

# Metropolitan Planning Commission



## Staff Reports

**April 24, 2014**



## **Metro Planning Commission Meeting of 4/24/2014**

*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.*

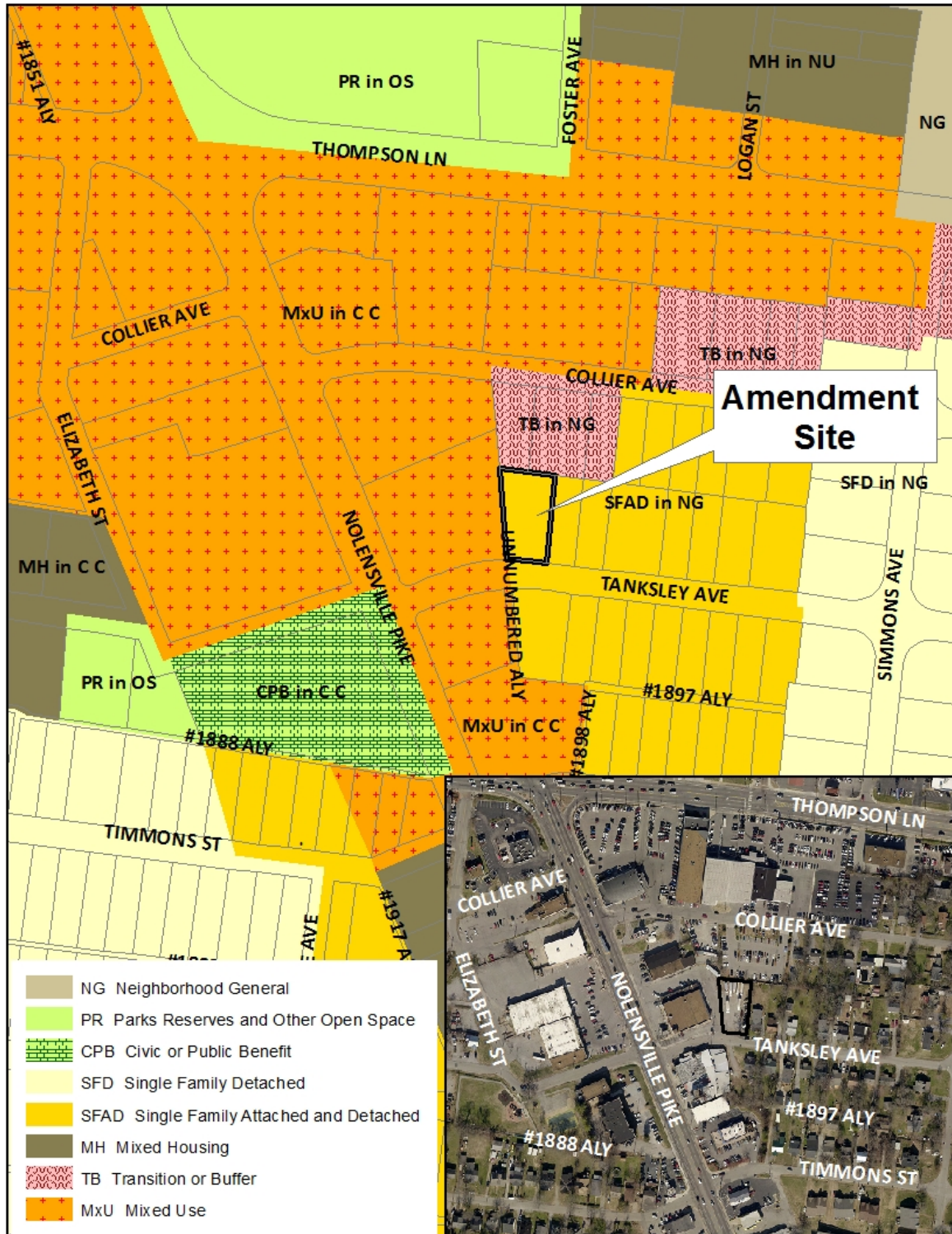


## **PREVIOUSLY DEFERRED ITEMS**

- **Community Plan Amendments**
- **Text Amendments**
- **Specific Plans**



# Metro Planning Commission Meeting of 4/24/2014



2014CP-011-001  
**SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT**  
316 Tanksley Avenue, Map 119-13 Parcel 286  
South Nashville  
16- Tony Tenpenny



