on this portion of the PUD.*

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

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.



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Proposed Site Plan



Metro Planning Commission Meeting of 5/26/2016

Proposed Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 34 lots.*

CRITICAL PLANNING GOALS

N/A

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

While the proposed RS10 zoning is a district that could be supported by the T3 NM policy in certain locations, single-family development, which is the only use permitted under RS10, does not provide a transition, which the policy calls for at this location. The policy calls for higher density uses to be located nearer to centers and corridors which serve as transitions to lower intensity uses further away from centers and corridors. This is also consistent with the Growth and Preservation Map that was adopted through NashvilleNext. It identifies this site as an infill and transition area. Allowing for higher density residential areas in such locations increases the ability to provide consumer services and support transit. The property is adjacent to a Community Center and Mixed Use Corridor policy area. The adjacent properties within the Community Center and Mixed Use Corridor policies are zoned Commercial Limited (CL) and Commercial Services (CS), and abut Murfreesboro Pike which is a major corridor. This site serves as a transition between the more intense uses along Murfreesboro Pike to the single-family development that abuts the eastern boundary of the site.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Condition if approved

Traffic study may be required at time of development.



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STAFF RECOMMENDATION

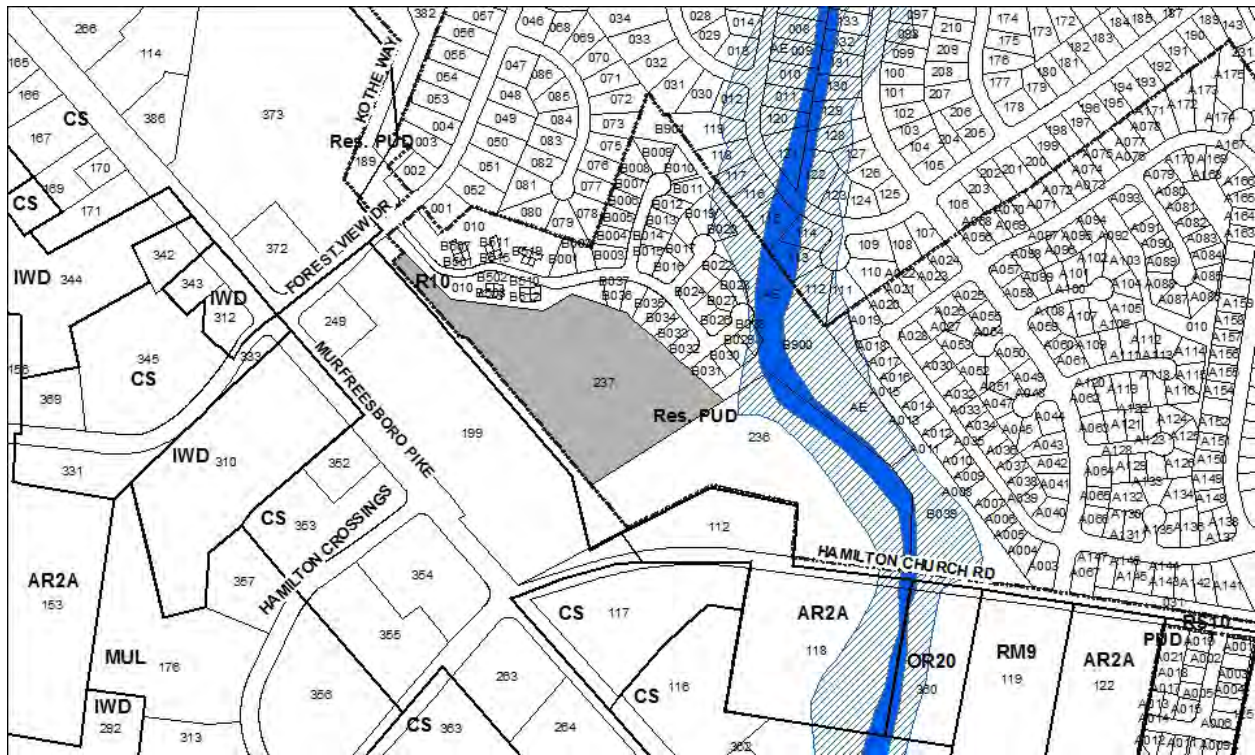
Staff recommends disapproval.



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Metro Planning Commission Meeting of 5/26/2016



23-85P-003 ~ BL2016-219

FOREST VIEW PARK (CANCELLATION)

Map 150, Parcel(s) 237

13, Antioch - Priest Lake

29 (Karen Y. Johnson)



Project No.	Planned Unit Development 23-85P-003
Project Name	Forest View Park (Cancellation)
Associated Case	Zone Change 2016Z-051PR-001
Council Bill No.	BL2016-219
Council District	29 – K. Johnson
School District	6 – Hunter
Requested by	Councilmember Fabian Bedne, applicant; The Ridge at Antioch, LP, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Cancel a portion of a PUD.

Cancel PUD

A request to cancel a portion of a Planned Unit Development Overlay District for property located at Forest View Drive (unnumbered), approximately 430 feet east of Murfreesboro Pike, zoned One and Two-Family Residential (R10), and proposed for RS10, and within an Urban Design Overlay (7.84 acres), approved for 96 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 34 lots with no duplex lots permitted for a total of 34 units. Duplexes are permitted with conditions in the Zoning Code and this lot does not meet the conditions to be duplex eligible. In this case, the density is controlled by the PUD overlay, which permits a maximum of 96 multi-family 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. 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.

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.



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CRITICAL PLANNING GOALS

N/A

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

The PUD proposed to be canceled is consistent with the T3 NM policy in this location. T3 NM supports various residential building types depending on the context, including multi-family uses. The policy calls for higher density uses to be located nearer to centers and corridors which serve as transitions to lower intensity uses further away from centers and corridors. This is also consistent with the Growth and Preservation Map that was adopted through NashvilleNext. It identifies this site as an infill and transition area. Allowing for higher intensity residential areas in such locations increase the ability to provide consumer services and support transit. The property is adjacent to a Community Center and Mixed Use Corridor policy area. The adjacent properties with the Community Center and Mixed Use Corridor policies are zoned Commercial Limited (CL) and Commercial Services (CS), and abut Murfreesboro Pike which is a major corridor. This site serves as a transitional area from the more intense uses supported by the policies and existing zoning along Murfreesboro Pike to the single-family development that abuts the eastern boundary of the site.

PLAN DETAILS

The Forest View PUD was approved in 1985. The original PUD included a total of 779 residential units, which consisted of 572 multi-family units (112 townhomes, 460 flats), and 207 single-family lots. Portions of the PUD, including this site, have been revised in the past, and 231 single-family lots and 140 multi-family units have been constructed. In 2007, this portion of the PUD was requested to be canceled. The request was disapproved by the Planning Commission. Staff recommended disapproval of the cancellation as the PUD provides an appropriate mixture of residential housing types, and a transition from the commercial area along Murfreesboro Pike to the single-family area to the northeast.

An application to revise the PUD was submitted on February 11, 2016. The Planning Commission approved the revision to the preliminary PUD at the March 24, 2016, meeting. The revision reduced the number of units from 212 to 96 units. On February 18, 2016, Councilmember Johnson requested that the Planning Department perform a periodic review of the PUD. Staff recommended that the PUD be found active, and the Planning Commission found it active at the May 12, 2016, meeting. A request for final site plan approval was submitted on April 28, 2016. The plan is consistent with the approved preliminary plan approved by the Planning Commission in March, and is under review.



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ANALYSIS

Staff recommends disapproval of the PUD cancellation. The proposed PUD is consistent with the T3 NM policy and with the Growth and Preservation Map that was adopted through NashvilleNext. The approved PUD plan provides a transition from the more intense uses supported by the policy and NashvilleNext, and the existing zoning along Murfreesboro Pike to the single-family development that abuts the eastern boundary of the site. The approved PUD plan also provides for additional density which supports the ability to provide consumer services and mass transit consistent with the policy and NashvilleNext. If this request and the associated zone change were approved, then the property would be limited to single-family residential. While single-family could be supported by the policy it is not consistent with the policy at this location. Single-family would not provide the level of density the policy supports, nor would a single-family development provide a transition between the existing commercial zoning along Murfreesboro Pike and the existing single-family development that abuts the eastern property boundary.

Consideration should also take into account that the Planning Commission recently approved a revision to this portion of the PUD. The revision was approved on March 24, 2016. After approval the applicant finalized construction plans based on the approved preliminary, and submitted an application for final site plan approval. That plan is consistent with the approved preliminary plan approved by the Planning Commission in March, and is under technical review.

On February 25, 2016, the Commission considered a similar request. That request was to amend the Carrollton Station PUD to decrease the permitted density from 60 units to 30 units. The Carrollton Station PUD is also in a T3 NM policy area. The Commission recommended that the proposed amendment to reduce the density be disapproved. Prior to the Commission hearing the request, the Commission had approved a revision to the Carrollton Station PUD. That revision was approved by the Commission on July 23, 2015 to permit sixty units. In its deliberation to amend the PUD to reduce the density to 30 units, several commissioners indicated that they did not find that anything had changed since they had previously approved 60 units, and that higher density was more appropriate given the sites location along a corridor.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

