

Metropolitan Planning Commission



Staff Reports

June 9, 2016



Metro Planning Commission Meeting of 6/09/2016

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.

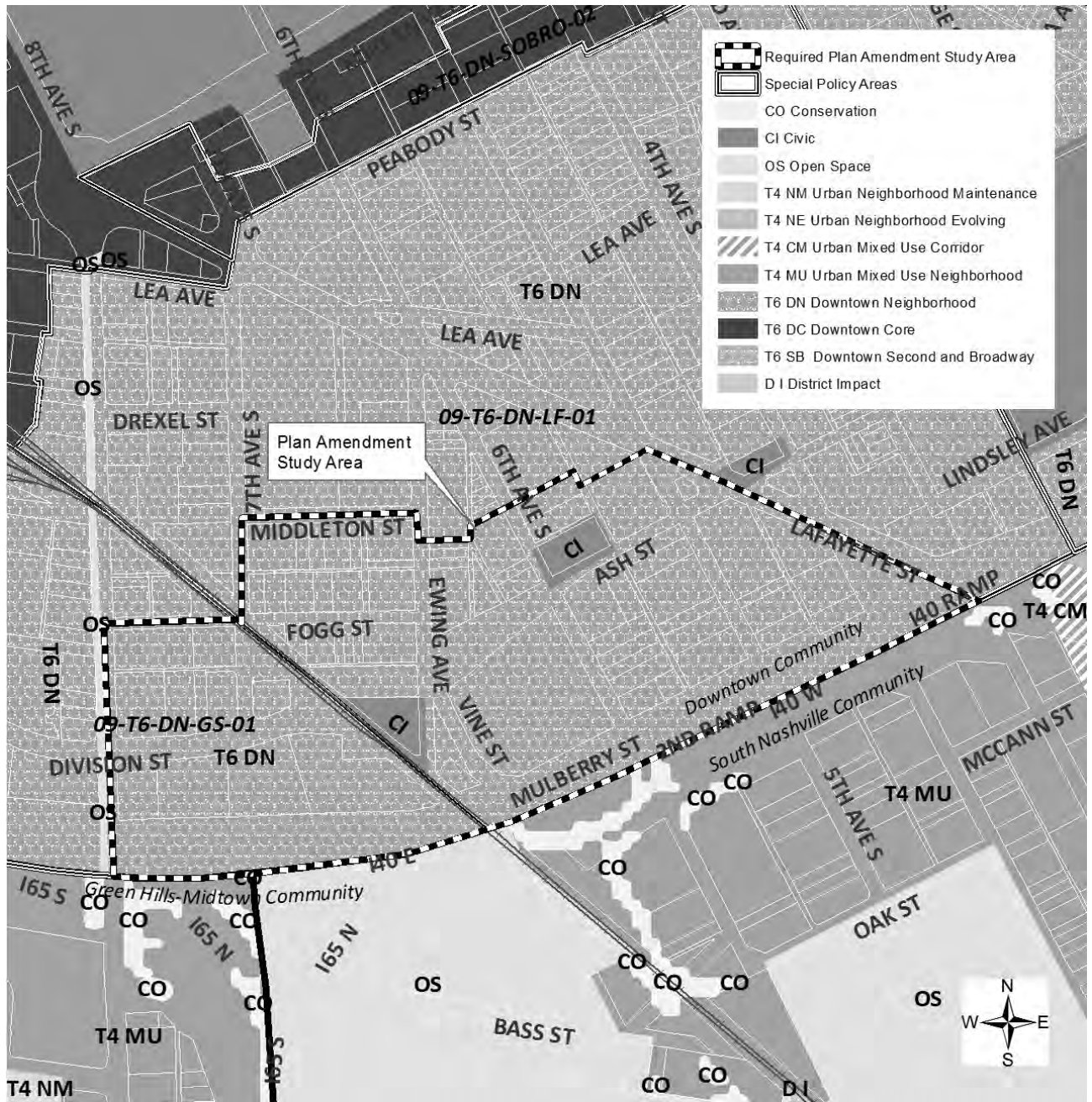


PREVIOUSLY CONSIDERED ITEMS

- **Community Plan Amendments**
- **Specific Plans**
- **Zone Changes**
- **Urban Design Overlay**
- **Subdivision (Final)**



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2016CP-009-001
DOWNTOWN COMMUNITY PLAN AMENDMENT
 Map Various, Parcel(s) Various
 09, Downtown
 19 (Freddie O'Connell)



Project No.	Major Plan Amendment 2016CP-009-001
Project Name	<i>Downtown Community Plan</i>
Associated Case	2016SP-030-001
Council District	19 – O’Connell
School Districts	5 – Kim
Requested by	Bradley Arant Boulton Cummings LLP, applicant; CPC-8 to 5 LP, owner.

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

Staff Reviewer Collins
Staff Recommendation *Approve new special policies.*

APPLICANT REQUEST

Amend two Downtown Community Plan Special Policies to allow high-rise development.

Major Plan Amendment

A request to amend the Downtown Community Plan Special Policies 09-T6-DN-LF-01 and 09-T6-DN-GS-01 to allow high rise development in the policy study area, for various properties located between 8th Avenue South and Lafayette Street and north of I-65 North (54.1 acres), zoned Downtown Code (DTC).

DOWNTOWN COMMUNITY PLAN – AMENDMENT

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.

Current Policy

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).

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



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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.

Special Policy 09-T6-DN-LF-01, Lafayette Neighborhood is intended for additional growth with more intense mixed use development anticipated. The Lafayette neighborhood is poised for change. The Division Street extension project will connect Division Street in the Gulch through to Lafayette Street. This will greatly improve connectivity Downtown and open up new opportunities for more intense mixed use, including residential, development in the neighborhood. New development, combined with longer tenured businesses and establishments, will combine to create an eclectic and unique community. As with other Downtown neighborhoods, there is a need for more publicly accessible open space as the residential and employment bases grow.

Goals for the Lafayette Neighborhood (selected)

- Building heights shall not exceed mid-rise heights, however, this area may also be considered for additional height in exchange for public benefits provided by the development per the Bonus Height Program of the Downtown Code.

Special Policy 09-T6-DN-GS-01, Gulch South Neighborhood is intended to accommodate a mix of uses in chiefly mid-rise buildings. There is an emphasis on residential development and on blending renovated historic buildings with new construction. Over the last decade, the Gulch has emerged as the largest mixed use neighborhood in Downtown with residential, retail shops, restaurants and entertainment venues covering 60 acres. Currently, the Public Works Department is working on the implementation of the connection of Division Street through the Gulch South neighborhood into the Lafayette neighborhood. This will provide connections to the east for pedestrians, bicycles, transit and automobiles.

Goals for the Gulch South Neighborhood (selected)

- In most locations, building heights are limited to mid-rise, with some additional height permitted on Church, Broadway and Demonbreun Streets.
- Consideration may be given to additional height at the intersections of Demonbreun Street and Twelfth Avenue, Division Street and Twelfth Avenue, and Division Street and Eighth Avenue provided that the buildings are sensitively designed to enhance the pedestrian experience and the urban fabric by marking important locations. The total height may not exceed the low end of the high-rise range.
- Consideration may be given in this neighborhood to additional height in exchange for the development providing public benefits as defined in the DTC and as long as the overall intent of the goals and objectives for the neighborhood are met.
- Buildings abutting the Broadway, Church Street, and Demonbreun Street viaducts, if tall enough, shall have a pedestrian entrance on their respective abutting viaducts. Pedestrian entrances shall also be provided on Eleventh Avenue North and Twelfth Avenue North to improve the pedestrian environment at the street.



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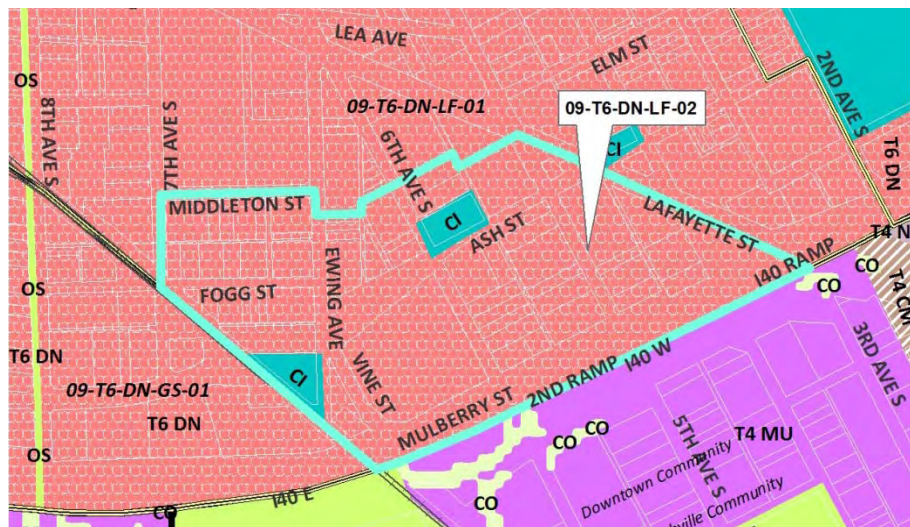
Proposed Policy

Proposed new language is underlined.

Special Policy 09-T6-DN-LF-01, Lafayette Neighborhood

Goals for the Lafayette Neighborhood (selected)

- Building heights shall not exceed mid-rise heights; unless otherwise noted. However, this area may also be considered for additional height in exchange for public benefits provided by the development per the Bonus Height Program of the Downtown Code.
- Properties along the Division Street Extension (Special Policy 09-T6-DN-LF-02).
 - This area may be considered for high-rise building height (20 stories and taller) in exchange for public benefits provided by the development, such as affordable and/or workforce housing, per the Downtown Code's Bonus Height Program, overall height modification process, or rezoning to a Specific Plan. Building design should also result in a unique architecture that seeks to improve the public realm and city skyline.



Special Policy 09-T6-DN-GS-01, Gulch South Neighborhood

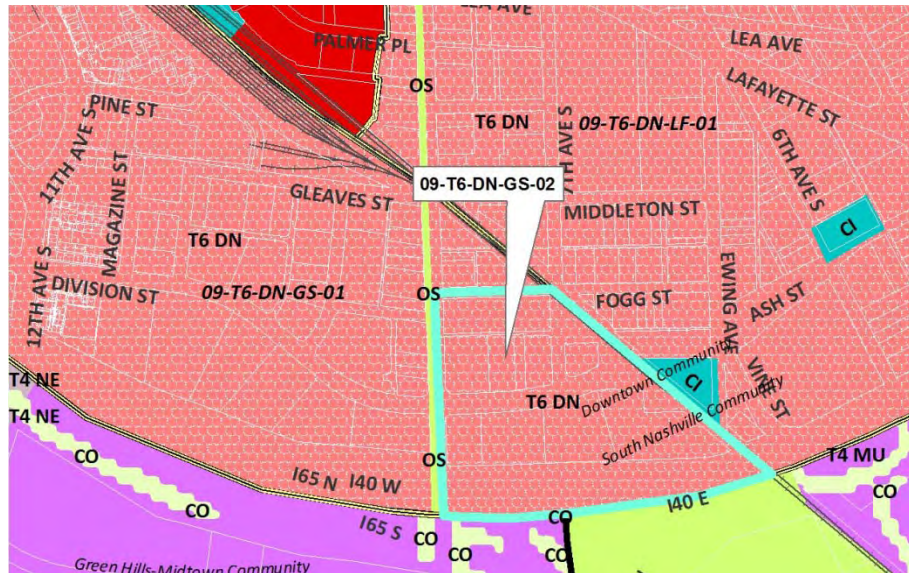
Selected Goals for the Gulch South Neighborhood (selected)

- In most locations, building heights are limited to mid-rise, with some additional height permitted on Church, Broadway and Demonbreun Streets.
- Consideration may be given to additional height at the intersections of Demonbreun Street and Twelfth Avenue, Division Street and Twelfth Avenue, and Division Street and Eighth Avenue provided that the buildings are sensitively designed to enhance the pedestrian experience and the urban fabric by marking important locations. The total height may not exceed the low end of the high-rise range.



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- Consideration may be given in this neighborhood to additional height in exchange for the development providing public benefits as defined in the DTC and as long as the overall intent of the goals and objectives for the neighborhood are met.
- Buildings abutting the Broadway, Church Street, ~~and Demonbreun Street~~, and the Division Street Extension viaducts, if tall enough, shall have a pedestrian entrance on their respective abutting viaducts. Pedestrian entrances shall also be provided on Eleventh Avenue North and Twelfth Avenue North to improve the pedestrian environment at the street.
- Properties along the Division Street Extension (Special Policy 09-T6-DN-GS-02).
 - This area may be considered for high-rise building height (20 stories and taller) in exchange for public benefits provided by the development, such as affordable and workforce housing, per the Downtown Code's Bonus Height Program, overall height modification process, or rezoning to a Specific Plan. Building design should also result in a unique architecture that seeks to improve the public realm and city skyline.



BACKGROUND

The policy study area consists of various properties along the Division Street Extension corridor located between 8th Avenue South and Lafayette Street and north of the interstate loop. The property is zoned Downtown Code (DTC) and is within the Lafayette Subdistrict (east of the rail line) and the Gulch South subdistrict (west of the rail line). The base by-right building height permitted is 8 to 11 stories in the Lafayette subdistrict, and 8 to 20 stories in the Gulch South subdistrict (with 20 stories being limited to within 150' of the intersection of 8th Avenue South and Divisions Street).