**Project No.** Major Plan Amendment 2014CP-011-001  
**Project Name** South Nashville Community Plan: 2007 Update  
– Tanksley Avenue  
**Associated Case** 2012SP-029-001  
**Council District** 16 – Tenpenny  
**School Districts** 7 – Pinkston  
**Requested by** Dale and Associates, Inc., applicant, Andrew Ford, Lee Ford and Thomas Ford, Jr., owners

**Deferral** *This request was deferred at the March 13, 2014, Planning Commission meeting by the applicant.*

**Staff Reviewer** Wood  
**Staff Recommendation** *Disapprove*

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**APPLICANT REQUEST**

**Change the land use policy from Single-Family Attached and Detached in Neighborhood General to Transition or Buffer in Neighborhood General.**

Major Plan Amendment

A request to amend the South Nashville Community Plan: 2007 Update to change the Land Use Policy from Single-Family Attached and Detached in Neighborhood General (SFAD in NG) Policy to Transition or Buffer in Neighborhood General (TB in NG) Land Use Policy for property located at 316 Tanksley Avenue, approximately 240 feet east of Nolensville Pike, (0.26 acres), (also see Specific Plan case # 2012SP-029-001).

**CRITICAL PLANNING GOALS**

N/A

**SOUTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

Single-Family Attached and Detached in Neighborhood General (SFAD in NG) policy is a detailed land use policy. NG policy is intended to meet a spectrum of housing needs that is carefully arranged, not randomly located. SFAD policy adds more detail to the NG policy by calling for a mixture of single-family housing that varies based on the size of the lot and the placement of buildings, either stand-alone single-family housing or attached single-family housing, such as townhomes.

**Proposed Policy**

Transition or Buffer in Neighborhood General (TB in NG) policy, another detailed land use policy, is intended to provide a transition from intense commercial activity to a more residential character. Uses should complement adjacent residential in overall scale, character and function, but may have a limited commercial or mixed-use component.

**BACKGROUND**

The property at 316 Tanksley Avenue is located on the north side of Tanksley, east of Nolensville Pike. It has been residentially zoned for at least four decades, although it appears a residential structure has never been built on it. The property was acquired in 2009, by Thomas Ford, Jr., owner



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of Tire Recappers, Inc., along with Lee and Andrew Ford. The subject property is located on the north side of Tanksley Avenue across from Tire Recappers. The site has been used by Tire Recappers for several years to store their rubber materials in tractor-trailer trucks.

The property owners applied for a community plan amendment and a rezoning request on September 27, 2012 in order to legally use this property. The 2012 plan amendment request was also to change the policy from Single Family Attached and Detached in Neighborhood General to Transition or Buffer in Neighborhood General. The SP application submitted in 2012 planned a building and parking area. The Planning Department held a community meeting to discuss the applications on November 12, 2012. The meeting was attended by approximately 35 people and a variety of concerns were raised by attendees, including commercial intrusion into the residential neighborhood, the precedent that might be set for other such expansions, and operational impacts of the business on the neighborhood. The Planning Commission held a public hearing on both applications on December 13, 2012, and disapproved both in accordance with the staff recommendations. The bill to rezone the property was introduced in Metro Council on first reading on January 8, 2013. The Council public hearing was held on February 5, 2013 and the bill was later deferred indefinitely on September 10, 2013. The applicants filed the current community plan application on January 17, 2014, as a new application to be heard at the March 13, 2014 MPC meeting and asked that the zone change request be placed on the agenda for the same meeting, as the zone change bill was re-referred by the Metro Council. The current SP application proposes to construct a parking lot for employees of Tire Recappers.