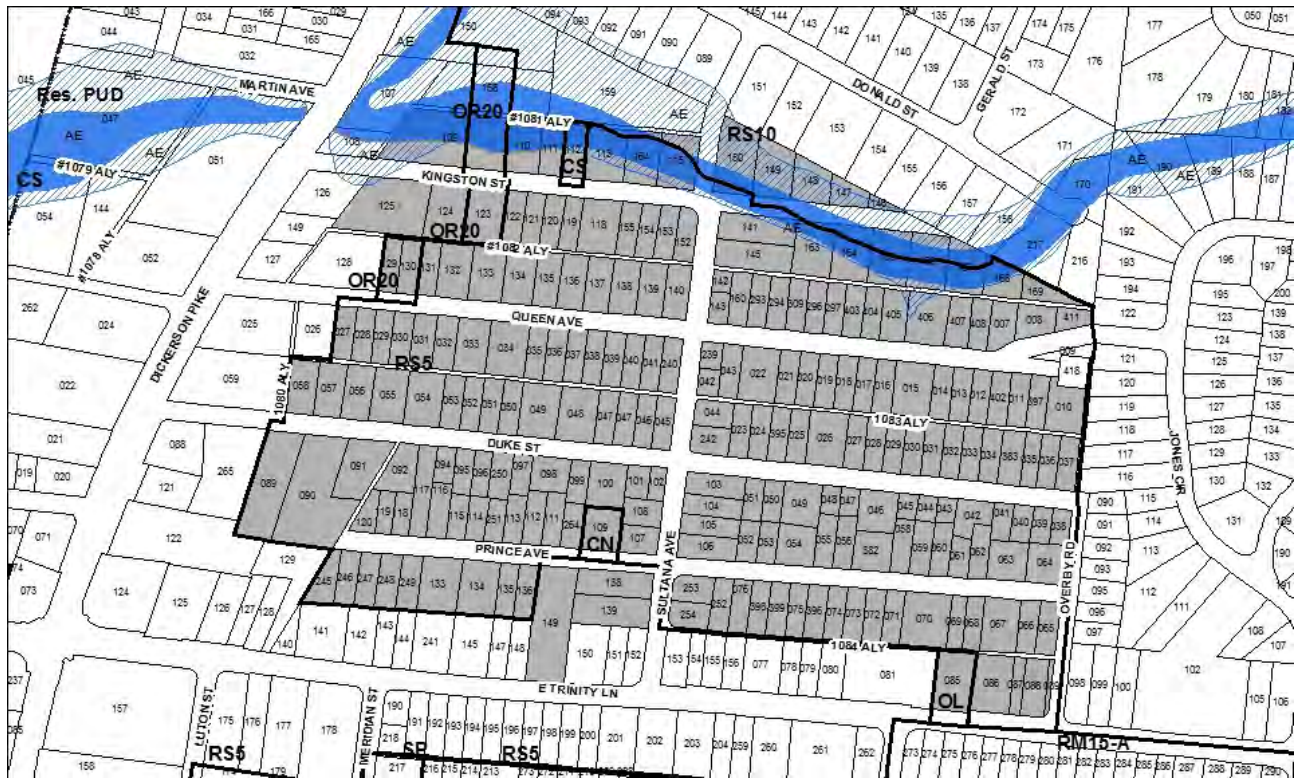
No exceptions taken

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 5/26/2016



2016Z-052PR-001

Various Maps, Various Parcels

05, East Nashville

05 (Scott Davis)



Project No. Zone Change 2016Z-052PR-001
Council District 5 – S. Davis
School District 3 - Speering
Requested by Councilmember Scott Davis, applicant; various owners.

Staff Reviewer Birkeland
Staff Recommendation Disapprove.

APPLICANT REQUEST

Zone change from CN, CS, OR20, RS10, OL, and RS5 to RM40-A

Zone Change

A request to rezone from Commercial Neighborhood (CN), Commercial Service (CS), Office/Residential (OR20), Single-Family Residential (RS10), Office Limited (OL), and Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM40-A) zoning for various properties located along Kingston Street, Queen Avenue, Duke Street, Prince Avenue, East Trinity Lane and Sultana Avenue (45.67 acres).

Existing Zoning

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

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

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 13 units.*

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 5 units.*

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

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 343 units.*

Proposed Zoning

Multi-Family Residential-Alternative (RM40-A) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM40-A would permit a maximum of 1,826 units.*

CRITICAL PLANNING GOALS

N/A



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EAST NASHVILLE COMMUNITY PLAN

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

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

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

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

Consistent with Policy?

No. The majority of the area proposed for a zone change to RM40-A is located in the T4 Urban Neighborhood Maintenance policy. The proposed RM40-A zoning is inconsistent with the T4 Urban Neighborhood Maintenance policy. The policy is intended to preserve the general character of the neighborhood by considering the development pattern, building form, land use, etc. The requested RM40-A zoning could change the entire character of the area to multi-family residential, where the majority of the area is single-family residential.

ANALYSIS

The site is generally located east of Dickerson Pike, north of Donald Street, west of Overby Road and north of East Trinity Lane. The majority of the site is located within a T4 Urban Neighborhood Maintenance policy. The T4 Neighborhood Maintenance Policy is applied in situations where there is an expressed interest in maintaining the predominate, existing developed condition and that condition is believed to be stable and sustainable over time.

The RM40-A zoning district would allow multi-family residential uses of up to 40 units an acre. RM40-A zoning would permit over 1,800 residential units in this area and could generate significantly more traffic than the existing land uses. Intensifying the zoning for a large area without



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a development plan does not ensure land uses are balanced or properly transition with the surrounding neighborhood. Additionally, the lots in the area are small and do not lend themselves to larger redevelopment of the area. Lastly, without a proposed redevelopment, staff can not ensure that the infrastructure is appropriately upgraded.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	39.39	8.7 D	343 U	3232	250	326

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	1.17	4.3 D	5 U	48	4	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.27	0.25 F	2,940 SF	164	10	29

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	4.19	0.6 F	109, 509 SF	7205	163	677

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.65	0.8 F	23,651 SF	440	60	106



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Maximum Uses in Proposed Zoning District: **RM40-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)	45.67	40 U	1,826 U	11190	899	1022

METRO SCHOOL BOARD REPORT

Projected student generation existing OR20 district: 4 Elementary 2 Middle 2 High

Projected student generation existing RS10 district: 1 Elementary 1 Middle 1 High

Projected student generation existing RS5: 74 Elementary 56 Middle 58 High

Projected student generation proposed RM40-A district: 618 Elementary 268 Middle 221 High

The proposed RM40-A is expected to generate 908 additional students over what would be generated by the existing zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated March 2016.

Schools 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 high schools with a capacity of 2,000 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 Tom Joy school cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No permit for development of any residential uses on any of the properties 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 disapproval of the requested zone change as the proposed district is inconsistent with the T4 Neighborhood Maintenance policy that encompasses the majority of the area in the proposed zone change boundary. The policy is intended to preserve the general character of the neighborhood by considering the development pattern, building form, and land use. The proposed RM40-A zoning district would permit over 1,800 residential units in this area. The requested RM40-A zoning could change the entire character of the area to multi-family residential, where the majority of the area is single-family residential and would generate significantly more traffic and students than the existing land uses.



SEE NEXT PAGE



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2016Z-053PR-001

Map 091-14, Parcel(s) 139-140, 161
07, West Nashville
20 (Mary Carolyn Roberts)



Project No.	Zone Change 2016Z-053PR-001
Council District	20 - Roberts
School District	09 - Frogge
Requested by	Fulmer Engineering, LLC, applicant; 5623 Lenox Partners and Angela Stephens, owners.
Staff Reviewer	Moukaddem
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from OR20 and R6 to MUL-A.

Zone Change

A request to rezone from Office/Residential (OR20) and One and Two-Family Residential (R6) to Mixed Use Limited-Alternative (MUL-A) for properties located at 228 Oceola Avenue, 5623 Lenox Avenue, and Lenox Avenue (unnumbered), at the southeast corner of Lenox Avenue and Oceola Avenue (0.55 acres).

Existing Zoning

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 seven units.*

One and Two-Family Residential (R6) is 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 one lot for a potential 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

- Supports a Variety of Transportation Choices
- Supports Infill Development

This request creates an opportunity for infill urban development, 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 site is in close proximity to existing transit routes along Lenox Avenue, Oceola Avenue, Charlotte Pike, and White Bridge Pike, providing an access framework for residents and visitors to new destinations on these properties.

WEST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are



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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 policy. The existing R6 zoning does not permit the mixture of uses envisioned by this policy, and the existing OR20 zoning does not require the pedestrian-friendly design standards that the policy encourages and that MUL-A zoning provides upon a property's redevelopment. A rezoning to MUL-A would complement the mixed-use zoning and mix of land uses present along Oceola Avenue and Lenox Avenue and promoted by the T4 Urban Mixed Use Neighborhood policy. Permitted uses under MUL-A zoning include office, residential, restaurant, and retail uses, and the design standards of this zoning district foster a pedestrian-oriented streetscape.

ANALYSIS

The request to rezone includes three adjacent properties at the corner of Oceola and Lenox Avenues. The proposed MUL-A zoning would contribute to the mix of uses along these avenues accessible to the wider neighborhood, including a strong mix of office and commercial uses. This rezoning request offers potential for infill development to occur in a way that would enhance transportation choices by placing a potential residential and mixed use development in close proximity to Charlotte Pike and White Bridge Pike, arterial boulevards with bus service. Additionally, bus service directly passes the site on Lenox Avenue. MUL-A design standards would orient future development to address the public realm while visually minimizing automobile parking, further contributing to an urban, publicly accessible streetscape conducive to policy goals. The existing OR20 and R6 zoning does not offer this potential.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES 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)	.2	7.26 D	2 U	20	2	3

*Based on two two-family lots.



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Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.35	0.8 F	12,196 SF	264	35	35

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)	0.37	1 F	16, 117 SF	728	21	61

Traffic changes between maximum: **R6, OR20 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+444	-16	+23

METRO SCHOOL BOARD REPORT

Projected student generation existing OR20 and R6 districts: 1 Elementary 1 Middle 0 High
Projected student generation proposed MUL-A district: 2 Elementary 2 Middle 1 High

The proposed MUL-A zoning district could be expected to generate three additional students. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School is identified as being over capacity by the Metro School Board. There is additional capacity within this school cluster. This information is based upon data from the school board last updated March 2016.

STAFF RECOMMENDATION

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



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2016Z-054PR-001

Map 105-14, Parcel(s) 070

10, Green Hills – Midtown

17 (Colby Sledge)



Project No.	Zone Change 2016Z-054PR-001
Council District	17 - Sledge
School District	07 - Pinkston
Requested by	Preffer Torode Architecture, applicant; Brandon Donelson, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Rezone from CS to MUL-A.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 2125 8th Avenue South, at the intersection of Prentice Avenue and 8th Avenue South (0.21 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development

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

GREEN HILLS-MIDTOWN COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed zoning district allows for additional uses to be introduced into a primarily commercial and office corridor, which is envisioned to include residential uses. Furthermore, the design standards in the Alternative districts are consistent with the design principles for this policy.



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ANALYSIS

This site is located at 2125 8th Avenue South and is approximately 0.21 acres. This property is currently zoned Commercial Services (CS), which permits commercial uses, and is currently vacant.

In the event this property was to redevelop, the MUL-A zoning district would allow for additional residential uses to be introduced with the existing commercial and office uses. This district also has appropriate design standards consistent with the land use policy that would create walkable neighborhoods through the placement of buildings. The MUL-A district requires a build to zone that would orient future development to address the public realm. Sidewalks would be required and vehicular access would be limited to the existing alley (#672).