The Division Street Extension is currently beginning construction and is planned to be completed in late spring of 2017. The new street will provide major east-west connectivity improvements between Midtown through the Gulch and into the Lafayette and SoBro neighborhoods of downtown. This planned street and enhanced connectivity is the impetus to study whether more intense building height is appropriate along the new corridor. Future studies and community



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participation would be needed to determine if additional building height would be appropriate at other locations or corridors throughout downtown.



Division Street Extensions: Spring 2017 expected completion.

COMMUNITY PARTICIPATION

A community meeting was held by the Planning Department on April 20, 2016. It was attended by five people from the surrounding neighborhood. Discussion included topics such as timing of the extension and the policy implementation. The applicant has also been in contact with the area's Councilmember, Freddie O'Connell.

ANALYSIS

The policy study area consists of approximately 54.1 acres bisected by the Division Street Extension from 8th Avenue South to Lafayette Street. The existing T6 Downtown Neighborhood policy allows high-rise buildings, while the currently adopted special policies limit building height to mid-rise in the policy study area, with the exception of the intersection of 8th and Division, which does allow for some additional height. The policy study area is only considering properties on either side of the new corridor for additional height. Further studies and community participation would be needed to determine whether other locations or corridors in downtown would be appropriate for increased building height as well.

The new street will create a direct connection from the Gulch South neighborhood directly to the Lafayette Neighborhood and points eastward. The extension will be a catalyst for redevelopment in the policy study area, bringing increased investment eastward from the Gulch and into the Lafayette neighborhood. Moreover, the new corridor will provide a key east-west link that is currently lacking between Midtown and the south portion of Downtown, as the urban neighborhoods are currently separated and cut-off from one another by the CSX rail line. The new street will connect Midtown eastward into the Gulch, then into the Lafayette and SoBro neighborhoods of Downtown, by extending a complete street over the rail line.



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In addition, the Division Street extension links together major metro bus routes along Lafayette Street, 2nd and 4th Avenues South, as well as to 8th and 12th Avenues South routes. This includes over 12 distinct bus routes, allowing for more city wide cross-connectivity for buses, cars and pedestrian traffic, to occur in the policy study area that abuts the extension. The Greyhound bus station terminal is also located at the Lafayette Street and the Division Street extension intersection, taking advantage of interstate, major streets, and bus route access. The study area is also walkable to the Gulch, Lafayette, SoBro, Wedgewood Houston, and Music Row neighborhoods. All told, the policy study area sits at the nexus of significant transportation features that will only be further amplified with the new street connection, and thus would be an appropriate location for more intense development.

Any additional intensity, however, should be coupled with additional improvements of the public realm. Within the Downtown area this would include public benefits such as LEED buildings, inclusionary housing, exceptional streetscape and architecture. Given the key midtown to south downtown connection being made, the level of metro investment in the corridor, as well as the southern boundary consisting wholly of an interstate frontage, the policy study area is appropriate for high-rise buildings so long as the development provides public benefits.

The proposed amendment therefore creates new special policies that allow high-rise buildings in exchange for public benefits consistent with the DTC's Bonus Height Program, provided through the DTC Bonus Height Program, the DTC overall height modification process, or a SP rezoning process, and that result in a unique architecture that seeks to improve the public realm and city skyline.

STAFF RECOMMENDATION

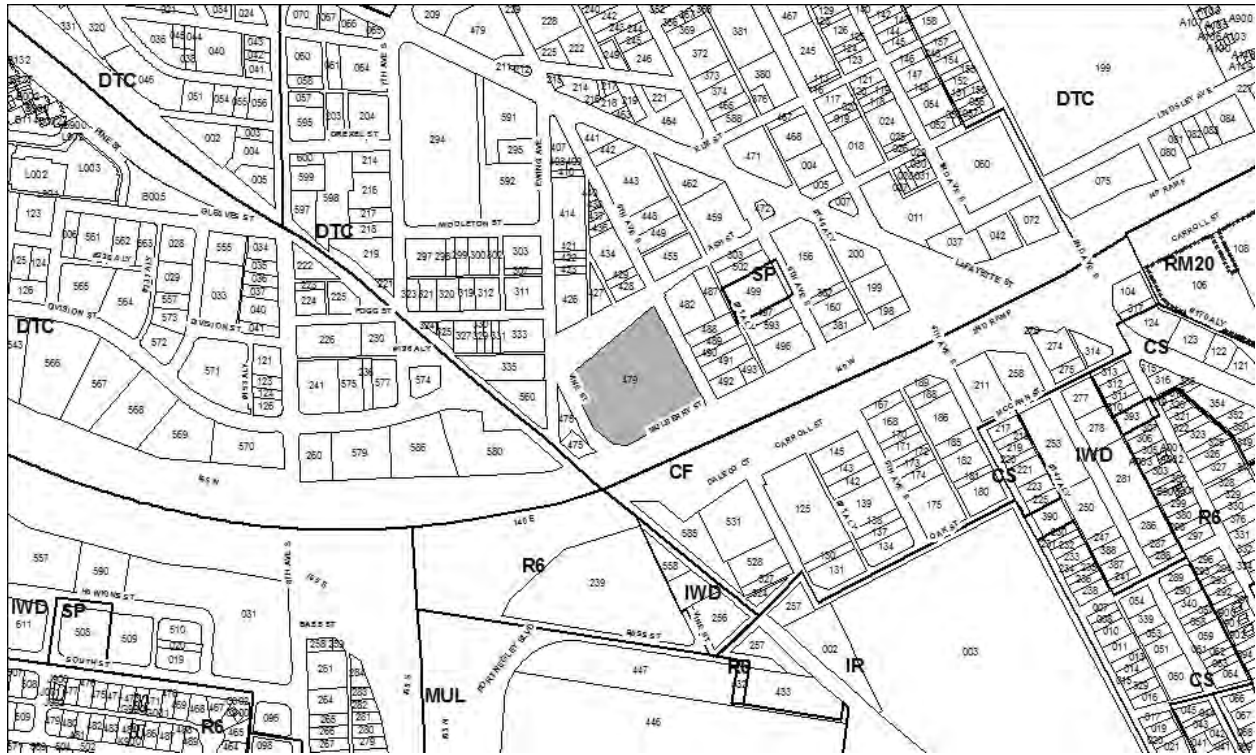
Staff recommends approval of the new special policies, amending to the Downtown Community Plan Special Policies 09-T6-DN-LF-01 and 09-T6-DN-GS-01, to allow high rise development in the policy study area.



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2016SP-030-001

6TH AND DIVISION MIXED USE DEVELOPMENT

Map 093-14, Parcel(s) 479

09, Downtown

19 (Freddie O'Connell)



Project No. Specific Plan 2016SP-030-001
Project Name 6th and Division Mixed Use Development
Council District 19 – O’Connell
School District 5 - Kim
Requested by Bradley Arant Boulton Cummings, applicant; CPC-8 to 5, LP, owner.

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

Staff Reviewer Milligan
Staff Recommendation *Withdraw.*

APPLICANT REQUEST

Zone change to permit a mixed-use development.

Preliminary SP

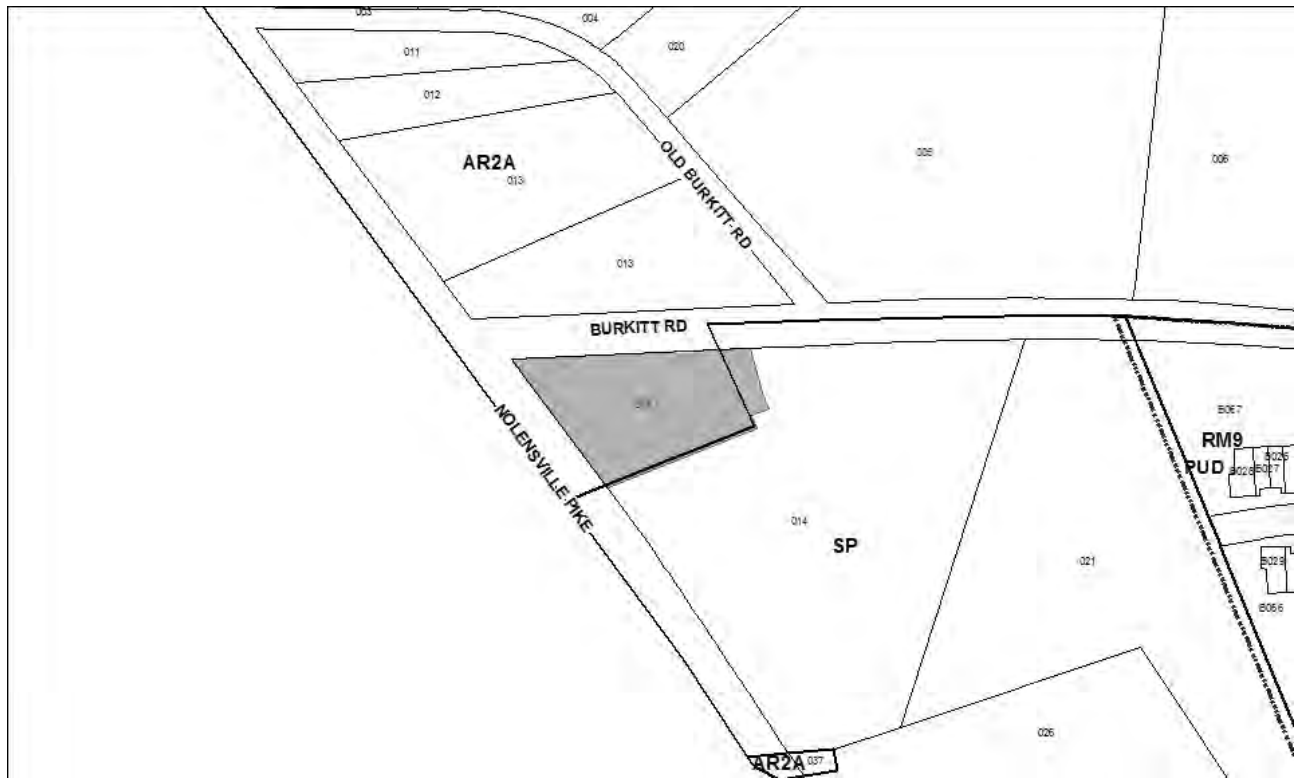
A request to rezone from Downtown Code (DTC) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 825 6th Ave South, at the southwest corner of Ashe Street and 6th Avenue South (3.89 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



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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 and the May 26, 2016, Planning Commission meeting. The public hearing was not held.

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

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.

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 one unit.*

Proposed Zoning

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

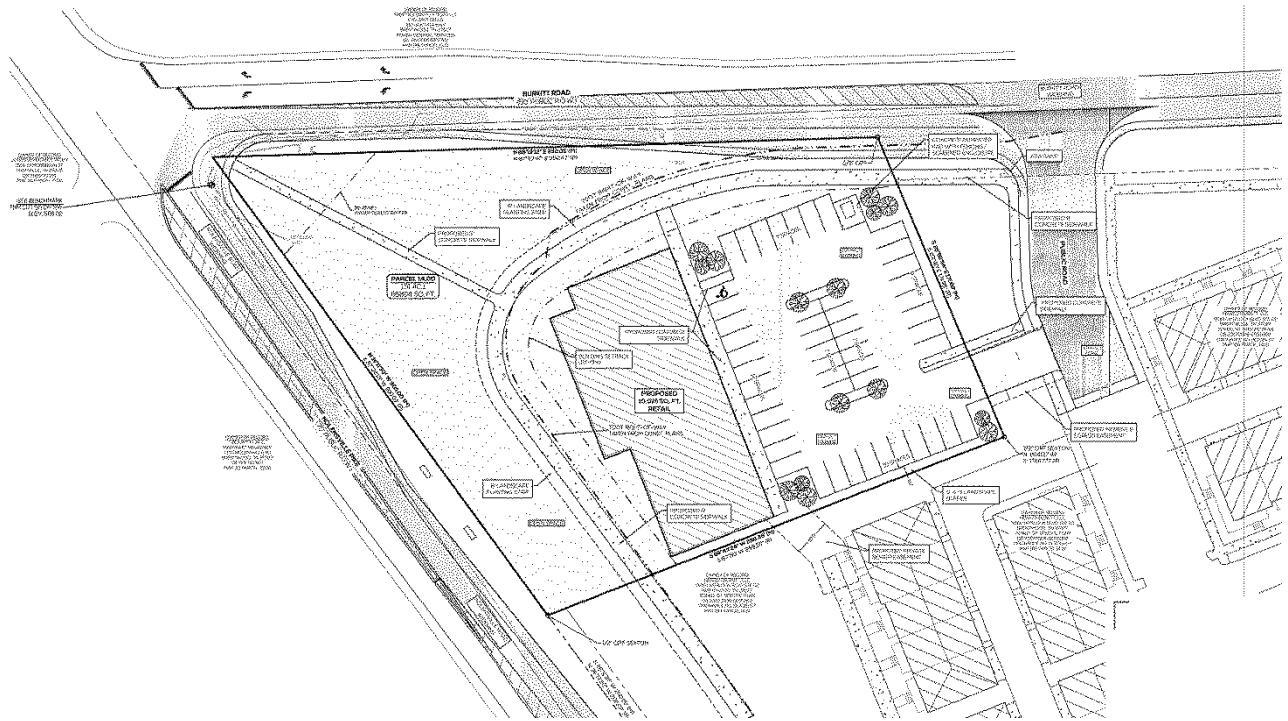
CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods

The plan enhances walkability by providing sidewalks along Burkitt Road and Murfreesboor Pike consistent with the Major and Collector Street Plan. The plan also calls for interior sidewalks that connect the building to the public sidewalks and into the future development to the south.



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Proposed Site Plan



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SOUTHEAST COMMUNITY PLAN

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

Consistent with Policy?