The South Nashville Community Plan was last updated in 2007. As part of that update process, the community, the councilmember and Planning staff completed a detailed neighborhood design plan for the section the Nolensville Pike corridor that includes this area of Tanksley Avenue. The *Nolensville Pike Corridor Detailed Neighborhood Design Plan (DNDP)*, adopted in 2007, provides guidance, on a parcel-by-parcel basis for the appropriate land use and development character based upon the neighborhood's goals and objectives. The overarching goal of the Nolensville Pike Corridor DNDP is to shape the corridor into a walkable community with a mix of shopping, dining, entertainment, residential and employment opportunities. This would transform the corridor from one that mainly serves people passing through into one that contains uses that serve the surrounding neighborhoods.

Adjacent to the corridor are predominantly single-family neighborhoods. In strategic locations, the decision was made to buffer the commercial corridor from the adjacent single-family residential through applying a policy that allows for higher density housing. Higher density housing not only serves as a transition, but also provides additional residences for more consumers to support improved commercial. Beyond those benefits, providing more housing opportunities also helps achieve the community's desire to enhance the pedestrian environment and increase transit and bicycle usage. The Single Family Attached and Detached Policy serves this purpose.

### **COMMUNITY PARTICIPATION**

A community meeting regarding the current community plan amendment application was held by the Planning Department on February 24, 2014. It was attended by approximately 35 people, most from the adjacent neighborhood, including the District 16 Councilman Tony Tenpenny and District 28 Councilman Duane Dominy. Several of the attendees expressed the same concerns that had been raised at the meeting in November 2012. These related to the business's history of negative impacts on the community and the potential for future negative impacts if the community plan amendment



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and rezoning were approved. The primary concerns expressed were that approving the proposals would:

- allow commercial to intrude into the adjacent residentially-zoned single-family neighborhood;
- set a precedent for other businesses to expand into residential areas in other locations along the Nolensville Pike corridor; and
- allow the business to continue impacting the adjacent residential area by continually moving goods and people back and forth across Tanksley Avenue from the main business to the parcel in question, blocking the street and creating a dangerous situation.

These concerns were countered by other attendees, including the applicants, who noted that they had cleaned up some of the conditions that were causing concerns.

### ANALYSIS

The property at 316 Tanksley Avenue is zoned for single family residential use, but contains no permanent structures. It is located between a furniture store that fronts on Nolensville Pike and a single-family house. It is now surrounded by a combination of chain-link fencing and a concrete block wall that was recently constructed and is mainly used for parking by Tire Recappers. It accesses directly onto Tanksley Avenue.

The parking lot at 316 Tanksley Avenue faces part of an alley and the side yard of a single-family house on the south side. The parking for this house is accessed from the alley. On Collier Avenue, one block north of Tanksley Avenue, businesses along Nolensville Pike have extended parking lots into residential areas over the years by replacing houses with parking areas. The rezoning of these sites to permit the parking occurred in the late 1990s and was recognized by the 2007 South Nashville Community Plan through the application of Transition or Buffer policy. The expansion of the parking into the neighborhood has led to fragile interfaces between businesses along Nolensville Pike and remaining residential areas.

The question of further expanding commercial related parking areas raises planning concerns for the future direction and continued revitalization of the Nolensville Pike corridor. While the existing tire-recapping business provides a needed service, one of the objectives of the Nolensville Pike DNDP is to discourage auto-oriented uses near residential neighborhoods. This was a concern for both residential neighbors and Planning staff because these uses can degrade adjacent residential areas if design and operational issues are not carefully and thoroughly addressed. Allowing an auto-oriented use to expand further into the residential neighborhood raises concerns, especially given that the parking lot will not be oriented towards Nolensville Pike and will instead be a free-standing lot with continued direct access onto a narrow residential side street. In addition, preserving and enhancing residential character, creating a more mixed-use development pattern along Nolensville Pike and creating a more walkable environment along the corridor and within the adjoining neighborhoods are major goals of the community plan and remain important to many residents.