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC & PARKING RECOMMENDATION

Conditions if approved

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.21	0.6 F	5,488 SF	273	12	35

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)	0.21	1 F	9,147 SF	429	15	44

Traffic changes between maximum: CS and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3,659 SF	+156	+13	+9



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METRO SCHOOL BOARD REPORT

Projected student generation existing CS district 0 Elementary 0 Middle 0 High

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

The proposed MUL-A district would generate no additional students than what is typically generated under the existing CS district using the Urban Infill Factor. Students would attend Julia Green Elementary, J.T. Moore 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 last updated March 2016.

STAFF RECOMMENDATION

Staff recommends approval.



SEE NEXT PAGE

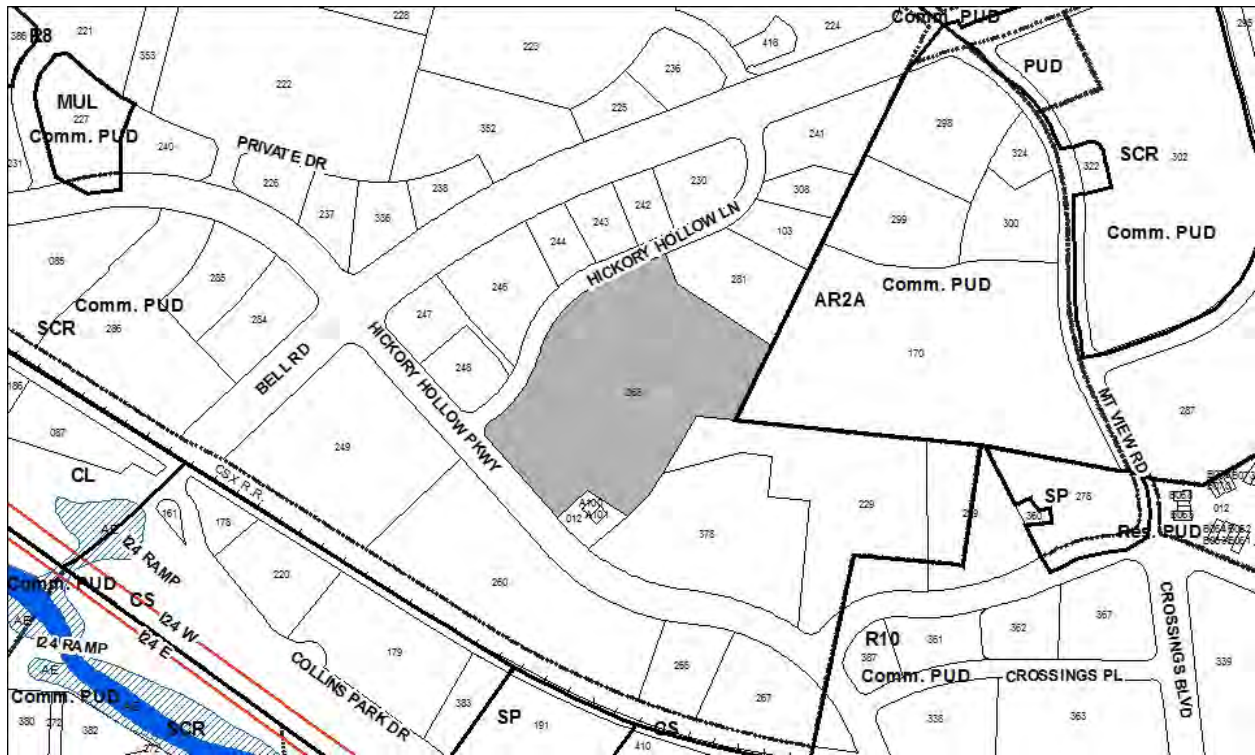


PLANNING COMMISSION ACTIONS

- **Planned Unit Developments**
- **Subdivision (Concept)**
- **Subdivision (House Move)**



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1-74P-006

HICKORY HOLLOW

Map 163, Parcel(s) 268

13, Antioch - Priest Lake

32 (Jacobia Dowell)



Project No.	Planned Unit Development 1-74P-006
Project Name	Hickory Hollow
Council District	32 - Dowell
School District	06 - Hunter
Requested by	Littlejohn Engineering Associates, applicant; Freeland Realty 2, LCC, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Permit a 26,700 square foot expansion.

Revision to the Preliminary PUD

A request to revise the preliminary plan for a portion of a Planned Unit Development for property located at 5314 Hickory Hollow Parkway, at the southeast corner of Hickory Hollow Parkway and Hickory Hollow Lane (9.34 acres), zoned Shopping Center Regional (SCR), to permit a 26,700 square foot expansion to an existing community education facility.

Existing Zoning

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

Planned Unit Development Overlay District (PUD) – is an alternative zoning process that allows for the development of land in a well- planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating 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. *This PUD is approved for residential, office, and commercial uses.*

CRITICAL PLANNING GOALS

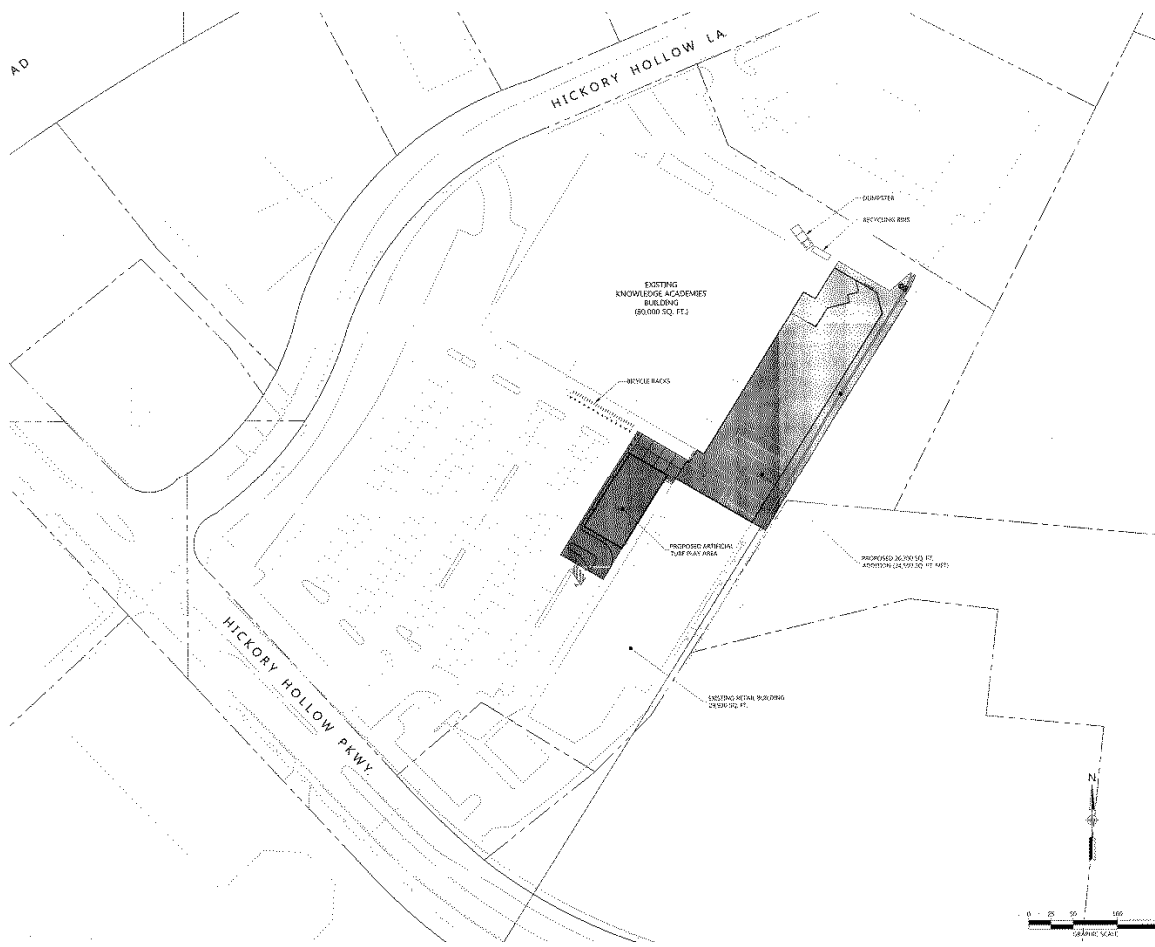
N/A

PLAN DETAILS

This property is located at 5314 Hickory Hollow Parkway on approximately 9.34 acres. The purpose of this request is to revise a portion of the Hickory Hollow Mall Planned Unit Development (PUD) to permit a 26,800 square foot expansion to the existing 80,000 square feet Knowledge Academy Charter School. This expansion would primarily allow for a gymnasium and other associated uses.



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Proposed Site Plan



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This addition would connect to the 29,930 square feet retail building adjacent to the educational facility. There is also an artificial turf play area that is proposed on the school's southeast façade.

The applicant has provided bike parking and is meeting parking requirements under the Metro Zoning Code. Vehicular access to the site is provided from Hickory Hollow Parkway and Hickory Hollow Lane.

ANALYSIS

This PUD was originally approved in 1974 and includes a large area (approximately 192 acres) on both sides of Bell Road north of Interstate 24. The 1974 Metro Council plan was approved for 1,529,581 square feet of various commercial and office uses and 432 residential units. This PUD was amended in 1989 to permit 1,115,189 square feet of commercial and office uses

In 1978, the layout of this site was revised; also that year, a revision and final site plan was approved to increase the square footage of the existing structures and again revise the layout. In 1984, approval was granted for an ATM to be located in the surface lot and in 1987 a revision to the preliminary and final site plan was approved to add an additional structure and increase the square footage.

Knowledge Academy Charter School was approved by a rehab interior permit (2012-10942) in 2012. The permit approval was for an existing structure in an adjacent parcel within this PUD. In 2015, Knowledge Academy relocated their facility to the current structure also through a rehab interior permit (2015-12202).

This revisions does not deviate significantly from the Council approved plan and the proposed site plan is consistent with the overall concept of the PUD. Staff finds the revisions to be a minor modification as the total floor area of the PUD has not been increased more than ten percent beyond the total floor area last approved by the council.

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, and 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:



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

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved



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PUBLIC WORKS RECOMMENDATION

No Exception Taken

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

TRAFFIC & PARKING RECOMMENDATION

Conditions if approved

- School shall monitor increased school traffic each year and modify arrival and dismissal plan as necessary.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary P.U.D. Revision only. The required capacity fees must be paid prior to Final Site Plan approval.