Yes. The SP calls for a limited range of commercial uses that will provide services to the area consistent with the T3 CC policy. The building occupies the corner of Nolensville Pike and Burkitt Road, and while it does not front Nolensville Pike or Burkitt Road, the building is designed to appear as if it fronts onto both roads. The plan calls for an eight foot wide sidewalk and six foot wide planting strip along both Nolensville Pike and Burkitt Road, which enhances the pedestrian realm consistent with the policy and the Major and Collector Street Plan.

REQUEST DETAILS

The site is located at the southeast intersection of Nolensville Pike and Burkitt Road. The site is currently undeveloped. The Planning Commission has recently considered three separate SP districts near this site. The Burkitt Place Commons SP, which was approved in March 2016 by Metro Council, abuts the southern and eastern property line and would provide access to the property from Burkitt Road. That SP is approved for a maximum of 200 multi-family residential units and up to 10,000 square feet of nonresidential uses. In April 2016, Council approved an SP district located at the northeast corner of Nolensville Pike and Burkitt Road, which is approved for a 5,200 square foot automobile convenience and restaurant use. In March 2016, the Planning Commission recommended that Council approve a proposed 99 single-family lotdevelopment on Old Burkitt Road.

TDOT is working on plans to widen Nolensville Pike in order to improve traffic conditions. In the anticipation of the widening of Nolensville Pike, staff recommends that all sidewalks and planting strips within the TDOT project area be constructed to the Major and Collector Street Plan standards at the proposed TDOT ROW. These areas will be within a ROW reservation area until TDOT acquires the ROW. Since a reservation area remains private property, the sidewalk and planting strip must be located within a pedestrian easement. In addition to a ROW reservation, staff is also recommending that ROW be dedicated per the Major and Collector Street Plan.

Site Plan

The plan calls for a 10,015 square foot retail building, but it would also permit a limited number of other commercial uses. The plan identifies the existing ROW and the proposed TDOT ROW. The building is shown at the northeast corner of Nolensville Pike and Burkitt Road. The setback is shallow as measured from the proposed TDOT reservation. The plan provides elevations, and includes standards that pertain to glazing and building materials. The plan also provides example elevations. Signage is to be consistent with the MUL-A zoning district.

Parking is located behind the building and along Burkitt Road. Access into the site is from Burkitt Road through the adjacent property. The plan identifies an eight foot sidewalk and six foot planting strip along the proposed TDOT ROW. An internal sidewalk is shown from the development along



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the private access drive to Burkitt Road. A sidewalk also extends to the corner of Nolensville Pike and Burkitt Road.

ANALYSIS

Staff recommends approval with conditions and disapproval without all conditions. The plan is consistent with the T3 CC land use policy. The plan is also consistent with staff's recommendations for sidewalk improvements within the future TDOT ROW along Nolensville Pike.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- No buffer disturbance allowed.

WATER SERVICES RECOMMENDATION

Approved with conditions

Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final SP approval. (Please note, the sewer design shown on these plans goes against MWS policy. Private sewer service lines may not cross through another property on its way to a public sewer main. Please resolve this issue on the construction plans, prior to Final SP approval.) (Also, as shown on these plans, public water and sewer construction plans for Burkitt Commons must be approved first, before this Final SP could be approved.) These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

1. 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.
2. 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.
3. The proposed project driveway is to be connected to the proposed driveway for the Burkitt Commons project, as shown. If the Burkitt Commons drive is not constructed at time of permitting for this retail development, then this project is to construct the Burkitt Commons drive. Full construction plans are to be submitted with the Final SP. The drive is to be extended past the proposed retail development driveway. A driveway ramp, ST-324, is to be installed at the Burkitt Commons driveway connection to Burkitt Road, as this is a private driveway. Label driveway as private.
4. Dedicate pedestrian access easement to encompass public sidewalk prior to building permit.



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TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

1. Developer shall construct a WB left turn lane with 75ft of storage on Burkitt Rd at access road to Burkitt Commons with adequate transition and install pavement markings for a 3 lane cross section on Burkitt Rd from Nolensville Rd to Burkitt Commons access Rd.

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
One- Family Residential (210)	1.5	0.5 D	0 U	-	-	-

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.5	-	10,015 SF	466	16	46

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
	1.5	-		+466	+16	+46

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to retail, office, medical office, financial institution, liquor store, full service restaurant, take out restaurant, personal care service, grocery store and business services.
2. The maximum floor area is 10,015 square feet.
3. Right-of-way dedications must meet the Major and Collector Street Plan and shall be shown on any final site plan. Dedications shall be platted prior to the issuance of any building permits.
4. Right-of-way reservation must be shown on the final site plan consistent with TDOT construction plans. Reservations shall be platted prior to the issuance of any building permits.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



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8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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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, the May 12, 2016, and the May 26, 2016, Planning Commission meetings. The public hearing was not held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the June 23, 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 23, 2016 Planning Commission meeting at the request of the applicant.



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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.
 Deferrals	 This request was deferred from the May 26, 2016, Planning Commission meeting. The public hearing was not held.
 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.



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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 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 mixture 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 mixture 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.



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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.

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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2003UD-003-003

RIDGEVIEW URBAN DESIGN OVERLAY (AMENDMENT)

Map 163, Parcel(s) 122

13, Antioch - Priest Lake

32 - Jacobia Dowell



Project No. Urban Design Overlay 2003UD-003-003
Project Name Ridgeview Urban Design Overlay
Council District 32 – Dowell
School District 6 – Hunter
Requested by Dale & Associates, applicant; AF PB2, LLC, owner.

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

Staff Reviewer Swaggart
Staff Recommendation *Defer to the June 23, 2016, Planning Commission meeting unless a recommendation of approval is received from Public Works and Traffic and Parking prior to the meeting. If recommendations of approval are received, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST
Request to amend an Urban Design Overlay.

UDO Amendment

A request to amend a portion of the Ridgeview Urban Design Overlay (UDO) District for property located at Bell Road (unnumbered), approximately 500 feet east of Bell Road, zoned Multi-Family Residential (RM9) and Mixed Use Limited (MUL) (63 acres), to permit a mixed used development with applicable design standards.

Existing Zoning

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre.

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

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.

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices



Metro Planning Commission Meeting of 6/09/2016

- Supports a Variety of Transportation Choices
- Creates Open Space

The plan supports walkability by providing new public sidewalks, internal private sidewalks and a new street connection with sidewalks that links neighborhoods that were never previously connected. The design guidelines support a streetscape that will be appealing and enhance the public realm. The proposal would also permit school students the opportunity to walk to school. The plan provides several different housing options. Additional housing options are important to serve a wide range of people with different housing needs. The plan supports transit service as it places additional density near Bell Road which is a bus route. The plan provides abundant open space that is strategically placed to provide for recreational opportunities.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

Consistent with Policy?

Yes. The plan calls for a mixture of housing types consistent with the T3 NE policy. The plan calls for a design that would foster walkability by providing sidewalks along all streets and design guidelines that support a streetscape that will be appealing and enhance the public realm. It includes a central open space as well as other small open spaces which will provide areas for outdoor recreation. The plan calls for a pathway connecting the new development with the existing development within the UDO, which will provide a pedestrian connection between communities. The plan also calls for a street connection to Baby Ruth Lane which further connects communities, as well as provides more options for vehicular connectivity in the area.

REQUEST DETAILS

The Ridgeview Urban Design Overlay (UDO) was approved in 2003 for a total of 936 residential units consisting of 256 live/work units, 210 flats, 192 townhomes, 142 patio homes and 136 single-family lots. It also included a mixed-use area. Currently 105 residential units have been approved, consisting of 31 townhomes and 74 single-family lots. Many homes have been constructed and/or are under construction. The area under construction is not included within the proposed amendment area.

Site Plan

The plan calls for 476 multi-family residential units, an assisted care living facility with 300 beds and a community education site. Combined with the currently developed 105 residential units, the overall unit count in the UDO is 581 units (multi-family and single-family). The community education facility will accommodate up to 800 students. The plan breaks down the unit types for



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the amendment area as follows:

- Townhomes/Cottages: 42 units
- Multi-Family: 434 units
- Assisted Living: 200 beds
- Community education: 800 students

The current UDO consists of a site plan and pattern book specifying design guidelines. The guidelines for the multi-family buildings and single-family buildings will remain in place. All streetscape and other design guidelines will also remain. Supplemental design standards are provided for the assisted living and community education uses. These standards are consistent with the existing design standards.

The central area includes multi-family flats that front onto a large central green space. The townhomes are shown just west of the center and front onto a central green space. The assisted living facility is shown adjacent to the center to the east. The community education facility is centrally located to the south of the central green space and flats.

Primary access into the site is from Bell Road through the existing development. The plan also calls for a street connection to Baby Ruth Lane to the east, and would provide for a future extension of Baby Ruth Lane to the north. The plan calls for sidewalks along all public streets and an internal sidewalk network that connects the different building types.

ANALYSIS

Staff recommends deferral to the June 23, 2016, Planning Commission meeting unless a recommendation of approval is received from Public Works and Traffic and Parking prior to the meeting, and that the Planning Department has approved all TIS conditions. If the TIS has been approved by Public Works, Traffic and Parking and the Planning Department prior to the meeting, then staff recommends approval with conditions and disapproval without all conditions.

The plan is consistent with the Antioch – Priest Lake Community Plan and meets several critical planning goals. The plan calls for a mixture of housing types consistent with the T3 NE policy. The plan calls for a design that would foster walkability by providing sidewalks along all streets as well as internal connections. It includes a central open space as well as other small open spaces which will provide areas for outdoor recreation. The plan calls for a pathway connecting the new development with the existing development within the UDO, which will provide a pedestrian connection between communities. The plan also calls for a street connection to Baby Ruth Lane, which further connects communities, as well as provides more options for vehicular movement in the area.

Section 17.16.040 of the Metro Zoning Codes specifies minimum campus size based on school types. As proposed, the school site does not meet the minimum campus size specified in the code; however, Section 17.36.320 permits a UDO plan to deviate from this requirement as well as other specific standards in the code. Since this request does not require a zone change, then no school generation report is required. It is also important to note that this plan reduces the density in the UDO, so it would generate less students than what would be generated under the existing entitlements.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve with conditions

- Provide a water quality concept plan.
- Provide additional room for detention, if necessary.
- Add Buffer note to plan.

PUBLIC WORKS RECOMMENDATION

Returned for corrections

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, 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.
2. 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.
3. ROW dedications are to be recorded prior to building permit signoff by MPW.
4. Submit preliminary grading and center line road profiles to MPW for Eagle View and Baby Ruth.
5. Submit roadway cross section, graphically, to MPW.
6. Indicate solid waste and recycling plan for the proposed development.

TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections

A revised TIS will be required prior to UDO amendment approval.

WATER SERVICES RECOMMENDATION

Approved with conditions

Approved as a Preliminary UDO Amendment only. Public water and sewer construction plans must be submitted and approved prior to Final Site Plan approval. These approved construction plans must match the Final Site Plan. The required capacity fees must also be paid prior to Final Site Plan approval.

STAFF RECOMMENDATION

Staff recommends deferral to the June 23, 2016, Planning Commission meeting unless a recommendation of approval is received from Public Works and Traffic and Parking prior to the meeting. If recommendations of approval are received, staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS (if approved)

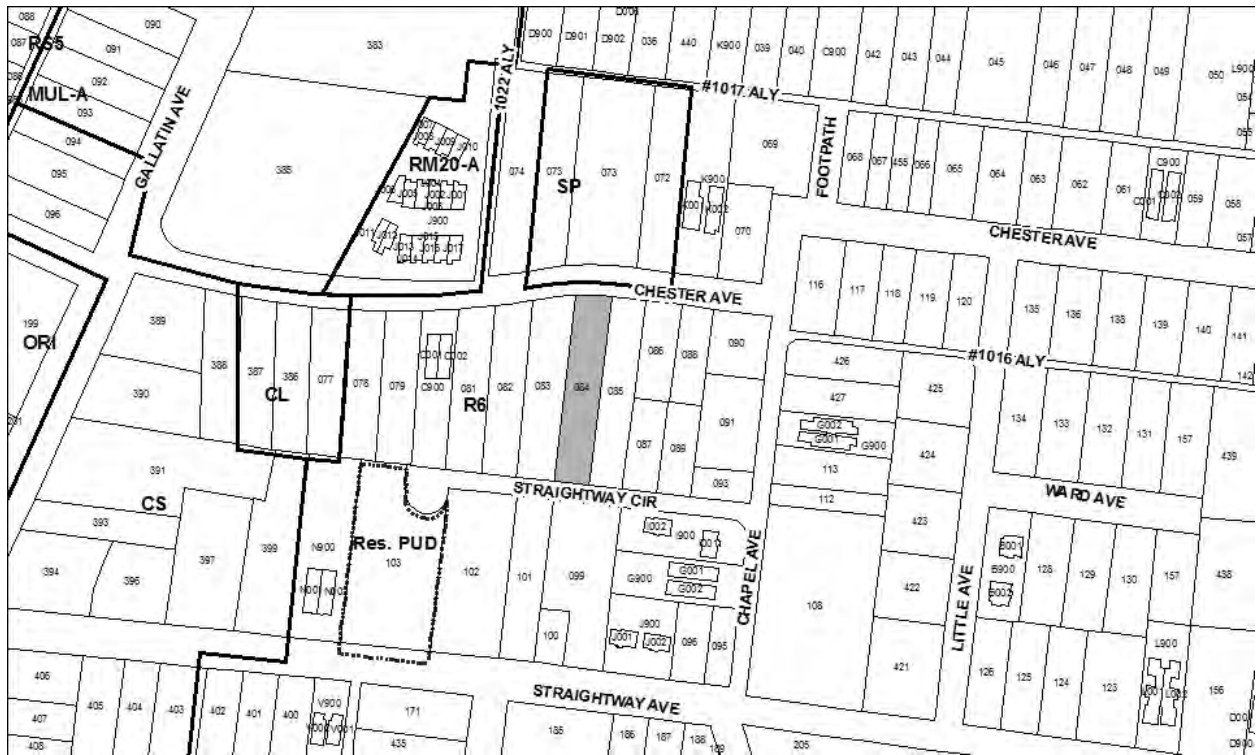
1. The connection between Eagle View Boulevard and Baby Ruth Lane shall be shown on the the final site plan and shall be constructed with the construction of the community education facility.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. 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.
4. If the UDO final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



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Metro Planning Commission Meeting of 6/09/2016



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, the May 12, 2016, and the May 26, 2016, Planning Commission meetings. The public hearing was not held.