Approving this plan amendment at this time can create negative implications for other properties in the area. The history of commercial expansion into the adjacent neighborhood raises legitimate concerns about continuing fragmented business expansion into residential areas.

Guidance for appropriate transitions between the corridor's commercial uses and single-family residential areas is provided in the Nolensville Pike Corridor DNDP. The DNDP envisions denser



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housing options, such as townhomes and cottages while retaining residential uses that provide design and operational elements transitioning from a retail/commercial environment to single-family residential environment. This proposal violates the vision for this community by allowing a commercial use to extend into the residential neighborhood, even if the site plan and operations are constrained and modified through the accompanying SP application. Any area of transition, whatever its ultimate extent, is made stronger by maintaining the character, scale, and function of the adjacent residential environment and should be held to a standard of compatibility.

### **STAFF RECOMMENDATION**

Staff recommends disapproval of the request due to conflict with the community vision and the precedent for the larger community that will be set if this expansion is allowed at this location.



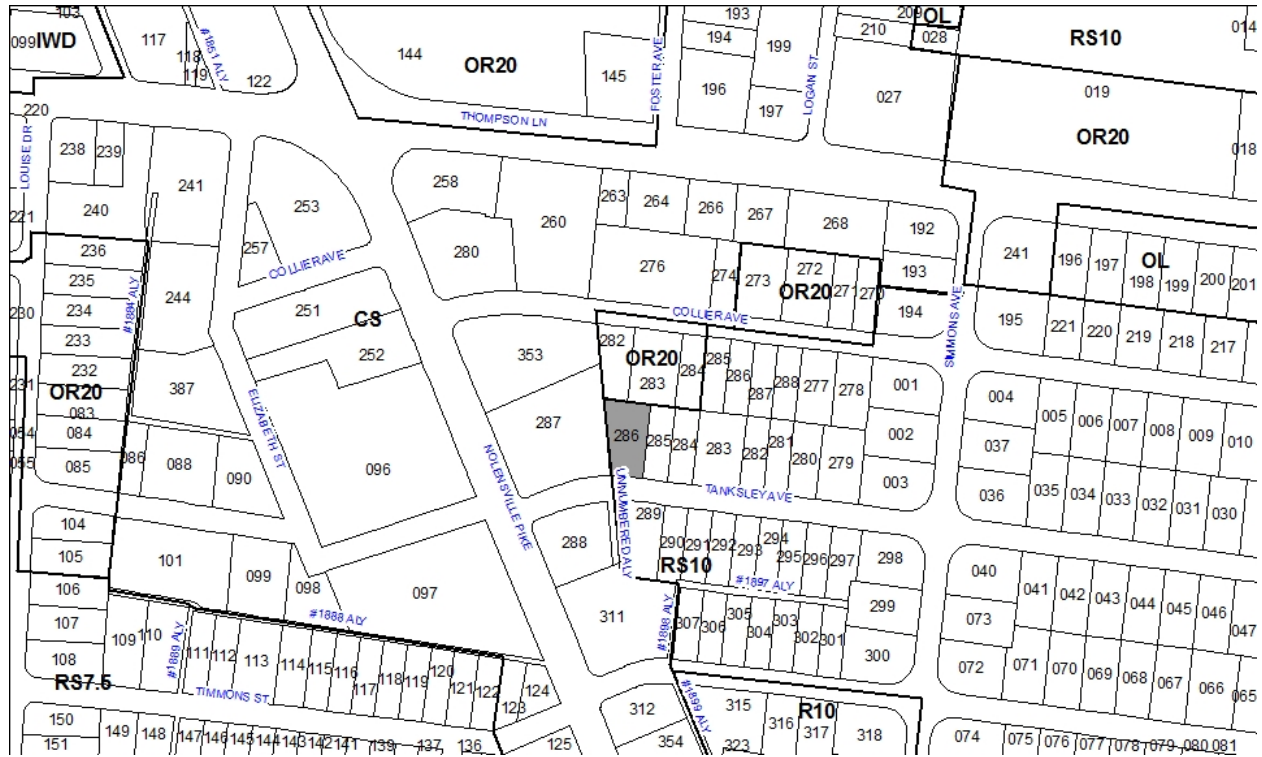


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# Metro Planning Commission Meeting of 4/24/2014