STAFF RECOMMENDATION

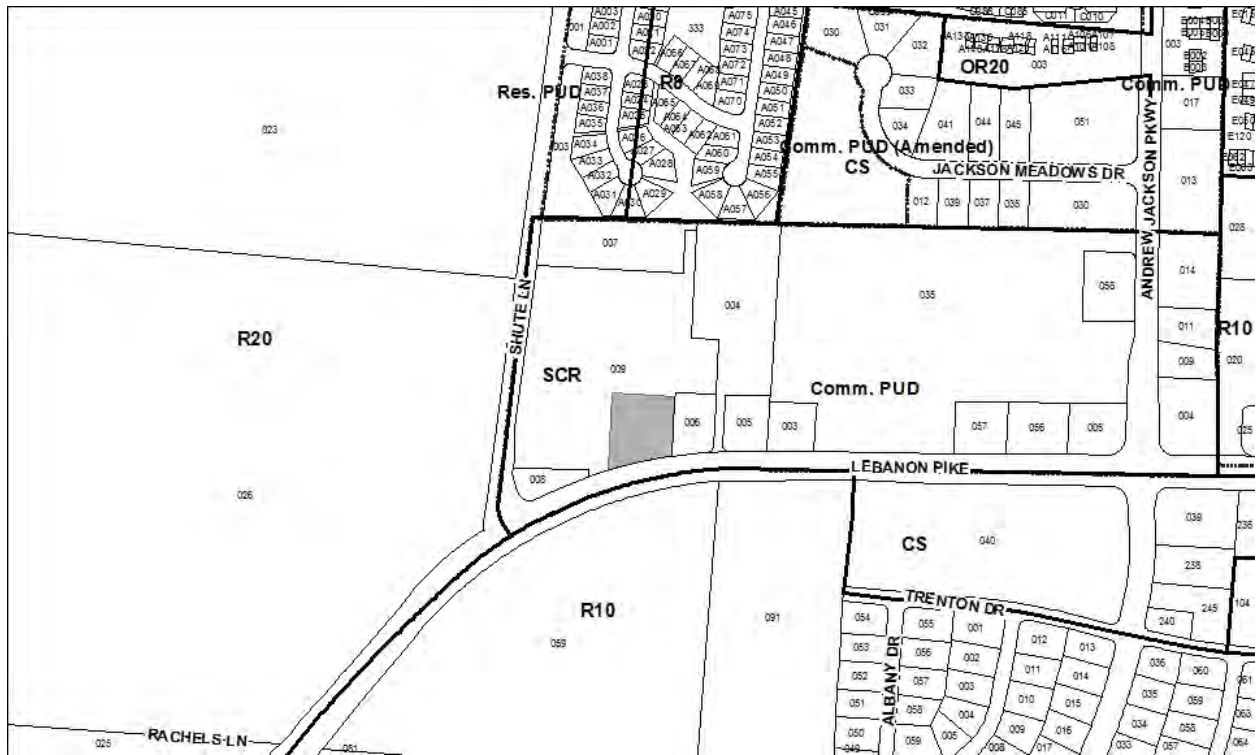
Staff recommends approval with conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 5/26/2016



91-71P-001
JACKSON SQUARE (KROGER FUEL CENTER)
Map 064-15, Part of Parcel(s) 009
14, Donelson - Hermitage
11 (Larry Hagar)



Project No.	Planned Unit Development 91-71P-001
Project Name	Jackson Square (Kroger Fuel Center)
Council District	11 - Hagar
School District	04 – Shepherd
Requested by	Perry Engineering, LLC, applicant; Jackson Village, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a portion of the Planned Unit Development to add a fuel center.

Revise PUD

A request to revise the preliminary plan for a portion of the Jackson Square Planned Unit Development located at 4400 Lebanon Pike, zoned Shopping Center Regional (SCR) (8.6 acres), to add a fuel center.

Existing Zoning

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

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provisions 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 provisions of essential utilities and streets.

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The site is proposed for the construction of an automobile convenience facility. The PUD was last amended in 2005 to allow the construction of a Wal-Mart. The proposed revision to the PUD would increase the total square footage of the PUD to 370,496 square feet, which does not increase the total floor area of the PUD more than ten percent beyond the total floor area last approved by Council.



Metro Planning Commission Meeting of 5/26/2016

Site Plan

The plan proposes to add a fuel center with 7 pump stations and a 233 square-foot kiosk. Access to the site will be from an existing access point on Lebanon Pike and two existing internal connections to the east and west. A condition has been added to require a sidewalk along the existing internal drive, to connect the existing sidewalk along Lebanon Road to the parking area.

ANALYSIS

The Jackson Square PUD was last amended in 2005 and the proposed square footage does not increase the total floor area of the PUD more than ten percent beyond the total last approved by Council. Section 17.40.12.F permits the Planning Commission to establish the types of changes that require Metro Council concurrence. Staff finds that the request does not meet the threshold for Metro Council concurrence and may be approved by the Planning Commission as a revision to the PUD. Section 17.40.120.F is provided below for review.

F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
 - a. Land area being added or removed from the planned unit development district shall be approved by council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinances shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
 - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
 - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
 - f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of section 17.40.120.H.4.a.

Since the proposed plan is consistent with the overall concept of the Council approved plan, and is consistent with zoning requirements, staff recommends that the revision be approved with conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved



Metro Planning Commission Meeting of 5/26/2016

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, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they are to be brought into compliance with the MCSP along the property frontage and constructed in accordance with MPW standards and specs.

TRAFFIC & PARKING RECOMMENDATION

No Exception Taken

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary P.U.D. Revision only, the required capacity fees must be paid prior to Final Site Plan approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

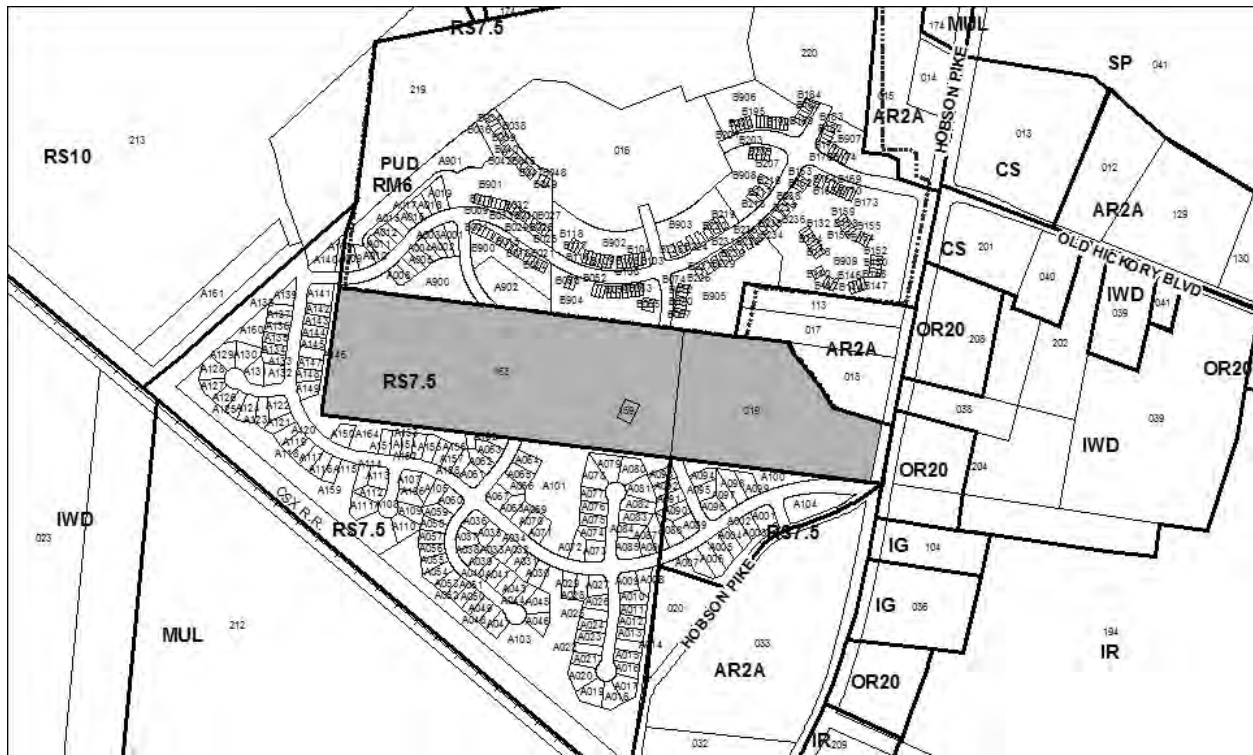
1. Show and label a 4' sidewalk along the length of the existing access drive connecting to the existing sidewalk along Lebanon Pike.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 5/26/2016



2016S-099-001
12740 OLD HICKORY BLVD
Map 175, Parcel(s) 019, 159, 163
13, Antioch - Priest Lake
32 (Jacobia Dowell)



Project No.	2016S-099-001
Project Name	12740 Old Hickory Boulevard
Council District	32 - Dowell
School District	6 - Hunter
Requested by	Dale & Associates, Inc., applicant; Robert E. Lanning, owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve the variance request and approve the concept plan with conditions.</i>

APPLICANT REQUEST

Create 112 clustered single-family lots.

Concept Plan

A request for concept plan approval to create 112 cluster lots on properties located at 12740 and 12784 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), at the northwest corner of Old Hickory Boulevard and Preserve Boulevard (24.4 acres), zoned 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 141 units.*

CRITICAL PLANNING GOALS

- Preserves Sensitive Environmental Features
- 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. The cluster lot option also requires active open space which this plan provides. Sidewalks are proposed along all streets creating a walkable neighborhood and connections are made to existing residential neighborhoods to the north and south of the property.

ANTIOCH-PRIEST LAKE 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 to retain the existing character of the neighborhood. T3 NM areas have an established development



Metro Planning Commission Meeting of 5/26/2016

pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

PLAN DETAILS

The concept plan proposes 112 single-family residential lots. Although the proposed development has frontage on Old Hickory Boulevard, no access is proposed from Old Hickory Boulevard. There are currently four streets that stub into the property, two on the north and two on the south. The development is connecting to all four stub streets. All streets include sidewalks and sidewalks are proposed along Old Hickory Boulevard. A sidewalk connection is provided through open space to connect the north side of the loop street to the south side.