Staff Reviewer Deus
Staff Recommendation *Approve 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

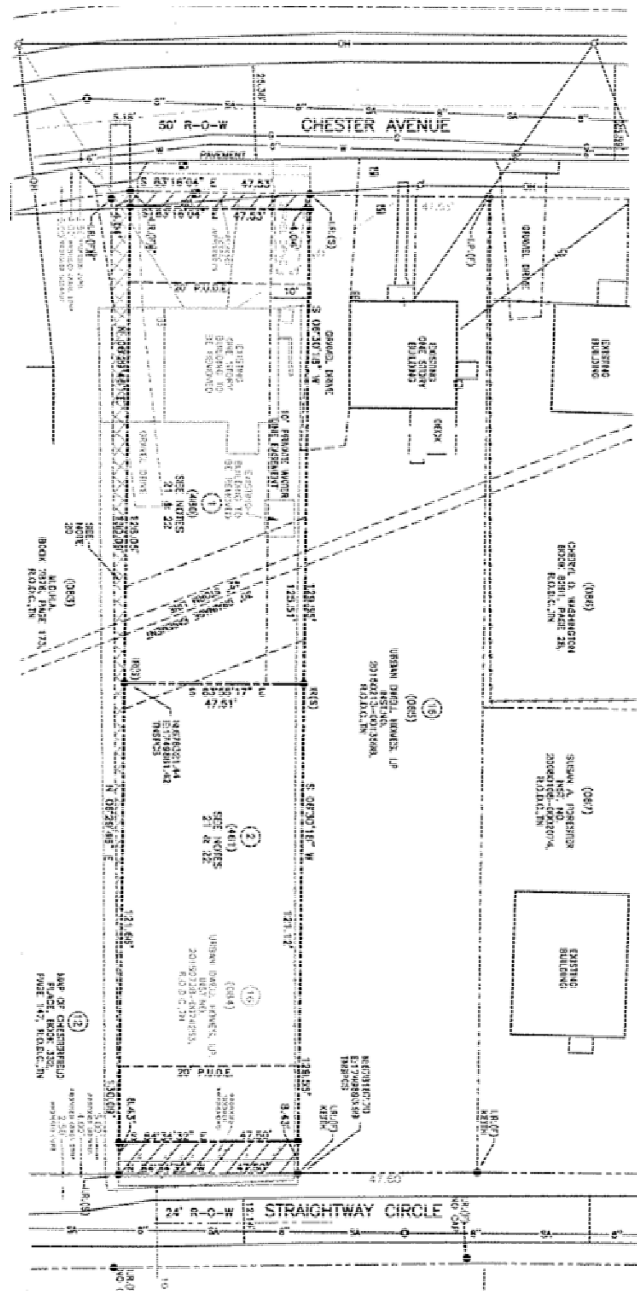
T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the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



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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.



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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 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

Approved

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- Submit construction plans prior to bonding.

TRAFFIC AND PARKING RECOMMENDATION

No Exception Taken



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WATER SERVICES RECOMMENDATION

Approved

- As all our previous comments have been addressed on the latest re-plat (stamped received May 19, 2016), MWS recommends approval.

STAFF RECOMMENDATION

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

- **Specific Plans**
- **Zone Changes**
- **Planned Unit Developments (Amendment)**



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2016SP-027-001
BOOST COMMONS SP
Map 143, Parcel(s) 007
06, Bellevue
23 - Mina Johnson



Project No.	Specific Plan 2016SP-027-001
Project Name	Boost Commons SP
Council District	23 – M. Johnson
School District	8 – Pierce
Requested by	Dale & Associates applicant; 11 Vaughn’s Gap RE LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 23, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit 64 multi-family residential units.

Zone Change

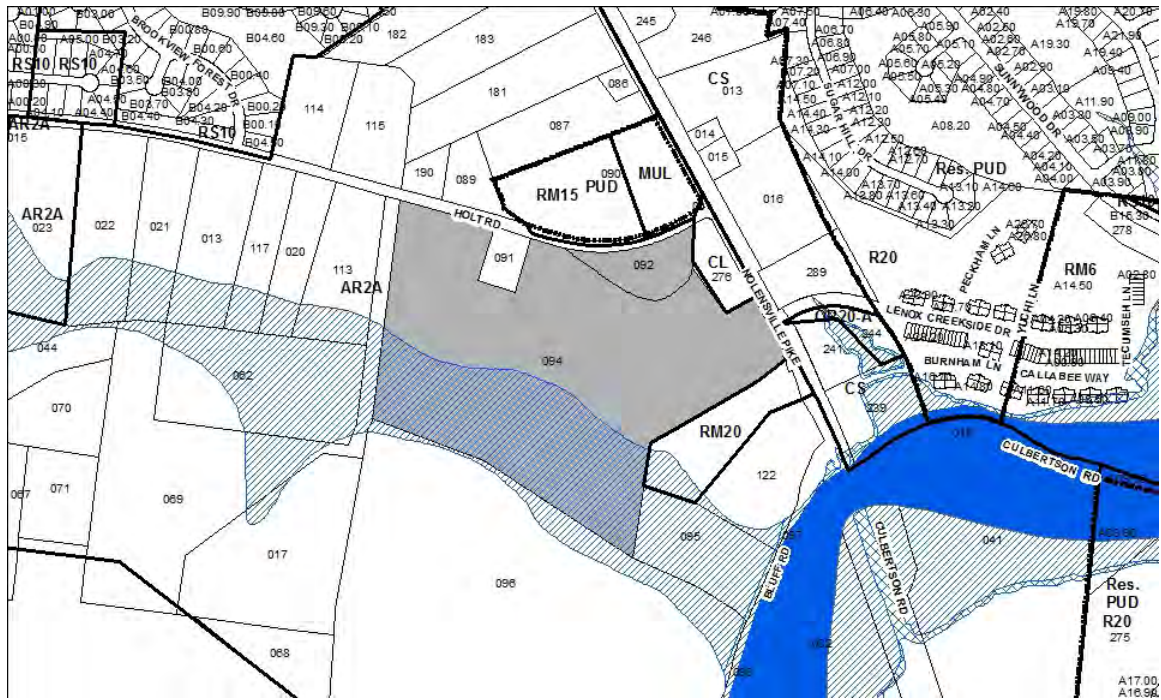
A request to rezone from One and Two-Family Residential (R8) to Specific Plan – Mixed-Use (SP-MU) zoning for property located at 11 Vaughn’s Gap Road, at the southwest corner of the intersection of Vaughn’s Gap Road and Highway 100 (10.7 acres), to permit up to 64 residential units and a recreational center/personal care service facility.

STAFF RECOMMENDATION

Staff recommends deferral to the June 23, 2016, Planning Commission meeting as requested by the applicant.



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2016SP-028-001
WILLIAMS MILL SP
Map 181, Parcel(s) 092, 094
12, Southeast
04 - Robert Swope



Project No.	Specific Plan 2016SP-028-001
Project Name	Williams Mill SP
Council District	4 - Swope
School District	2 - Brannon
Requested by	Land Solutions Company, applicant; Lunette Pharr & Sara Allen, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the July 14, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit a residential development with up to 122 units.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning for property located at 6415 and 6419 Holt Road, at the southwest corner of Nolensville Road and Holt Road, (38.96), to permit up to 122 residential units.

STAFF RECOMMENDATION

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



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2016SP-039-001
BENTO BOX SP
Map 105-07, Parcel(s) 443-444
11, South Nashville
17 - Colby Sledge



Project No.	Specific Plan 2016SP-039-001
Project Name	Bento Box SP
Council District	17 – Sledge
School District	5 - Kim
Requested by	Littlejohn Engineering, applicant, David Mangum, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit a mixed use development.

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution(IWD) to Specific Plan-Residential (SP-MU) zoning for properties located at 1267 and 1271 3rd Avenue South, at the southwest corner of Hart Street and 3rd Avenue South (0.95 acres), to permit a mixed-use development with a maximum of 82 residential units and a maximum 8,700 square feet of non-residential uses.

Existing Zoning

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

Proposed Zoning

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

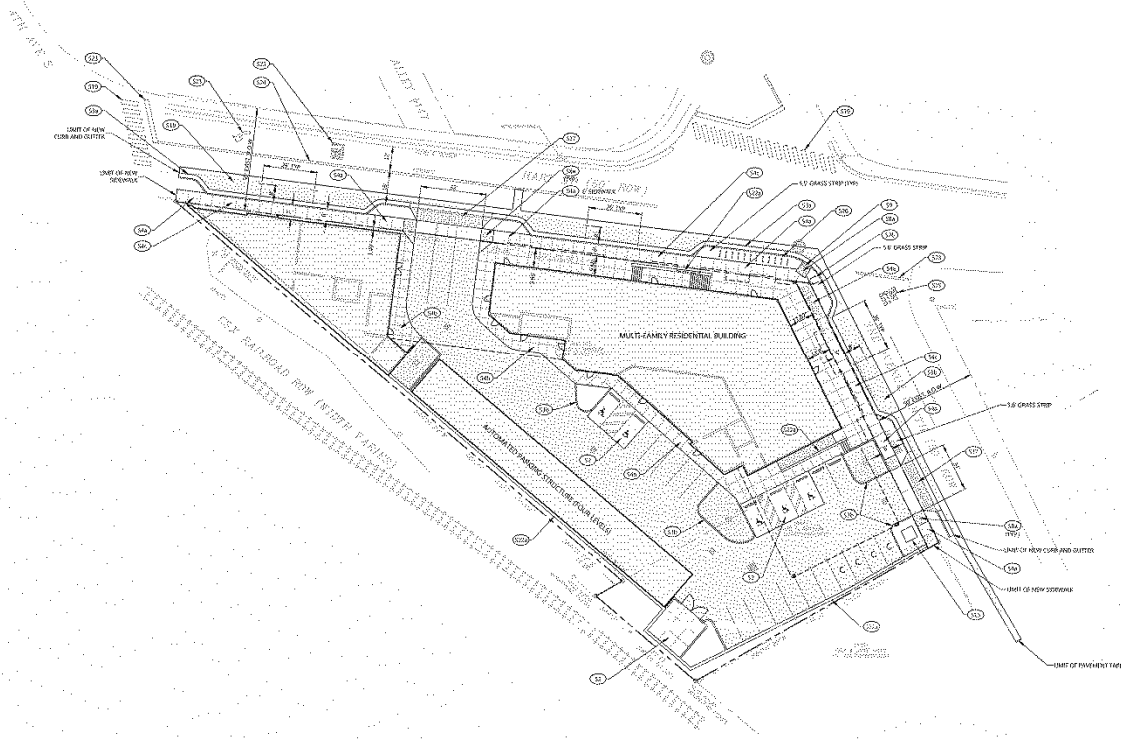
CRITICAL PLANNING GOALS

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

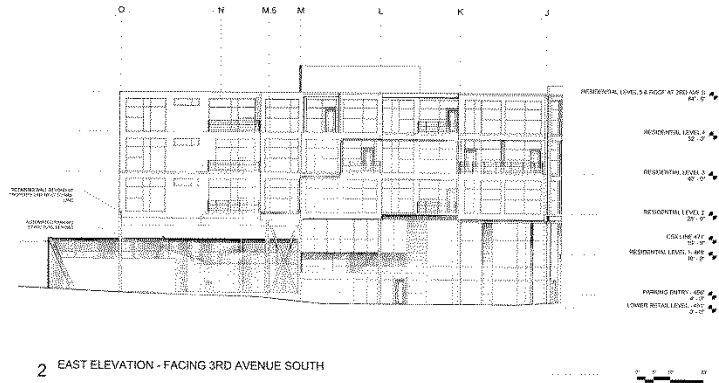
The area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure, such as substandard roads, water and sewer, because it does not burden Metro with the cost of upgrading or building new infrastructure. The plan provides an additional housing option to the immediate area, which are important to serve a wide range of people with different housing needs. The proximity to Nolensville Pike also supports public transportation and walkable neighborhoods. People living in more dense mixed-use areas are more likely to use public transit because every day services are located more closely and it can be more efficient than driving oneself.