**2012SP-029-001**  
TANKSLEY AVENUE  
Map 119-13, Parcel(s) 286  
South Nashville  
16 - Tony Tenpenny



<b>Project No.</b>	<b>Zone Change 2012SP-029-001</b>
<b>Project Name</b>	<b>Tanksley Avenue SP</b>
<b>Associated Case</b>	2014CP-011-001
<b>Council Bill</b>	BL2013-353
<b>Council District</b>	16 – Tenpenny
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Dale & Associates, applicant, Thomas Ford Jr., Garrett Lee & Bruce Andrew, owners

**Deferral** *This request was deferred at the March 13, 2014, Planning Commission meeting by the applicant.*

**Staff Reviewer** Cuthbertson  
**Staff Recommendation** *Disapprove*

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**APPLICANT REQUEST**  
**Permit automobile parking.**

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan – Auto (SP-A) zoning for property located at 316 Tanksley Avenue, approximately 240 feet east of Nolensville Pike (0.26 acres), to permit automobile parking.

**Existing Zoning**

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

**Proposed Zoning**

Specific Plan – Auto (SP-A) 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 automobile parking.

**History**

The SP and an associated Community Plan amendment were disapproved by the Planning Commission at their December 13, 2012, meeting. The Council Bill associated with the SP passed Metro Council’s first and second readings, but was deferred indefinitely prior to third reading. The Council Bill was amended on September 10, 2013, and referred back to the Planning Commission for consideration. The Council Bill was amended by the Council instructing that the plan be revised to (1) eliminate the one story block storage building in its entirety and (2) show equivalent landscaping on both sides of the masonry wall.