There are two streams located on site and buffers are provided for both. A ten foot B-3 landscape buffer is proposed along the southern property line and all existing trees are proposed to remain. An open space area with amenities including a playground and walking trail is provided along the western edge of the development, which complies with the requirements of the Zoning Code for the cluster lot option. A sidewalk connection is also provided from the street network into the open space.

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 4,300 square feet.

In cluster lot subdivisions a minimum of 15 percent of each phase of the development shall be open space. This concept plan is proposed in one phase and includes 24% open space. Developers are also required to install recreational facilities within a portion of the open space. The applicant has proposed a playground and walking trail within a 2.24 acre open space on the western edge of the development.

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 the four streets that currently stub into the development.

The Subdivision Regulations also requires that sidewalks be provided along new subdivision streets. The concept plan provides five foot sidewalks and a 4 foot grass strip on both sides of proposed streets. An eight foot sidewalk and a six foot planting strip have been proposed along Old Hickory Boulevard, consistent with the Major and Collector Street Plan.

Section 3-6.2 of the Subdivision Regulations states that block lengths in residential areas shall not exceed 1,200 feet in length except as the Planning Commission deems necessary to secure efficient use of land or desired features of street networks. The plan creates a block length of 1,350 feet which exceeds the allowance.



Metro Planning Commission Meeting of 5/26/2016

Variance Request

The applicant has indicated that Section 3-6.2 creates a hardship in regards to the block length due to the configuration of the property and the existence of a gas pipeline easement through the property. The applicant has indicated that with four stub streets, a gas pipeline easement, and a relatively long and narrow property, creating additional cross streets creates a hardship in that the plan would have to change significantly. The applicant is proposing a pedestrian connection from the north side of the loop street to the south side of the loop street to allow for walkability.

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 block as this request meets the requirements for a variance stated in the Subdivision Regulations and because the block length section of the Subdivision Regulations allows for some flexibility by the Planning Commission. The proposed development has four existing stub streets to which the plan provides for connections. The location of the existing stub streets along with the existence of a gas pipeline creates a situation that allows for little flexibility of design. With the inclusion of a pedestrian connection between the north side of the loop street and the south side, the neighborhood will be walkable and pedestrian friendly.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- Prior to any construction permitting, a permission letter from Colonial Gas to cross the pipeline with a street must be submitted to Public Works.



Metro Planning Commission Meeting of 5/26/2016

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

In accordance with the TIS findings, the analyses presented in this study indicate that the project will have relatively minor impact on traffic in the study area. The following conditions will be required for development of 12740 Old Hickory subdivision (case 2016-099-001).

- Developer shall dedicate ROW along Old Hickory /Hobson Pike Frontage for construction of a future southbound right turn lane with 100ft of storage and adequate transitions at Preserve Blvd. by others.
- TIS analysis determined that a traffic signal is warranted at the intersection of Old Hickory Boulevard / Hobson Pike / Saddlecreek Way under existing traffic conditions. The developer of the Vaughn Property PUD (2004P-028G -13 Old Hickory Commons) is required to install the traffic signal as a previous condition of approval. The design shall include a protected left turn signal phase for each approach and a right turn overlap signal phase for southbound motorists and submit to metro traffic engineer for approval and construct the traffic signal.
- This traffic signal should be operational prior to the first use and occupancy permit for 12740 Old Hickory subdivision.
- The developer will be required to make a \$10,000 contribution toward unnamed roadway infrastructure improvements in the area in order to mitigate impacts of this subdivision.

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/Development Plan approval. These approved construction plans must match the Final Site/Development Plan. The required capacity fees must also be paid prior to Final Site/Development Plan approval.

STAFF RECOMMENDATION

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

CONDITIONS

1. Add the following note to the plan: The final plat shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
2. Comply with all Public Works and Traffic and Parking conditions.



Metro Planning Commission Meeting of 5/26/2016



2016S-001HM-001
213 24TH STREET
Map 053-08, Parcel(s) 027
14, Donelson - Hermitage
11 (Larry Hagar)



Project No.	Subdivision 2016S-001HM-001
Project Name	213 24th Street (House Move)
Council District	11 – Hagar
School District	4 – Shepherd
Requested by	Charles Wooden, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Move a house from 2200 Lake Shore Drive to 213 24th Street.

House Move

A request to move a house from 2200 Lakeshore Drive to 213 24th Street, approximately 100 feet south of Dabbs Avenue, zoned Single-Family Residential (RS5) (0.17 acres).

Existing Zoning

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

STATE LAW

Tennessee State Code (Title 13, Chapter 3, Part 5) regulates the relocation of a residence from one location to another location (house move).

13-3-502. Requirements for moving single family residence from one foundation to another.

(a) No single family residence shall be moved from an existing foundation to another foundation located within a developed area of single family residences unless:

(1) The residence to be moved is consistent with the age, value, size and appearance of existing residences within the developed area of single family residences to which the single family residence is to be moved; provided, that the value of the house may be greater than that of the existing residences and the size of the house may be larger than that of the existing residences; and

(2) Approval for the movement of the single family residence to a foundation within a developed area of single family residences has been given by:

(A) The home owners' association of the development where the residence is to be moved, if a home owners' association is in existence;

(B) A neighborhood association where the residence is to be moved that has been in existence for more than one (1) year prior to the date the residence is to be moved, if a neighborhood association is in existence in the area;

(C) The regional planning commission, if a regional planning commission is in existence in the area where the residence is to be moved, and subdivision (a)(2)(A) or (B) does not apply;



Metro Planning Commission Meeting of 5/26/2016

- (D) The municipal planning commission, if a municipal planning commission is in existence in the municipality where the residence is to be moved and subdivision (a)(2)(A), (B) or (C) does not apply; or
- (E) The municipal or county legislative body in the jurisdiction where the residence is to be moved, and subdivision (a)(2)(A), (B), (C) or (D) does not apply.

(b) As used in this section, single family residence does not include manufactured or modular homes as manufactured or modular homes are defined in § 47-9-102, § 55-1-105, or title 68, chapter 1, parts 1-4.

The residence is consistent with:

- (1) The age of existing residences within the developed area of single family residences, if the residence to be moved is within ten (10) years of the average age of the existing structures within the developed area;
- (2) (A) The value of existing residences within the developed area of single family residences, if the valuation of the residence being moved appraised, prior to being moved, at a value that is at least equal to the average appraisal of the existing structures within the developed area; provided, that nothing in this subdivision (2) shall be construed to prevent the residence from exceeding the value of the existing structures. In establishing the value of existing structures, the value of modular homes located in the developed area shall not be used in arriving at the average appraisal of the existing structures;
 - (B) If the value of the residence, prior to being moved, appraised at a value that is at least equal to the average appraisal of the existing structures within the developed area, then it shall be presumed that the residence shall appraise at least at the same or greater value once it is moved;
 - (C) In obtaining approval from a governing body identified in § 13-3-502, as proof that the value of the residence or appearance of the residence is consistent with the value or appearance of the existing residences, evidence may be presented that includes photographs of the inside and outside of the residence to be moved as well as the appraised value of the residence as determined by the assessor of property, or the fair market value of the residence as determined by an independent appraiser. The proof shall be a rebuttable presumption that the value and appearance of the residence is at least equal to the value and appearance of the existing structures within the developed area. Additional documents showing intended improvements may also be presented;
- (3) The size of existing residences within the developed area of single family residences, if the size of the residence being moved is at least within one hundred square feet (100 sq. ft.) of the average size of the existing structures within the developed area; provided, that nothing in this subdivision (3) shall be construed to prevent the residence from exceeding the average square footage. In establishing the average size of existing structures, the square footage of modular homes shall not be used in making the calculations; and
- (4) The appearance of existing residences within the developed area of single family residences as determined by the body giving its approval for the single family residence to be moved to the developed area.



Metro Planning Commission Meeting of 5/26/2016

ANALYSIS

The location the house is to be moved to is 213 24th Street. There is not a Home Owner's Association (HOA) or a Neighborhood Association (NA). Since there is neither a HOA nor a NA, the law requires that the house move be approved by a governmental body, in this case the municipal planning commission.

Staff recommends approval of the request. The law requires that the residence being moved to be consistent with the age, value, size and appearance of surrounding residence within the "developed area". The lot for which the residence is to be moved is Lot 13, Block 11 Dabbs and Elliott Subdivision. This subdivision constitutes the "developed area" as specified by the law. The house that will be moved is located at 2200 Lakeshore Drive, which is within the same subdivision as the receiving lot, and is located one block away to the northeast. The house is consistent with homes on 24th and the surrounding area. Most of the homes appear to be built around the same time. The value of the home to be moved is consistent with surrounding home values, and the size and appearance of the home is similar to surrounding homes.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Ignore

WATER SERVICES RECOMMENDATION

Approve with conditions

- The new location of the house shall be a minimum of 10 feet from any existing public sewer line.

PUBLIC WORKS RECOMMENDATION

Condition if approved

- Permit through Codes Administration.

TRAFFIC AND PARKING RECOMMENDATION

Condition if approved

- Permit through Codes Administration.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The new location of the house shall be a minimum of 10 feet from any existing public sewer line.



NO SKETCH

MEMORANDUM

TO: MEMBERS OF THE METRO PLANNING COMMISSION
FROM: METRO NASHVILLE PLANNING DEPARTMENT
SUBJECT: CERTIFICATION OF BONUS HEIGHT COMPLIANCE WITHIN THE DOWNTOWN CODE
DATE: MAY 20, 2016

PROJECT NAME 201 8TH AVENUE SOUTH – JW MARRIOTT HOTEL
SUBDISTRICT SOBRO
Parcel(s) 09310048700
Requested by Smallwood, Reynolds, Stewart, Stewart & Associates, INC., applicant; 8th & Demonbreun Hotel LP, owner

BACKGROUND

The Downtown Code requires Planning Commission certification of compliance with the provisions of the Bonus Height Program (when those provisions are utilized for a development), before building permits can be issued.

APPLICANT REQUEST

Certification of compliance with the Downtown Codes (DTC’s) Bonus Height Program (BHP) for JW Marriott hotel development located at 201 8th Avenue South, in the SoBro Subdistrict of the DTC. The applicant has utilized the Underground Parking provisions to allow 3 additional stories of bonus height, bringing the total height of the project to 33 stories plus the mechanical penthouse (30 stories by-right, and three stories via the BHP), per the Downtown Code.