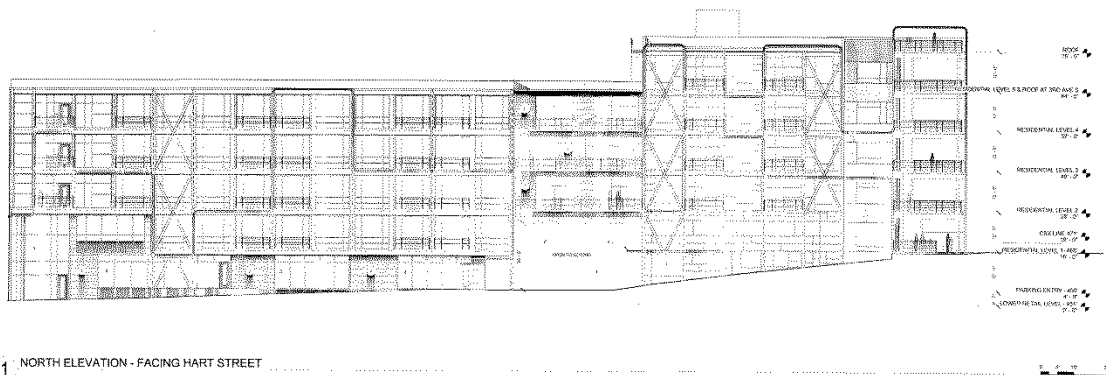
Metro Planning Commission Meeting of 6/09/2016



Proposed Site Plan



2 EAST ELEVATION - FACING 3RD AVENUE SOUTH



1 NORTH ELEVATION - FACING HART STREET

Elevations



Metro Planning Commission Meeting of 6/09/2016

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.

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

Consistent with Policy?

Yes. The proposed development is consistent with the Conservation policy and the T4 Urban Mixed Use Neighborhood policy. The Conservation area consists of a small area of steep slopes along the northeast side of the site. The small area of steep slope is man-made and created from fill placed on the site over a period of time. The plan proposes a mixture of uses including residential and commercial space. The proposed building will be built to the back edge of the new sidewalk and parking is behind the building, providing an active pedestrian environment.

PLAN DETAILS

The site is located 1267 and 1271 3rd Avenue South, at the southwest corner of Hart Street and 3rd Avenue South. The site is approximately 0.95 acres in size and is currently vacant commercial land.

Site Plan

The plan proposes an 82-unit multi-family residential building with up to 8,700 square feet of ground floor commercial space. The 5-story building has frontage along Hart Street and 3rd Avenue South. The western property line abuts CSX railroad right-of-way. The proposed building includes a two story restaurant space at the corner of Hart Street and 3rd Avenue South, with an open mezzanine. Space has been provided for retail and office uses. An amenity center is located at the corner of Hart Street and 4th Avenue South. Ground floor commercial spaces have provided glazing and pedestrian accessibility that will provide for an active streetscape.

Vehicular access to the site will be from Hart Street and 3rd Avenue South. The building cantilevers over the vehicular access along 3rd Avenue South. Parking has been provided on-site and within a 76- stall automated parking structure along the rear of the site. The automated parking structure can be entered along the front of the structure, the side that faces the drive aisle. A 15 foot retaining wall will be installed along the rear of the site, adjacent to the CSX right-of-way, as grade falls along the eastern side of the site.

The proposed 6 foot side walk and 4 foot grass strip along Hart Street and 3rd Avenue South exceed the sidewalk requirements for local streets. Additionally, internal sidewalks are provided in the parking area. Bike parking has been provided and meets Metro Zoning Code requirements. In



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addition to street trees, there will additional landscaping internal to the site. Architectural standards such as prohibited materials have been included on the plan.

ANALYSIS

The proposed building form and uses are consistent with the T4 Mixed Use Neighborhood policy. The redevelopment of this site will encourage pedestrian activity and activate the public realm. The 5-story building is appropriate in this location within the T4 Mixed Use Neighborhood Policy given the site is adjacent to 4th Avenue South which is a major arterial street. Mixed use is appropriate in this location as it provides a mixture of housing types and uses near a major arterial corridor. The proposed building will help frame Dudley Park, just to the north of this site, and provide a transition the existing uses along Hart Street.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, 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.
- Any proposed street furniture, bike racks, etc. must be approved by Metro Council through a Mandatory Referral.
- If the building or awning overhangs the ROW then a Mandatory Referral for aerial encroachment will be required prior to building permit approval.
- Installation of new crosswalks may require installation of ADA compliant curb ramps, if not existing.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions –

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

Hart Street

- The double solid yellow centerline along Hart Street should be refurbished between 4th Avenue South and 2nd Avenue South.



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Site Access 1 and 3rd Avenue South

- Site Access at 3rd Avenue South should be designed to include sufficient width for one entering lane and one exiting lane.
- The final design of Site Access 1 on 3rd Avenue South and approaches to the site access drive should be completed such that departure sight triangles, as specified by AASHTO will be clear of all potential sight obstructions, including landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, parallel parking, etc.

Site Access 2 and Hart Street

- At a minimum, Site Access 2 at Hart Street should be designed to include sufficient width for one entering lane and one exiting lane.
- The final design of Site Access 2 on Hart Street and approaches to the site access drive should be completed such that departure sight triangles, as specified by AASHTO will be clear of all potential sight obstructions, including landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, parallel parking, etc.

3rd Avenue South and Hart Street

- Install a crosswalk on the north leg of 3rd Avenue South.
- Refurbish the stop line for the northbound approach of 3rd Avenue South.
- Install “STOP” word pavement marking for the northbound approach of 3rd Avenue South.

4th Avenue South and Hart Street

- Install a crosswalk on the east leg of Hart Street at 4th Avenue South.
- Refurbish the stop line on the westbound approach of Hart Street four feet in advance of the crosswalk.
- Install a left turn arrow and “ONLY” word pavement marking on the westbound approach of Hart Street at 4th Avenue South.

Parking

- A minimum of 97 parking spaces should be provided to accommodate the Live Bento Mixed-Use Development.
- Allow use of the automated parking garage by retail and restaurant guests in order to provide a minimum of a total 29 spaces for those land uses.
- On-street parking should not be allowed on the south side of Hart Street within 55 feet of 4th Avenue South, which will reduce the proposed on-street parking along the site frontage by approximately 2 spaces. Revise site plan bulb in parking on Hart St as required.as required
- Apply to T&P staff to restrict on street parking on south side of Hart St within 55ft of 4th Avenue South.
- Provide on -site valet loading area with signage on Hart St access driveway with an appropriate queueing distance to Hart St.



Metro Planning Commission Meeting of 6/09/2016

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.95	.8 F	33, 105 SF	118	10	11

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 Residential (220)	0.95	-	82 U	621	44	63

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)	0.95	-	8,700 SF	410	15	43

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+913	+49	+95

METRO SCHOOL BOARD REPORT

**Projected student generation existing IWD district: 0 Elementary 0 Middle 0 High
 Projected student generation proposed SP-R district: 10 Elementary 5 Middle 4 High**

The proposed SP-MU zoning district could generate 19 more students than what is typically generated under the existing IWD zoning district. Students would attend Whitsitt Elementary, Wright Middle School, and Glencliff High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated March 2016.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the proposed SP is consistent with the community plan and meets several critical planning goals.

CONDITIONS

1. Permitted land uses shall be limited to up to 82 residential units with a maximum of 8,700 commercial square feet.
2. Height is limited to a maximum of 5 stories within 76 feet along Hart Street.
3. Height is limited to a maximum of 5 stories within 64 feet along 3rd Avenue South.

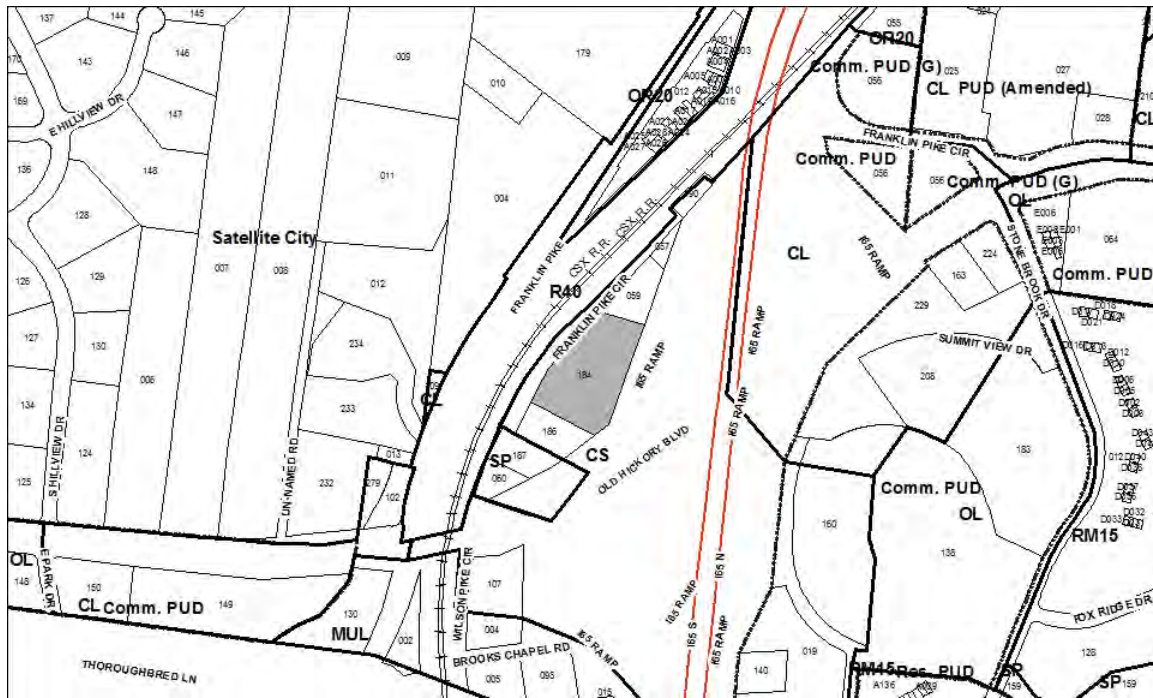


Metro Planning Commission Meeting of 6/09/2016

4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 6/09/2016



2016SP-041-001
CHARTWELL HOTEL SP
Map 160, Parcel(s) 184
12, Southeast
34 - Angie Henderson



Project No.	Specific Plan 2016SP-041-001
Project Name	Chartwell Hotel SP
Council District	34 - Henderson
School District	08 - Pierce
Requested by	Littlejohn Engineering Associates, applicant; Northumberland Hotel Partners, LLC, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
Rezone from CS to SP-C.

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan-Commercial (SP-C) zoning for property located at 5630 Franklin Pike Circle, 600 feet northeast of Old Hickory Boulevard (1.96 acres), to permit a hotel.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

This request directs development to areas where infrastructure is already existing (i.e. sewer lines, roads) as opposed to where there are not adequate public facilities. This reduces the service constraints placed on Metro’s resources.

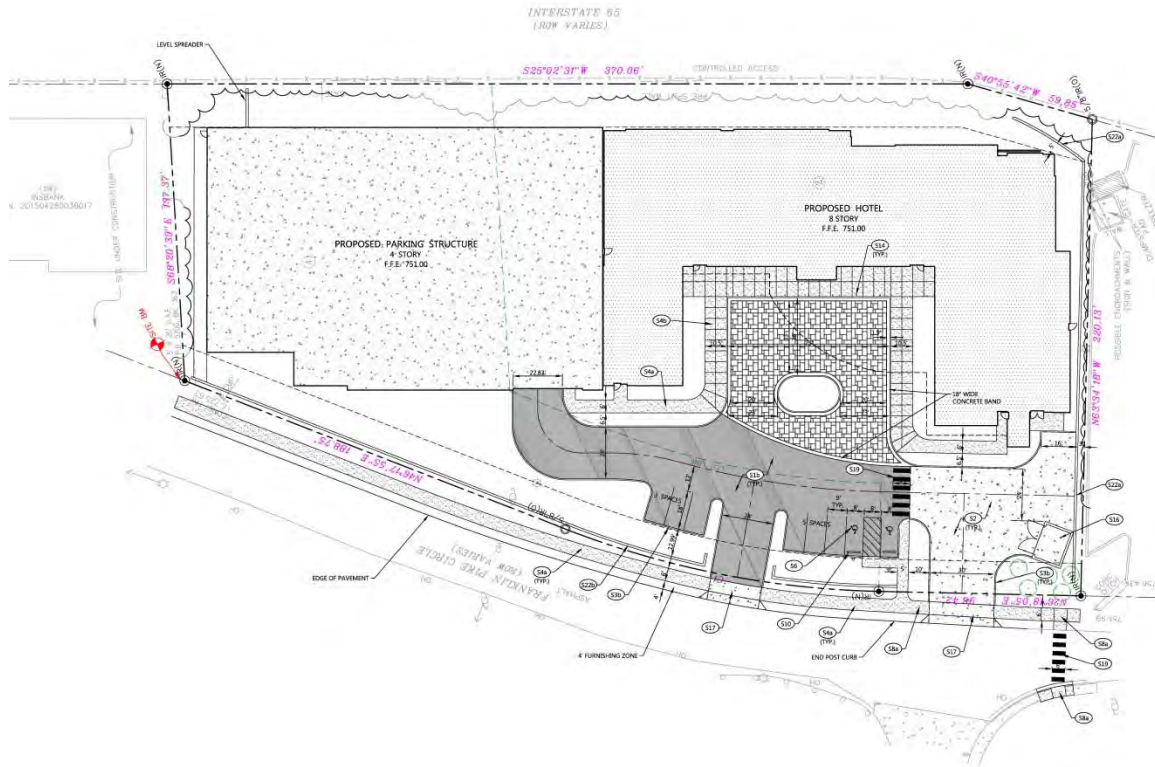
SOUTHEAST COMMUNITY PLAN

District Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium to high density residential are also present.

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



Metro Planning Commission Meeting of 6/09/2016



Proposed Site Plan



1 West Elevation
A102 1/16" = 1'-0"



2 East Elevation
A102 1/16" = 1'-0"

Elevations



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including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Consistent with Policy?

Yes. This request is consistent with policy as commercial uses, including hotel uses, are identified as an appropriate land use. This proposal would contribute to an active employment cluster. The location of the proposed hotel is respectful to the surrounding development pattern in the area and supported by the existing infrastructure.

This proposal would also be consistent with the design principals of the policy. The policy guidance allows for the massing of commercial buildings to result in a footprint with moderate to high lot coverage and development to be oriented towards the street with a pedestrian entrance. This application would achieve the policy's design intent.

PLAN DETAILS

This site is located at 5630 Franklin Pike Circle, northeast of Old Hickory Boulevard. The property is approximately 1.96 acres and currently has an existing hotel. This property fronts onto Franklin Pike Circle and is adjacent to Interstate 65.

Site Plan

The plan proposes a hotel development with 231 rooms. The structure's height is 8 stories in 90 feet. Amenities within the hotel include an indoor pool, meeting room, breakfast room and fitness center.

Access to the hotel is provided from Franklin Pike Circle. There are two vehicular access points provided on the plan. The plan proposes for there to be a parking structure attached to the hotel that is four stories; minimal surface parking fronting the hotel is also proposed. This plan meets the Metro Zoning Code parking requirements for a hotel use.

The plan provides a six foot wide sidewalk and four foot planting strip along Franklin Pike Circle. This proposal would contribute to the pedestrian network as a previously approved hotel (BL2016-146) to the south of this site was approved that created a pedestrian connection to Old Hickory Boulevard.

ANALYSIS

The plan is consistent with the land use policy and meets one critical planning goal. The plan proposes an additional hotel option within the area which is supported by the District Employment Center Policy.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approved



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PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, 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.
- Indicate installation of ST-200 curb and gutter at the existing edge of pavement, then install the 4' grass strip and 6' sidewalk.

TRAFFIC & PARKING RECOMMENDATION

Conditions if approved

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

- Replace the existing Stop signs at the intersection of Franklin Pike Circle and the Hampton Inn Access.
- Restripe the centerlines, edgelines, stop lines, and turn arrow pavement markings on the connector bridge segment between Franklin Pike and Franklin Pike Circle.
- Install pedestrian crosswalk pavement markings on the south leg of the intersection of Franklin Pike Circle and the Hampton Inn Access to provide access from the hotel parking lot to the existing sidewalk along the west side of Franklin Pike Circle.
- Install an ADA pedestrian curb ramp with detectable warning on the southeast corner of the Franklin Pike Circle and Hampton Inn Access intersection.
- Trim the vegetation growing along the east side of Franklin Pike Circle north of the intersection of Franklin Pike Circle and the Hampton Inn Access to provide adequate sight distance for vehicles leaving the Hampton Inn at both proposed driveways.
- Maintain a minimum of 22 feet of pavement width on Franklin Pike Circle along the project frontage for two-way travel.
- Provide adequate turning radius at driveways and on site circulation for charter bus or airport shuttle bus turning movements if those type buses are expected to serve the hotel guests.

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)	1.96	0.6 F	51, 226 SF	4397	104	407

Maximum Uses in Proposed Zoning District: SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	1.96	-	231 Rooms	2061	155	162



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Traffic changes between maximum: CS and SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2,336	+51	-245

WATER SERVICES RECOMMENDATION

Approved with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a hotel.
2. Prior to the issuance of a building permit, a subdivision amendment shall be recorded to remove the platted street setback along Franklin Pike Circle.
3. This approval does not include any signs. There shall be no pole or billboard signs, changeable LED, video signs or similar signs allowing automatic changeable messages. All other signs shall meet the MUG-A zoning requirements.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
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 6/09/2016



2016SP-043-001
TRINITY LANE MASTERPLAN
Map 071-01, Parcel(s) 016-021
Map 071-05, Parcel(s) 016
03, Bordeaux - Whites Creek
02 - DeCosta Hastings



Project No.	Specific Plan 2016SP-043-001
Project Name	Trinity Lane Masterplan
Council District	2 – Hastings
School District	1 – Gentry
Requested by	Hawkins Partners, Inc., applicant; James Woods and Aerial Investment Properties, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 23, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit a mixed-use development.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at Toney Road (unnumbered), Old Matthews Road (unnumbered), 509, 511, 515 B, and 513 West Trinity Lane, at the northwest corner of Old Matthews Road and West Trinity Lane (21.47 acres), to permit a mixed use development including a maximum of 341 residential units and 25,000 square feet of non-residential uses.

STAFF RECOMMENDATION

Staff recommends deferral to the June 23, 2016, Planning Commission meeting.



Metro Planning Commission Meeting of 6/09/2016



2016Z-056PR-001

Map 033, Parcel(s) 124

04, Madison

10 - Doug Pardue



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

Zone Change 2016Z-056PR-001
Planned Unit Development 67-85P-001
10 – Pardue
3 – Speering
Dale & Associates, Inc., applicant; Schatten Properties,
owner.

Staff Reviewer
Staff Recommendation

Swaggart
Defer to the June 23, 2016, Planning Commission meeting.

APPLICANT REQUEST

Zone change from RS20 to RM9.

Zone Change

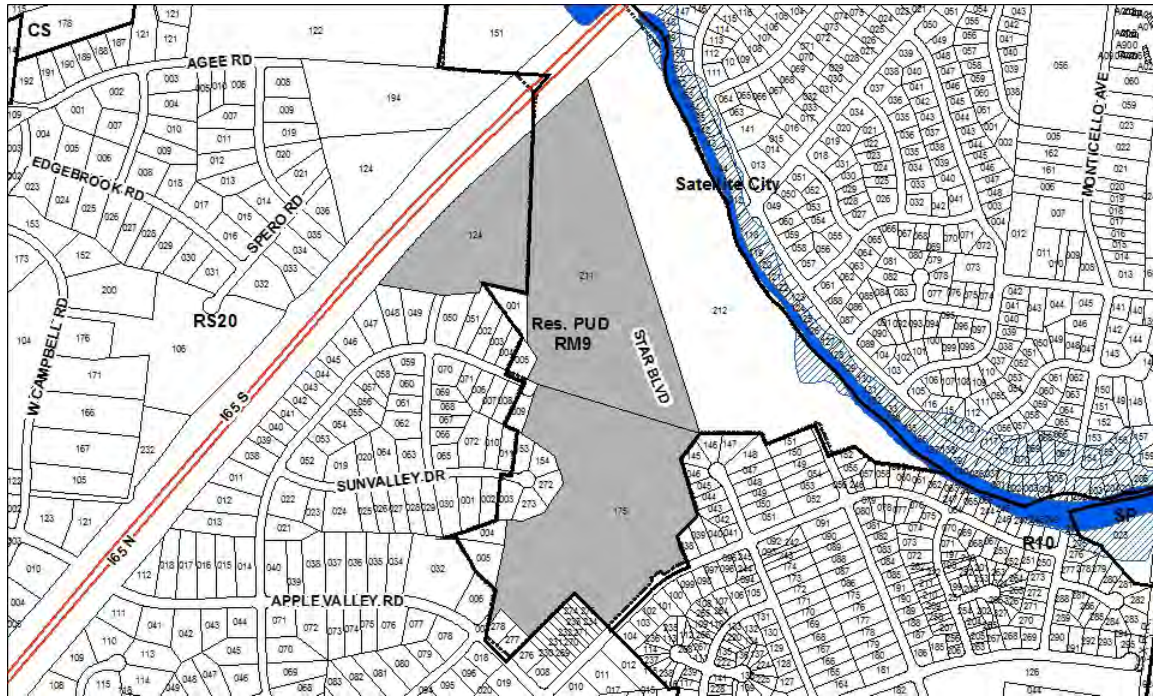
A request to rezone from Single-Family Residential (RS20) to Multi-Family Residential (RM9) zoning and proposed for a Planned Unit Development Overlay (PUD) for property located at Oaklynn Drive (unnumbered), 270 feet north of Hamblen Drive (9.5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 23, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 6/09/2016



67-85P-001
GRAYCROFT/GRAYBROOK PUD
Map 033, Parcel(s) 124, 175, 211
04, Madison
10 - Doug Pardue



Project No.	Planned Unit Development 67-85P-001
Project Name	Graycroft/Graybrook (PUD Amendment)
Associated Case	Zone Change 2016Z-056PR-001
Council District	10 – Pardue
School District	3 – Speering
Requested by	Dale & Associates, Inc., applicant; The Emanuel Schatten Testamentary Trust, Graybrook Apartments Associates LP, and Graycroft Manor LLC, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 23, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST
Amend a portion of a PUD.

Amend PUD

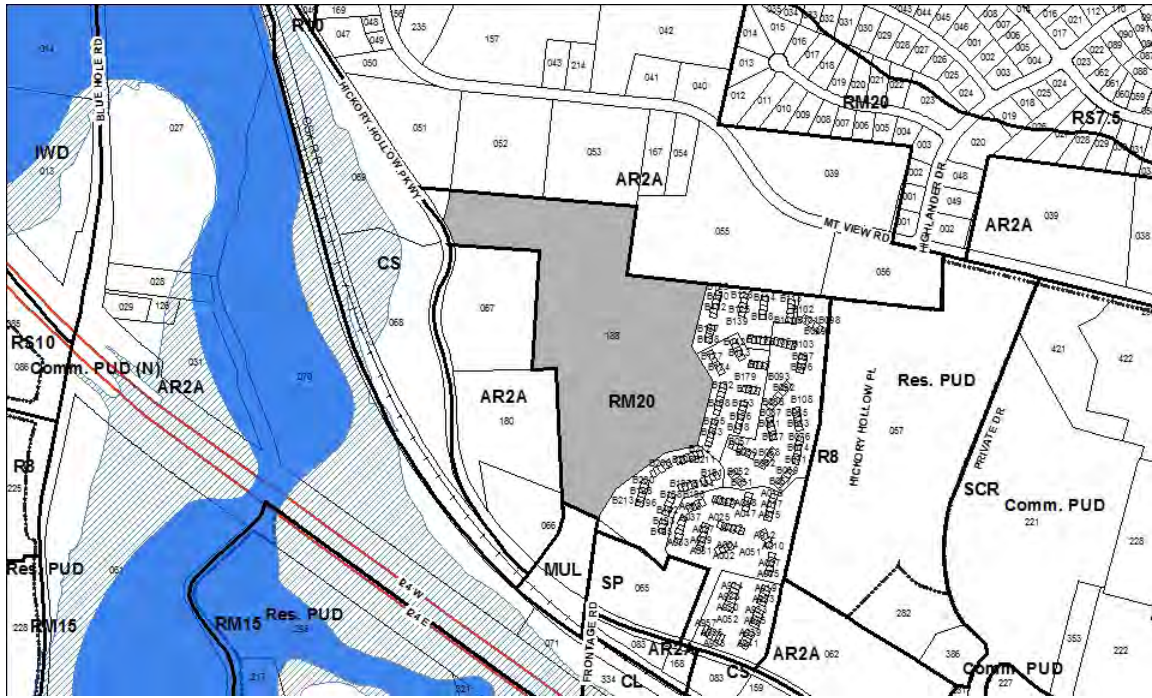
A request to amend a portion of a Planned Unit Development Overlay for properties located at Oaklynn Drive (unnumbered), N. Graycroft Avenue (unnumbered), 100 and 100 B Star Boulevard (63.09 acres), zoned Single-Family Residential (RS20) and Multi-Family Residential (RM9), to add property into the overlay and permit 151 additional multi-family residential units for a maximum of 563 multi-family units within the overlay.

STAFF RECOMMENDATION

Staff recommends deferral to the June 23, 2016, Planning Commission meeting as requested by the applicant.



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2016Z-055PR-001

Map 163, Parcel(s) 188
13, Antioch - Priest Lake
32 - Jacobia Dowell



Project No.	Zone Change 2016Z-055PR-001
Council District	32 - Dowell
School District	6 - Hunter
Requested by	Councilmember Jacobia Dowell, applicant; Vastland Development, Inc., owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RM20 to RS15

Zone Change

A request to rezone from Multi-Family Residential (RM20) to Single-Family Residential (RS15) zoning for property located at Hickory Hollow Parkway (unnumbered), on the west side of Hickory Hollow Parkway, approximately 1,500 feet south of Mt. View Road (19.27 acres).

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 385 units.*

Proposed Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 47 units.*

Property Zoning History

In 1987, a Planned Unit Development was approved for the property that included retail, office, and hotel uses. The Planned Unit Development was cancelled in 1995 and the property was rezoned to RM8. With the adoption of an updated Zoning Code in 1998, the property was rezoned to the current zoning of RM20.

CRITICAL PLANNING GOALS

N/A

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.

T4 Urban Community Center (T4 CC) is intended to enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute



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walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

No. The requested rezoning is inconsistent with the T4 Urban Community Center policy which is intended to enhance and create urban community centers by encouraging their development as intense mixed use areas that are compatible with the general character of urban neighborhoods. Preference is given within an Urban Community Center to mixed-use buildings. However, solely residential uses may be provided as a transition from higher intensity uses to adjacent residential land uses. Locations at key intersections and along corridors are reserved for mixed use buildings and are not appropriate for residential-only buildings and uses. The site is located interior to the Community Center policy area and has limited frontage on and is not oriented toward a corridor, providing for an appropriate location for multi-family residential buildings. The existing zoning also provides a transition to an area along Mt. View Road with a T3 Suburban Residential Corridor policy.