ANALYSIS

The DTC Bonus Height Program allows bonus height to be permitted if certain public benefit uses are met. The public benefits being provided in exchange for bonus height are:

Underground Parking

- The number of square feet of Bonus Height shall be equal to the number of square feet in Underground Parking. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.

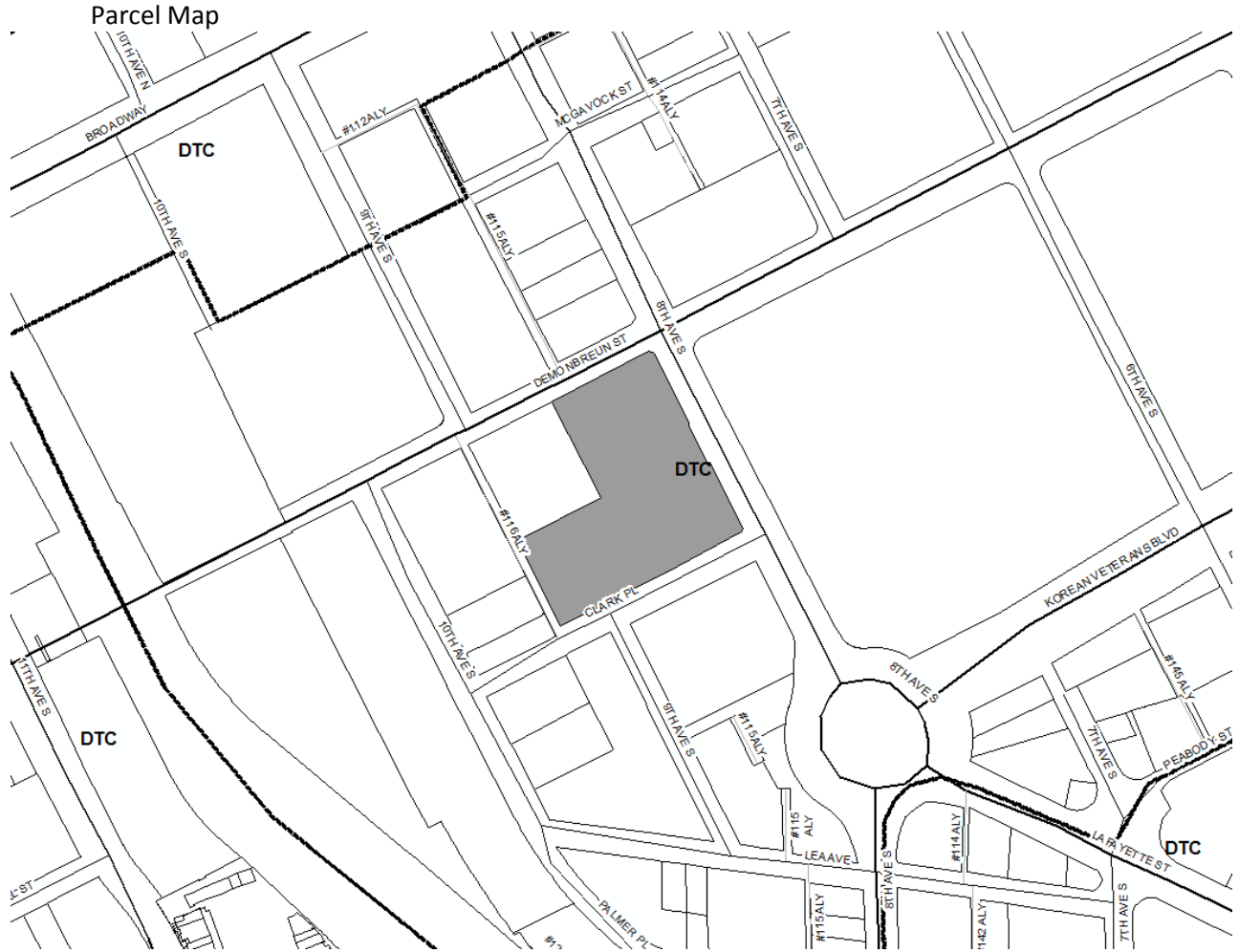
The Bonus Height Program Chart (BHP) allows up to eight bonus stories for the Underground Parking category at this location. Approximately 180,200 SF of Underground Parking is provided, resulting in a bonus square footage of 180,200 SF (Underground Parking SF x 1). The derived bonus square footage of 180,200 SF and is being used towards three bonus stories totaling approx. 38,352 SF (12,784 SF each). There is also a mechanical penthouse consisting of 3,048 SF, however such mechanical rooms are exempt from the height requirements.

This utilization is compliant with the DTC Bonus Height Program. Per the Downtown Code, the remaining un-used bonus square footage would be eligible for the BHP transfer of development rights, upon the project receiving its final certificate of occupancy.

STAFF RECOMMENDATION

Approve Certification of Compliance with conditions. Staff recommends the Certification of Compliance with the DTC's Bonus Height Program provisions with the following condition:

1. Final permit drawings shall include the minimum bonus square footages as described herein, in order to achieve the additional stories of bonus height as proposed.



May 16, 2016

Commission No. 214040.00

Mr. Andrew Collins
Metropolitan Planning Department
800 Second Avenue South
P.O. Box 196300
Nashville, TN 27219-6300

Re: Nashville Marriott Hotel
Height Bonus Calculation

Dear Mr. Collins:

The following addresses the height of the proposed Nashville Marriott Hotel, to be located on 8th Avenue between Demonbreun and Clarke Place. The Project is a 33 story Hotel with a Mechanical Penthouse on the 34th Floor.

We reference the Nashville Downtown Code, Chapter 17.37 of the Metropolitan Nashville and Davidson County Zoning Code, last amended August 18, 2015. Under Section II: Subdistrict Standards, the S0Bro Subdistrict Building Regulations limit new buildings to a height of 30 stories, with additional height available through the Bonus Height Program.

Under Section IV: General Standards, Upper Level Garage Liner and Underground Parking states: "The number of square feet of Bonus Height shall be equal to the number of square feet in Underground Parking."

The Project is providing 180,200 SF of underground parking. We are seeking to add three additional floors (above the 30 story limit) of 12,784 SF per floor; and a Mechanical Penthouse of 3,048 SF at the Roof, the 34th Floor.

Underground Parking 180,200 SF
Additional Floor Area (12,784 X 3) + 3,048 = 41,400 SF
41,400 < 180,200

This information was submitted to MDHA and approved on October 5, 2015; a copy of their approval letter is attached.

Mr. Andrew Collins

May 16, 2016

Page 2

We hope this clarifies the Height Bonus calculation for the Project. Please let us know if there is anything else we can provide.

Sincerely,

SMALLWOOD, REYNOLDS, STEWART, STEWART & ASSOCIATES, INC.



Deborah L. Booher
Associate

Enclosure

cc: S. Dillon, Turnberry Associates
Brad Slayden, Ragan+Smith
Mike Murphy, SRSSA
C. File

35 PEABODY STREET * SUITE 301 * NASHVILLE, TENNESSEE * TELEPHONE (615) 252-8504
MAILING ADDRESS : P.O. BOX 846 NASHVILLE, TENNESSEE 37202
TELEPHONE DEVICE FOR THE DEAF (615) 252-8599
TELECOPIER (615) 252-8559

Joseph B. Cain
Director of Urban Development

Direct Dial: (615) 252-8404
Facsimile: (615) 252-8559

October 6, 2015

Will Marth
105 Broadway, Suite 300
Nashville, TN 37201

Dear Mr. Marth,

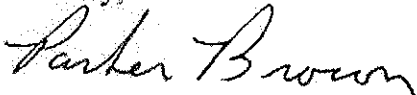
Thank you for submitting your plans for review to MDHA's Art Center Design Review Committee on October 6, 2015. MDHA is pleased to have approved your plans at 201 Demonbreun Street as submitted with the modification on the width along Demonbreun Street. The committee would like for you to come back and show elevations and materials along Demonbreun Street primarily of the fire graded wall against the property line. The committee would also like to see the Art when you come back. Signage is not included to this motion.

Be aware that **your project will be inspected** to ensure compliance with the plans approved by MDHA's Design Review Committee. You must notify MDHA of any intent to deviate from the plans that were approved on October 6, 2015. In applicable cases where approved plans are not adhered to, MDHA will deny a use and occupancy permit for the project and may take legal action to ensure compliance.

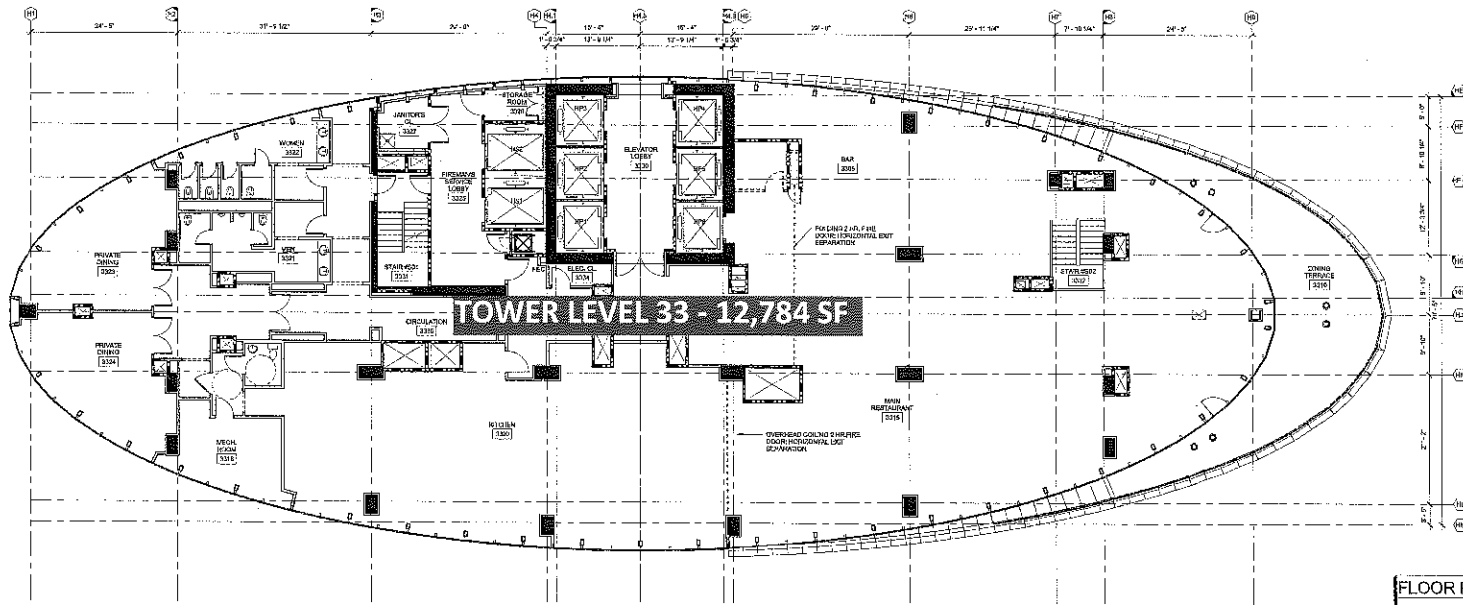
We look forward to the implementation of your plans. Please forward this to any other appropriate person(s) associated with this project.