ANALYSIS

Under the Land Use Policy Application (LUPA), which was the previous version of the land use policy manual established in 2004 with the adoption of Concept 2010, the property was designated as Regional Activity Center. Regional Activity Center designation specified appropriate land uses and included retail, commercial, office, and higher density residential uses. The existing RM20 zoning was consistent with the Regional Activity Center policy and furthered the goals of the policy in regards to increasing the amount of residential units within the Center to support the non-residential uses. During a Community Plan update in 2012, the area was designated as a T4 Urban Community Center policy which was maintained with the adoption of NashvilleNext in June 2015. The request is inconsistent with the T4 Urban Community Center policy. The existing RM20 zoning is in line with the intent of the policy and serves as an appropriate transition from the Hickory Hollow Parkway corridor to the Residential Corridor policy along Mt. View Road. The policy supports a variety of zoning districts including mixed-use districts, office/residential districts, and multi-family residential districts. Single-family residential zoning districts are not supported by and are inappropriate for the policy.

Existing transit service is available approximately ½ mile from the property at the former Hickory Hollow Mall. The Murfreesboro Pike BRT Lite service begins there with a Park and Ride, community center, library, and community college. The BRT Lite service runs along Bell Road to Murfreesboro Pike into downtown Nashville. The corridor is identified as an Immediate need High Capacity Transit Route in NashvilleNext and MTA has identified it a potential Light Rail Corridor in its Comprehensive Regional Scenario being studied with the nMotion Transit Plan.

Additionally, the site in question is located within a Tier 1 Center on the Growth and Preservation Concept Plan adopted with NashvilleNext. Centers are defined as pedestrian-friendly areas with frequent transit service that contain a dense mixture of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities. Tier 1 Centers are to be the focus of coordinated investments to shape growth and support transit service in the next 10 year. Additional housing is appropriate and desired at this location to support the center and future transit services.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: **RM20**

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)	19.27	20 U	385 U	2457	193	230

Maximum Uses in Proposed 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)	19.27	2.9 D	55 U	600	49	63

Traffic changes between maximum: **RM20** and **RS15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-330 U	-1,857	-144	-167

METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: 43 Elementary 23 Middle 24 High

Projected student generation proposed RS15 district: 11 Elementary 8 Middle 9 High

The proposed RS15 zoning district could generate 62 fewer students than what is typically generated under the existing RM20 zoning district. Students would attend Cane Ridge Elementary School, Antioch Middle School, and Cane Ridge High School. Cane Ridge Elementary School has been identified as being overcrowded but there is additional capacity within the cluster. This information is based upon data from the school board last updated March 2016.

STAFF RECOMMENDATION

Staff recommends disapproval.



Project No.	Zone Change 2016Z-057PR-001
Council District	02 - Hastings
School District	01 - Gentry
Requested by	Jarred McNeal, applicant; Donna Lee & Toney Basham & Fred Mack & Roger Dale; ET AL, owners.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Rezone from IWD to MUN-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for properties located at 1333 and 1335 Baptist World Center Drive, at the northeast corner of Weakley Avenue and Baptist World Center Drive (0.31 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- 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.

BORDEAUX- WHITES CREEK COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed zoning district allows for additional uses to be introduced into a primarily industrial corridor, which is envisioned to redevelop into an urban mixed-use neighborhood with a



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variety of uses including residential, office, and commercial. Furthermore, the design standards in the Alternative districts are consistent with the design principles for this policy.

ANALYSIS

This site is located at 1333 and 1335 Baptist World Drive on approximately 0.31 acres. This property is currently zoned Industrial Warehousing/ Distribution (IWD), which permits industrial uses. There is a single-family structure on this site.

In the event these properties were to redevelop, the MUN-A zoning district would allow for additional uses to be introduced including residential, office and commercial. This district has appropriate design standards consistent with the land use policy that would create walkable neighborhoods through the placement of buildings. The MUN-A district requires a build to zone that would orient future development to address the public realm. The standards would also require future development to occupy the corner of the parcel since these properties are located at the intersection of two public streets.

This property is located outside the Urban Zoning Overlay; therefore one module of parking would be permitted between the street and any future structure; sidewalks would be required.

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: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.31	0.8 F	10,802 SF	39	4	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.31	.6 F	8,102	385	14	41



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+346	+10	+37

METRO SCHOOL BOARD REPORT

Projected student generation existing **IWD** district 0 Elementary 0 Middle 0 High

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

The proposed MUN-A district would generate two additional students than what is typically generated under the existing IWD district. There is additional capacity within this school cluster. Students would attend Lillard Elementary, Joelton Middle School and Whites Creek High School.

This information is based upon data from the school last updated March 2016.

STAFF RECOMMENDATION

Staff recommends approval.



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2016Z-058PR-001

Map 071-14, Parcel(s) 045-046

03, Bordeaux - Whites Creek

02 - DeCosta Hastings



Project No.	Zone Change 2016Z-058PR-001
Council District	02 - Hastings
School District	01 - Gentry
Requested by	Jarred McNeal, applicant; Mahan Investments, Inc. and Tony R. Clouse, owners.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Rezone from IWD to MUN-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for properties located at 1109 and 1111 Baptist World Center Drive, at the northeast corner of Willis Street and Baptist World Center Drive (0.44 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- 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.

BORDEAUX- WHITES CREEK COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed zoning district allows for additional uses to be introduced into a primarily industrial corridor, which is envisioned to redevelop into an urban mixed-use neighborhood with a variety of uses including residential, office, and commercial. 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 1109 and 1111 Baptist World Drive on approximately 0.44 acres. This property is currently zoned Industrial Warehousing/ Distribution (IWD), which permits light industrial uses. This site is currently vacant.

In the event these properties were to redevelop, the MUN-A zoning district would allow for additional uses to be introduced including residential, office and commercial. This district has appropriate design standards consistent with the land use policy that would create walkable neighborhoods through the placement of buildings. The MUN-A district requires a build to zone that would orient future development to address the public realm. The standards would also require future development to occupy the corner of the parcel since these properties are located at the intersection of two public streets.

This property is located outside the Urban Zoning Overlay. Therefore, one module of parking would be permitted between the street and any future structure; sidewalks would be required.

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: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.44	0.8 F	15,333 SF	55	5	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.44	.6 F	11,499 SF	530	17	50

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+475	+12	+45



Metro Planning Commission Meeting of 6/09/2016

METRO SCHOOL BOARD REPORT

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

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

The proposed MUN-A district would generate two additional students than what is typically generated under the existing IWD district. There is additional capacity within this school cluster. Students would attend Lillard Elementary, Joelton Middle School and Whites Creek High School.

This information is based upon data from the school last updated March 2016.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 6/09/2016



2016Z-059PR-001
Map 092-10, Parcel(s) 249-251
08, North Nashville
21 - Ed Kindall



Project No.	Zone Change 2016Z-059PR-001
Council District	21 – Kindall
School District	5 - Kim
Requested by	Build Nashville, applicant; Gloria Jackson, Michael & Wendy Baker, and Douglas & Laura Betty, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to RM20-A.

Zone Change

A request to rezone from Residential Single Family (RS5) to Multi-Family Residential (RM20-A) zoning for properties located at 2716, 2718, and 2720 Delaware Avenue, at the northeast corner of Delaware Avenue and 28th Avenue North (0.56 acres).

Existing Zoning

Residential Single Family (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 4 units.*

Proposed Zoning

Multi-Family Residential (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 11 units.*

CRITICAL PLANNING GOALS

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

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The existing sidewalk network surrounding these parcels will allow for access to public transportation. The property is located on an MTA bus route, which will provide an alternative transportation choice. Charlotte Pike is located less than 900 feet, to the south and has bike lanes on both sides of the street providing for alternative transportation opportunities.

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 6/09/2016

Consistent with Policy?

Yes. The rezoning to RM20-A is consistent with the T4 Urban Residential Corridor Policy and is appropriate given the site's location in an urban area. The requested zoning would meet the goals of the policy by placing additional residential development in close proximity to the Charlotte Pike corridor.

ANALYSIS

This site is located at the southeast corner of 28th Avenue North and Delaware Avenue. The site consists of three individual parcels, two of which have existing single family homes. All three parcels can be accessed through an existing alley.

Should the property redevelop under the proposed alternative zoning district, a shallow build-to zone will be provided, in line with the goals of the policy. Parking would be located behind or beside a new structure. Sidewalks and a planting strip complying with the Major and Collector Street Plan would be required along 28th Avenue North with the redevelopment of the site.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.56	8.7 D	4 U	39	3	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.56	20 U	11 U	74	6	7

Traffic changes between maximum: **RS5** and **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 7 U	+35	+3	+2



Metro Planning Commission Meeting of 6/09/2016

METRO SCHOOL BOARD REPORT

Projected student generation existing OR20 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed RM20-A district: 2 Elementary, 1 Middle, High 1

The proposed zone change would generate one more students than what is typically generated under the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, Pearl-Cohn High School. Each school has capacity for additional students. This information is based upon data from the school last updated March 2016.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 6/09/2016



2016Z-060PR-001
Map 093-12, Parcel(s) 105
11, South Nashville
19 - Freddie O'Connell



Project No.	Zone Change 2016Z-060PR-001
Council District	19 – O’Connell
School District	5 - Kim
Requested by	Mike Brown and Will Pulley, applicant; David Cypress, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IWD to MUL-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 237 Hermitage Avenue, at the southeast corner of Fairfield Avenue and Hermitage Avenue (0.47 acres).

Existing Zoning

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

- Supports Infill Development
- Supports a Variety of Transportation Choices

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The existing sidewalk fronting this parcel will allow for access to public transportation as well as a safe path of travel for pedestrians. Hermitage Avenue is located on an existing MTA bus route, which provides an alternative method of transportation.

SOUTH NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The rezoning to MUL-A is consistent with the T4 Mixed Use Neighborhood (T4 MU) Policy and is appropriate given the site’s location in an urban area. The rezoning request meets the goals of the policy by allowing a mixture of uses along a prominent corridor.



Metro Planning Commission Meeting of 6/09/2016

ANALYSIS

The site is located on the south side of Hermitage Avenue at the intersection of Hermitage Avenue and Fairfield Avenue. The property is approximately 0.47 acres in size and currently has one structure located on the site.

Hermitage Avenue is an arterial and Fairfield Avenue is a collector making this an appropriate location for mixed-use development as allowed by the proposed MUL-A zoning. In the event these properties were to redevelop, the MUL-A zoning district would allow for additional uses to be introduced including residential, office and commercial. This district 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. The standards would also require future development to occupy the corner of the parcel since these properties are located at the intersection of two public streets.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.47	0.8 F	16,378 SF	59	5	6

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)	0.47	1 F	20,473 SF	914	24	71

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+855	+19	+65



Metro Planning Commission Meeting of 6/09/2016

METRO SCHOOL BOARD REPORT

Projected student generation existing IWD district: 0 Elementary, 0 Middle, 0 High

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

The proposed zone change would generate four more students than what is typically generated under the existing IWD zoning district. Students would attend McGavok Elementary School, Two Rivers Middle School, McGavok High School. Each school within the cluster has capacity for additional students. This information is based upon data from the school last updated March 2016.

STAFF RECOMMENDATION

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



SEE NEXT PAGE

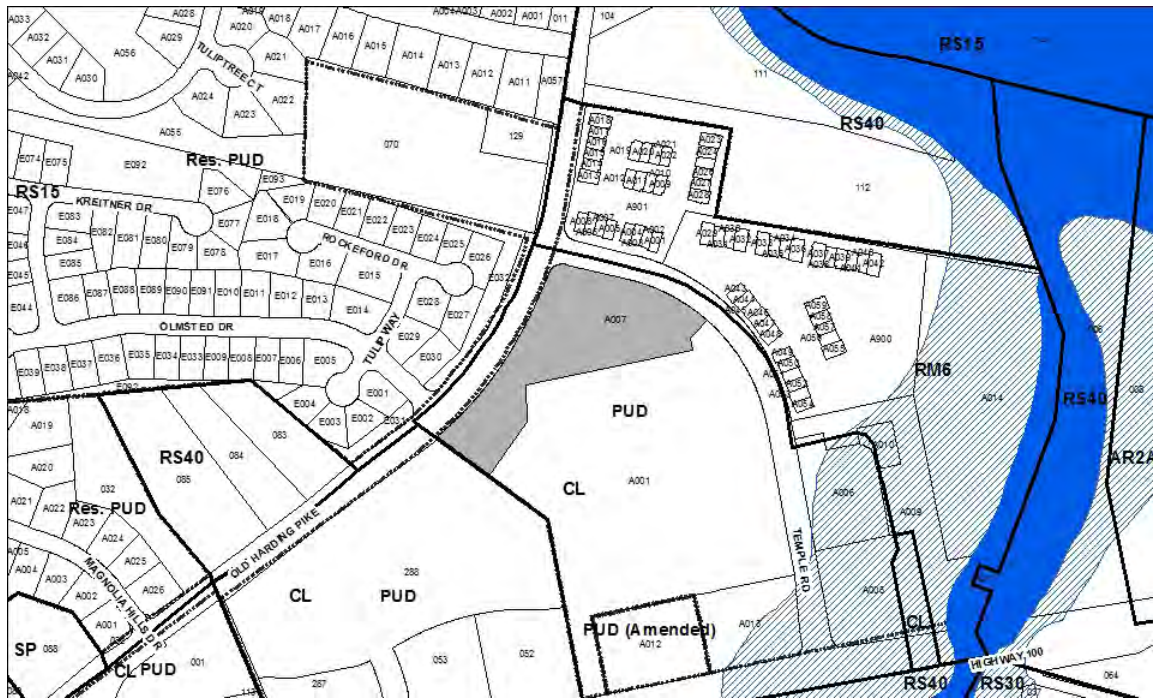


PLANNING COMMISSION ACTIONS

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



Metro Planning Commission Meeting of 6/09/2016



2005P-008-008

SAINT THOMAS HEALTH MEDICAL OFFICE BUILDING

Map 156-09-0-A, Parcel(s) 007

06, Bellevue

35 - Dave Rosenberg



Project No.	Planned Unit Development 2005P-008-008
Project Name	Saint Thomas Medical Office Building
Council District	35 - Rosenberg
School District	09 – Frogge
Requested by	Development Management Group, applicant; Harpeth Medical Center, LLC, owner.

Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a portion of the Planned Unit Development to permit a medical office building.

Revise PUD

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay for property located at 5700 Temple Road, at the southeast corner of Temple Road and Old Harding Pike (2.76 acres), zoned Commercial Limited (CL), to permit a medical office.

Existing Zoning

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

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

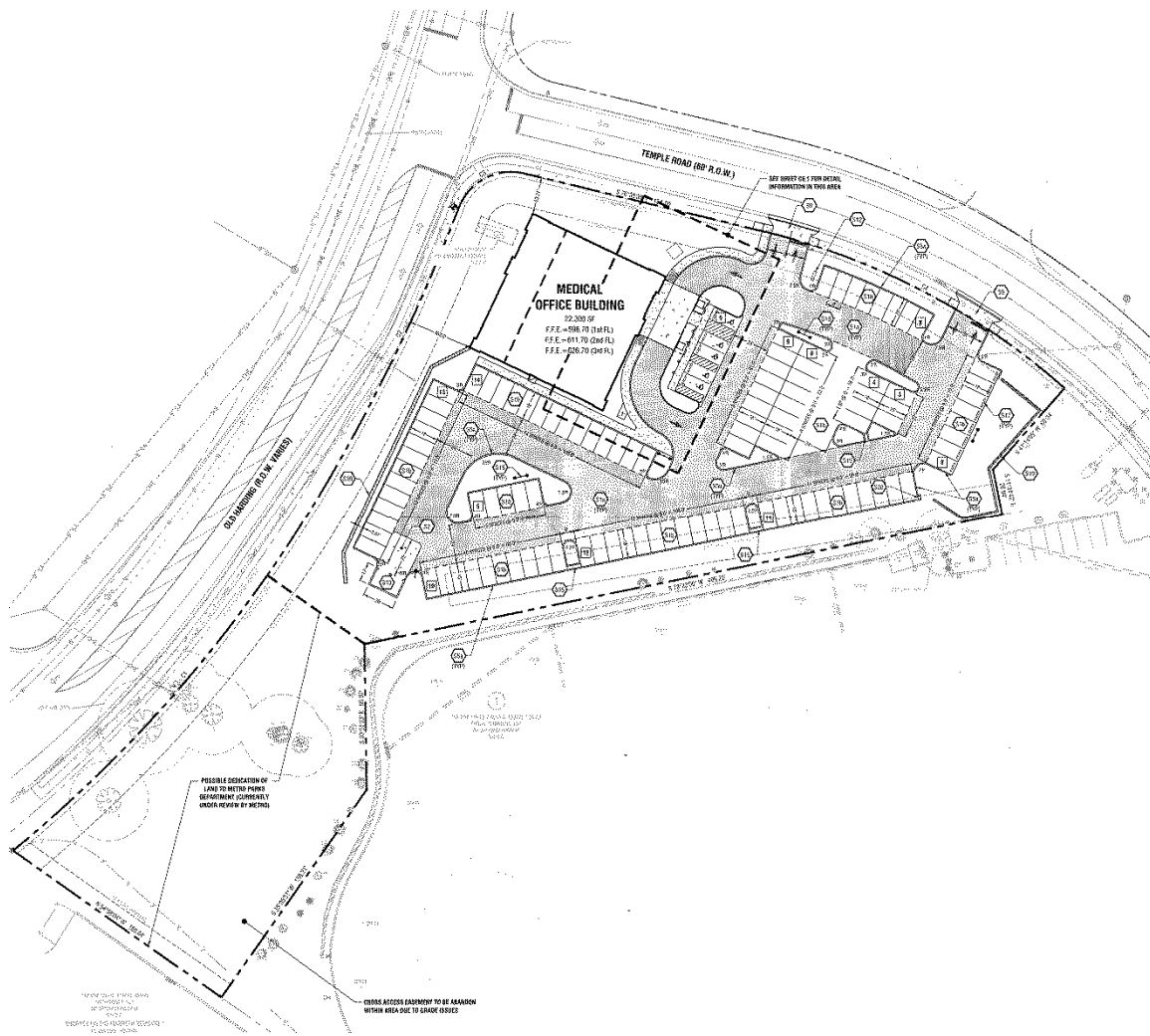
N/A

PLAN DETAILS

The site is located at the corner of Old Harding and Temple Road on an approximately 2.76 acre parcel. The original PUD was approved by Council in 2005 and has received numerous revisions. The preliminary plan for this portion of the Harpeth Village PUD was approved as a revision to the



Metro Planning Commission Meeting of 6/09/2016



Proposed Site Plan



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PUD in 2009 which permitted the replacement of the previously approved 20,000 square feet of office use with 29,000 square feet of medical/ office uses.

Site Plan

The plan proposes a 22,300 square-foot, three-story medical office building. There will be one access provided to the site from Temple Road. There will be a total of 112 parking spaces provided on site. The majority of the parking will be provided to the side, fronting Temple Road and the rear of the building. The topography of the site will partially screen the parking along Old Harding. Sidewalks and grass planting strips are currently provided along both Temple Road and Old Harding Pike.

ANALYSIS

Section 17.40.120.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 is recommending that the revision be approved with conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.



Metro Planning Commission Meeting of 6/09/2016

STORMWATER RECOMMENDATION

Approve with conditions

- Add access note

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.

TRAFFIC & PARKING RECOMMENDATION

No Exception Taken

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

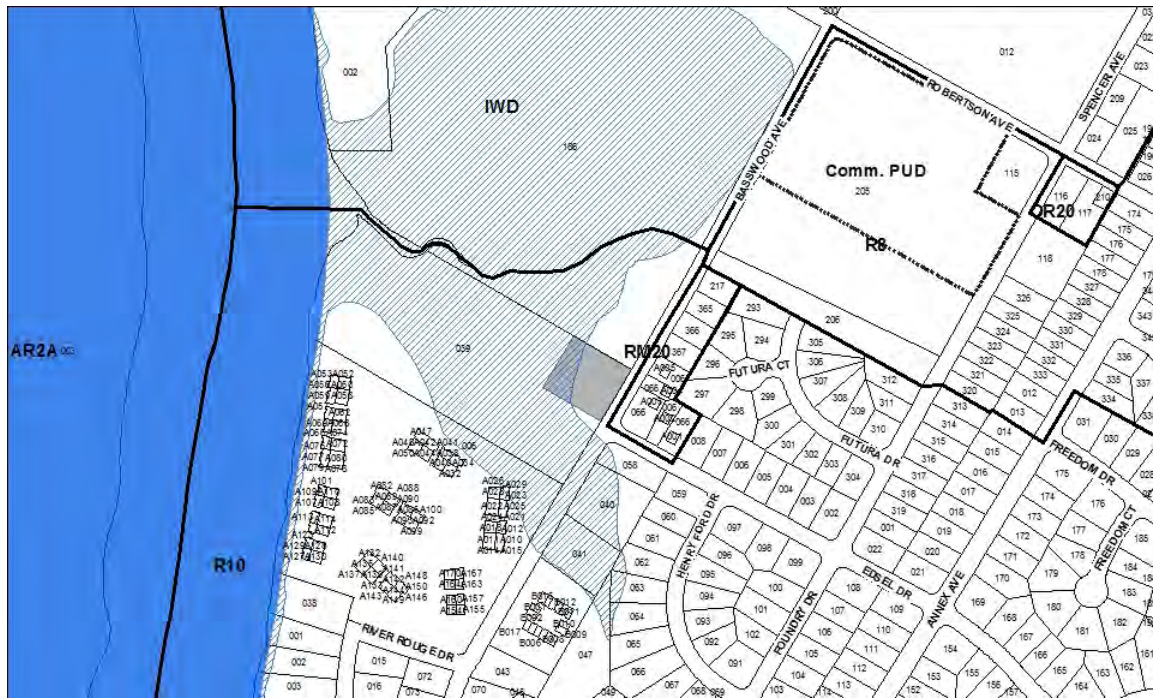
1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. 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.
4. With submittal of final site plan, revise plans to include a minimum 4' grass strip and 5' sidewalk.
5. The final site plan shall depict a minimum 5-foot clear path of travel for pedestrian ways, including public sidewalks, and the location of any existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions with the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



SEE NEXT PAGE



Metro Planning Commission Meeting of 6/09/2016



2016S-110-001
CUMBERLAND COVE (Concept Plan)
Map 090-11, Part of Parcel 039
07, West Nashville
20 - Mary Carolyn Roberts



Project No.	Subdivision 2016S-110-001
Project Name	Cumberland Cove (Concept Plan)
Council District	20 – Roberts
School District	9 – Frogge
Requested by	Southern Precision Land Surveying, applicant, Jean Lafitte Designs, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the July 28, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Concept plan to create three lots.

Concept Plan

A request for concept plan approval to create three lots for property located at Basswood Avenue (unnumbered), at the terminus of Edsel Drive (0.82 acres), zoned One and Two-Family Residential (R10).

STAFF RECOMMENDATION

Staff recommends deferral to the July 28, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 6/09/2016



2016S-108-001
RICHLAND HALL, SECTION II
Map 104-09, Parcel(s) 281-282, P/O 140
10, Green Hills - Midtown
24 - Kathleen Murphy



Project No.	2016S-108-001
Project Name	Richland Hall, Section II
Council District	24 - Murphy
School District	9 - Frogge
Requested by	Ragan-Smith & Associates, applicant; Mike Ford Custom Builders, LLC, owner.
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Shift a lot line, create 2 lots, and dedicate easements.

Final Plat

A request to shift a lot line, create 2 lots, and add easements on properties located at 3649 and 3653 Richland Avenue and part of 3606 West End Avenue, 65 feet northeast of Craighead Avenue (2.83 acres), zoned Single-Family Residential (RS7.5), and within the Richland-West End Neighborhood Conservation Overlay.

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.

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The request is for final plat approval to shift a lot line, create 2 lots, and dedicate easements for property located at 3649 and 3653 Richland Avenue and part of 3636 West End Avenue. The plat proposes to shift an existing lot line between Lots 3 and 4 and creating two additional lots. The plat also establishes public utility and drainage easements and access easements. Vehicular access for all lots is limited to the private alley at the rear of the lots. There is an existing sidewalk and grass strip along Richland Avenue. The proposed lots have the following square footage:

- Lot 2: 10,063 SF (0.23 acres)
- Lot 3: 10,063 SF (0.23 acres)
- Lot 4: 10,063 SF (0.23 acres)
- Lot 5: 10,063 SF (0.23 acres)
- Lot 6: 83,383 SF (1.91 acres)

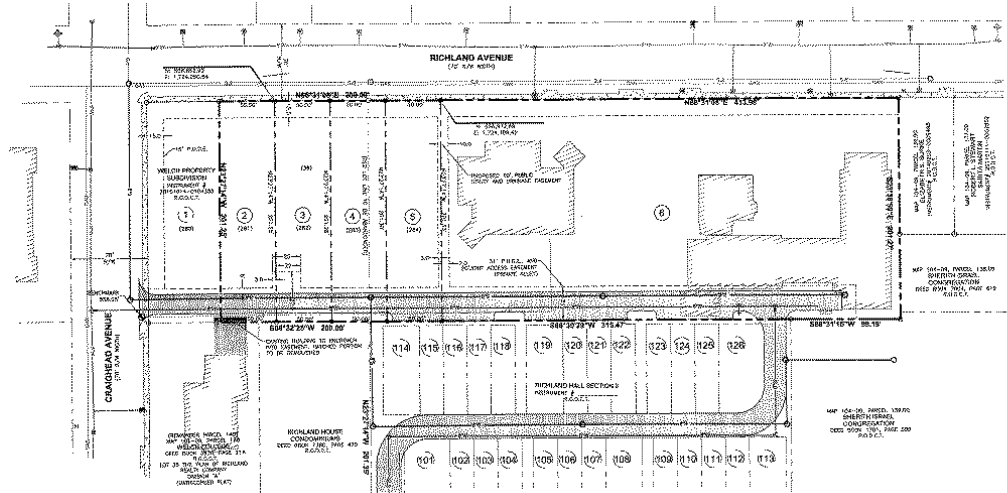
ANALYSIS

Lot Compatibility

Section 3-5.4 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within a Designated Historic District. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:



Metro Planning Commission Meeting of 6/09/2016



Proposed Subdivision



Metro Planning Commission Meeting of 6/09/2016

Designated Historic Districts

The subject property is located within the Richland-West End Neighborhood Conservation Overlay District which is a historic district that has been adopted by Metro Council.

Zoning Code

All lots meet the minimum standards of the RS7.5 zoning district.

Historic Zoning Commission Staff Recommendation

Historic Zoning Commission Staff has reviewed the proposed subdivision and recommends approval of the subdivision. Any new construction must be approved by the Metro Historic Zoning Commission since the property is located within the Richland-West End Neighborhood Conservation Overlay.

Agency Review

All reviewing agencies have recommended approval at this time.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- 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.

STORMWATER RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

No exceptions taken

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approval is contingent on construction and completion of MWS Project #'s 15-SL-138 (Revision #1), 15-WL-102 (Revision #1), 15-SL-302, and 15-WL-196. 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.
- Bonds for the above four projects must be posted with Metro Planning Case # 2015S-174-001, before this plat can be recorded.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



Metro Planning Commission Meeting of 6/09/2016

CONDITIONS

1. The previously approved plat (2015S-174-001) must be recorded prior to the recording of this plat.
2. After recordation of 2015S-174-001, the plat must be updated with the Instrument Number.