Please contact MDHA's Development Office at any time if we can be of further assistance to you.

Sincerely,



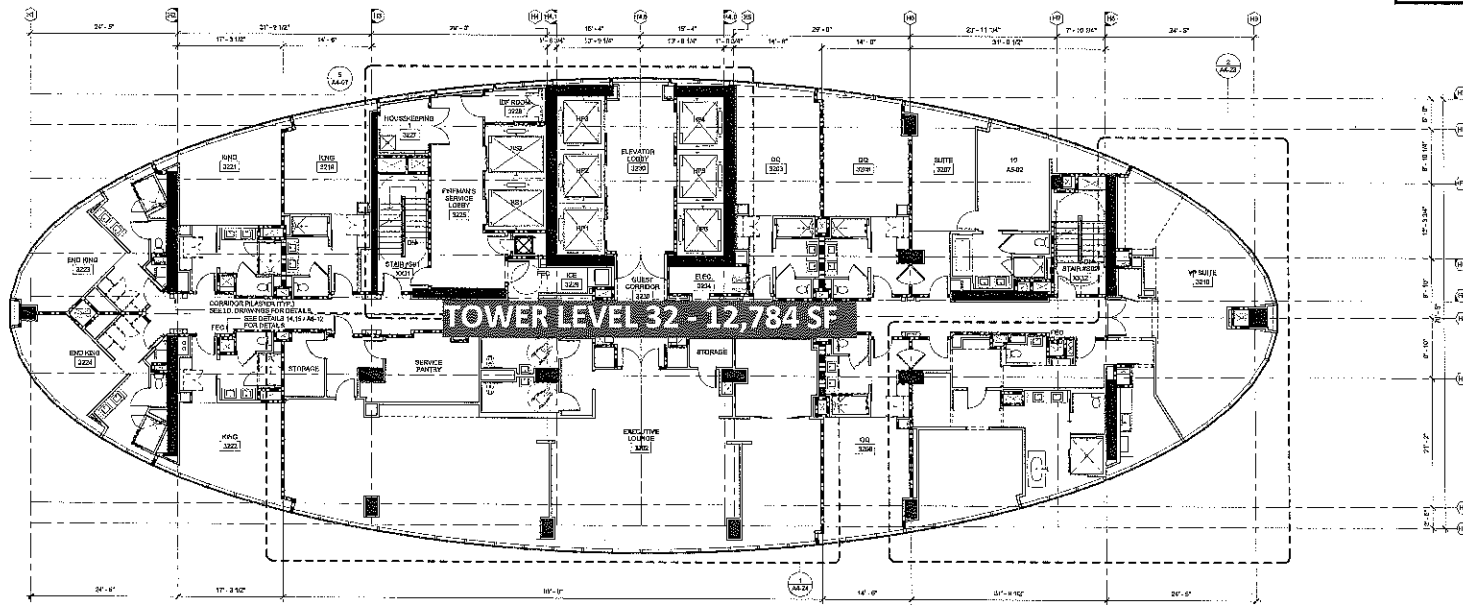
Parker Brown
Redevelopment District Coordinator



TOWER LEVEL 33 - 12,784 SF

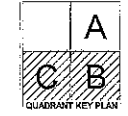
2 HOTEL - LEVEL 33
1/8" = 1'-0"

- FLOOR PLAN GENERAL NOTES:**
1. REFERENCE ENLARGED PLAN FOR PARTITION TYPES AND DOOR MARKING.
 2. REFERENCE SCHEDULES FOR TYPICAL PARTITION, GLASS AND TRIM.
 3. REFERENCE SPECIFICATION VOLUME 1 FOR THE DOOR SCHEDULE.
 4. REFERENCE SHEET A400 FOR DOOR TYPES.
 5. REFERENCE SCHEDULE A400 FOR THE WINDOW SCHEDULE.
 6. REFERENCE SHEET A400 FOR THE FLOOR SCHEDULE FOR FINISH.
 7. REFERENCE SCHEDULE A400 FOR THE CEILING SCHEDULE FOR FINISH.
 8. SEE THE DRAWINGS AND/OR TRIM SCHEDULE FOR ELECTRICAL OUTLET LOCATIONS. OFFSET BACK TO FACE OF OUTLET WITH (1) LEGAL WIDTH SYMBOL BETWEEN OUTLETS.
 9. SEE SPECIFICATION FOR CLOSETS TO BE USED WITH 1'-0" FINISHED WALL WIDTH.



TOWER LEVEL 32 - 12,784 SF

1 HOTEL - LEVEL 32
1/8" = 1'-0"



REVISIONS / FINISHED		
NO.	DATE	REMARKS
1		REVISED FOR CONSTRUCTION
2		REVISED FOR CONSTRUCTION
3		REVISED FOR CONSTRUCTION
4		REVISED FOR CONSTRUCTION
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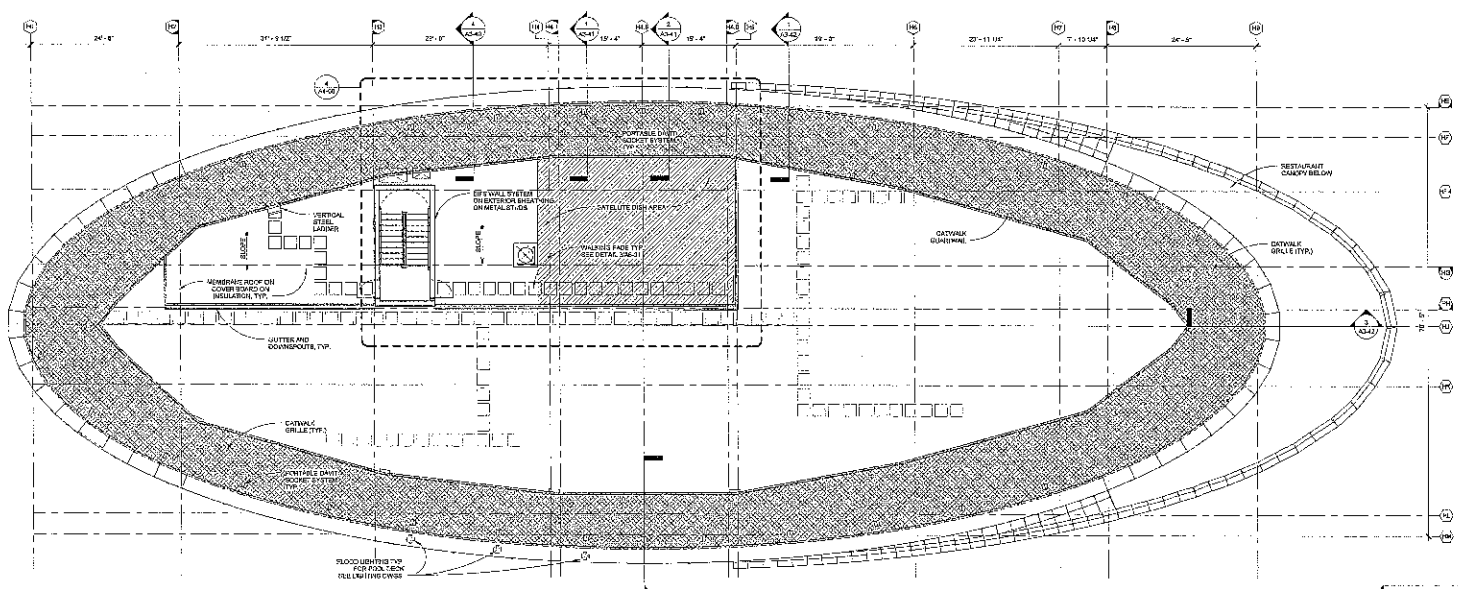


Smallwood, Reynolds, Stewart & Associates, Inc.
Architects

HOTEL - LEVELS 32 AND 33
Nashville, TN
NASHVILLE, TENNESSEE

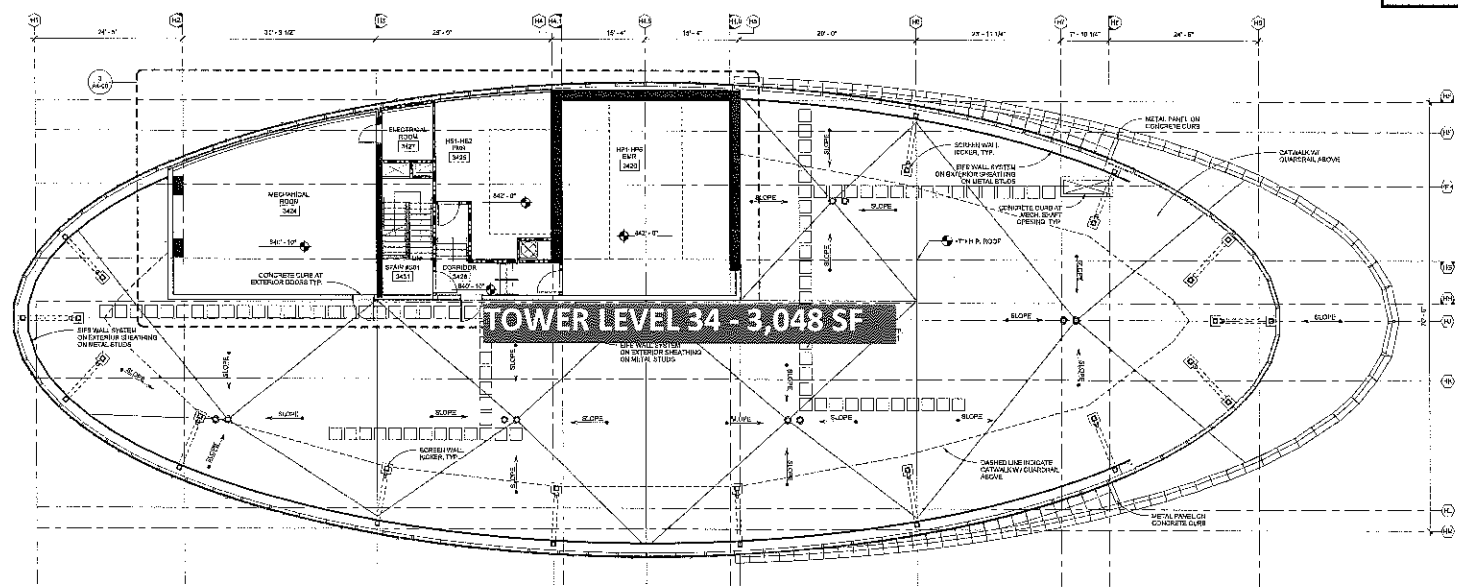
DATE: 03/21/18
JOB NO.: 214040.00
SHEET NO.: A1-32

Smallwood, Reynolds, Stewart & Associates, Inc. Architects
One Piedmont Center, Suite 303 3565 Piedmont Road Atlanta, Georgia 30305

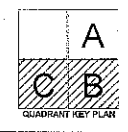


2 HOTEL - T.O. SCREEN WALL
1/8" = 1'-0"

- FLOOR PLAN GENERAL NOTES**
1. REFER TO ENLARGED PLAN FOR PARTITION TYPES AND DOOR NUMBER.
 2. REFER TO SHEET 214040.00 FOR VISUAL PARTITION, GLASS AND FINISH.
 3. REFER TO SHEET 214040.00 FOR LIGHT FIXTURE SCHEDULE.
 4. REFER TO SHEET 214040.00 FOR DOOR TYPES.
 5. REFER TO SHEET 214040.00 FOR WINDOW SCHEDULE.
 6. REFER TO SHEET 214040.00 FOR FLOOR FINISH SCHEDULE.
 7. REFER TO SHEET 214040.00 FOR CEILING FINISH SCHEDULE.
 8. REFER TO SHEET 214040.00 FOR WALL FINISH SCHEDULE.
 9. REFER TO SHEET 214040.00 FOR MECHANICAL SCHEDULE.
 10. REFER TO SHEET 214040.00 FOR ELECTRICAL SCHEDULE.
 11. REFER TO SHEET 214040.00 FOR PLUMBING SCHEDULE.
 12. REFER TO SHEET 214040.00 FOR FIRE PROTECTION SCHEDULE.
 13. REFER TO SHEET 214040.00 FOR SPECIALTY SCHEDULE.
 14. REFER TO SHEET 214040.00 FOR FINISH SCHEDULE.
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 20. REFER TO SHEET 214040.00 FOR FINISH SCHEDULE.



1 HOTEL - ROOF
1/8" = 1'-0"



One Piedmont Center, Suite 303 3565 Piedmont Road Atlanta, Georgia 30305

REVISIONS	DATE	REMARKS
1	03/21/16	ISSUED FOR CONSTRUCTION



Smallwood, Reynolds, Stewart & Associates, Inc.
Architects

HOTEL - EWR AND ROOF
DATE: 03/21/16
PROJECT NO: 214040.00
SHEET NO: A1-34

Nashville MKD
NASHVILLE, TENNESSEE

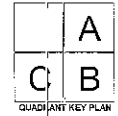


ISSUED FOR CONSTRUCTION

	P01	P02	TOTAL
STANDARD	183	100	283
STANDARD TANDEM	7	8	15
COMPACT	22	20	42
COMPACT TANDEM	23	20	43
VALET / ASSIST	34	10	44
HIGH CLEARANCE VAN	7	0	7
TOTAL	231	228	459

UNDERGROUND PARKING LEVEL [-1] - 90,100 SF

- FLOOR PLAN GENERAL NOTES**
1. REFERENCE OVERLAP PLANS FOR PARTITION TYPES AND DOOR NUMBERS.
 2. REFERENCE SHEET A40 FOR TYPICAL PARTITION LEGENDS AND TYPES.
 3. REFERENCE SPECIFICATION VOLUME 1, PART 05 FOR THE DOOR SCHEDULE.
 4. REFERENCE SHEET A45 FOR THE DOOR TYPE SCHEDULE.
 5. REFERENCE SHEET A46 FOR THE WINDOW SCHEDULE FOR HIGH RISE.
 6. REFERENCE SHEET A47 FOR THE WINDOW SCHEDULE FOR HIGH RISE.
 7. REFERENCE SHEET A48 FOR THE WINDOW SCHEDULE FOR HIGH RISE.
 8. REFERENCE SHEET A49 FOR THE WINDOW SCHEDULE FOR HIGH RISE.
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 58. REFERENCE SHEET A99 FOR THE WINDOW SCHEDULE FOR HIGH RISE.
 59. REFERENCE SHEET A00 FOR THE WINDOW SCHEDULE FOR HIGH RISE.



1 PARKING LEVEL P01
V18 P-1-1

REV	DATE	DESCRIPTION
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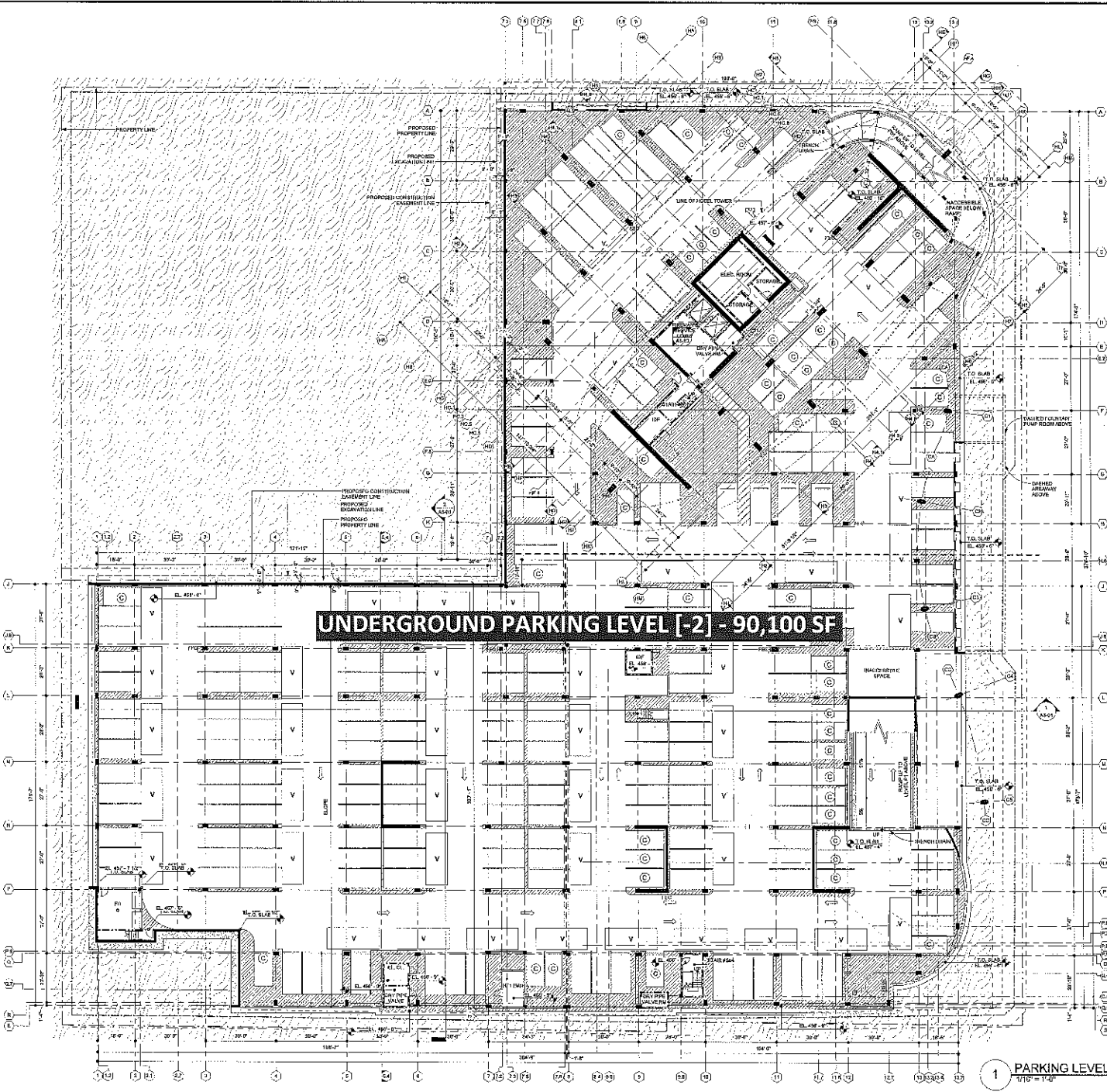


Smallwood, Reynolds, Stewart & Associates, Inc. Architects
 Nashville Mixed Use Development
 NASHVILLE, TENNESSEE

LEVEL P01 PARKING PLAN
 DATE: 03/21/16
 JOB NO: 214040.00
 DRAWING: AP1-01
 ISSUED FOR CONSTRUCTION

Smallwood, Reynolds, Stewart & Associates, Inc. Architects
 One Piedmont Center, Suite 303 3565 Piedmont Road Atlanta, Georgia 30305

REV. NO.	DATE	REMARKS
1	03/21/16	ISSUED FOR CONSTRUCTION
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UNDERGROUND PARKING LEVEL [-2] - 90,100 SF

- FLOOR PLAN GENERAL NOTES**
1. REFERENCE QUADRANT PLANS FOR PARTITION TYPES AND DOOR MARKERS.
 2. REFERENCE SHEET 110 FOR VERTICAL PARTITION TYPES AND DOOR MARKERS.
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1 PARKING LEVEL P02
1/16" = 1'-0"



Smallwood, Reynolds, Stewart & Associates, Inc.
Architects
1000 Broadway, Suite 200
Nashville, Tennessee 37203
615.259.1234

LEVEL P02 PARKING PLAN
Nashville Mixed Use Development
NASHVILLE, TENNESSEE

DATE: 03/21/16
JOB NO.: 214040.00
SHEET NO.: AP1-02
ISSUED FOR CONSTRUCTION