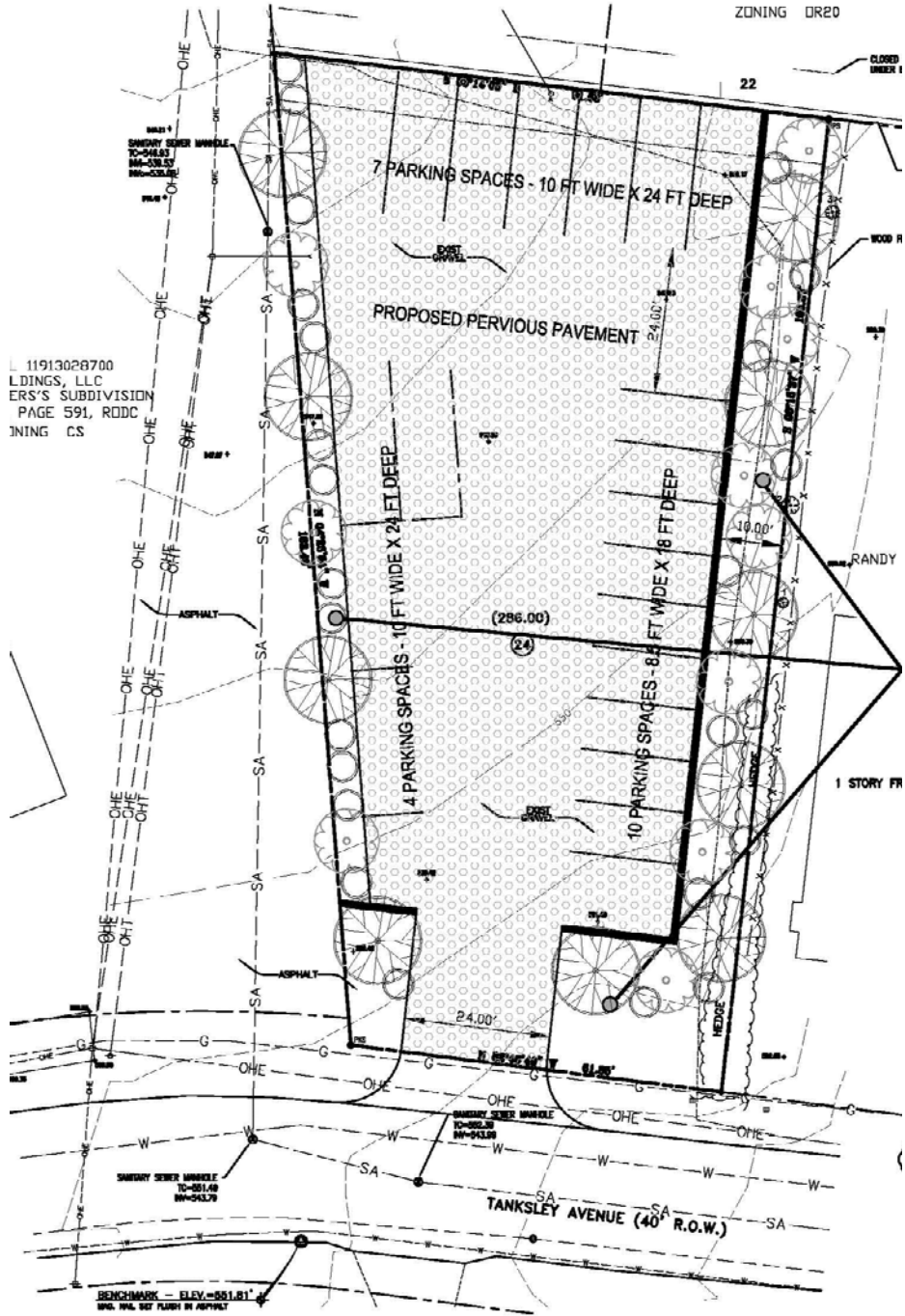
The applicant re-applied for a Community Plan amendment in January 2014, to support the proposed SP. The SP was amended to a preliminary SP only from a preliminary SP and final site plan, as was originally requested. The revised SP eliminates the storage building, however, landscaping remains proposed only on the east side of the masonry wall on the east side of the site. The council bill will have to be amended to reflect the current proposal.



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LOT 22  
TANKSLEY SUB-PT CL AL  
INST. NO. 20080731-0078630  
ZONING DR20

PARCEL 11909028300  
CARS-DB4, LP  
LOT 22, TANKSLEY SUB-PT CL  
INST. NO. 20080731-0078630  
ZONING DR20



L 11913028700  
LDINGS, LLC  
ERS'S SUBDIVISION  
PAGE 591, RODC  
NING C.S

Proposed Site Plan



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### **SOUTH NASHVILLE COMMUNITY PLAN**

#### **Current Policy**

Single-Family Attached and Detached in Neighborhood General (SFAD in NG) policy is a detailed land use policy. NG policy is intended to meet a spectrum of housing needs that is carefully arranged, not randomly located. SFAD policy adds more detail to the NG policy by calling for a mixture of single-family housing that varies based on the size of the lot and the placement of buildings, either stand-alone single-family housing or attached single-family housing, such as townhomes.

#### **Proposed Policy**

Transition or Buffer in Neighborhood General (TB in NG) policy, another detailed land use policy, is intended to provide a transition from intense commercial activity to a more residential character. Uses should complement adjacent residential in overall scale, character and function, but may have a limited commercial or mixed-use component.

#### Consistent with Policy?

The proposed SP is not consistent with the existing residential or the proposed transition policies. The SP proposes a parking lot for an existing use across Tanksley Avenue, allowing a commercial parking area to be extended into the neighborhood. The parking lot is oriented to and accessed only from the residential street, Tanksley Avenue, not the commercial corridor. There is no physical connection between the proposed parking area and the intended user's site. The use of the proposed parking lot by a commercial business across the street will promote the continuation of pedestrian and vehicular traffic across the neighborhood street without proper safeguards like crosswalks and would continue to pose a conflict with local traffic using the street to access the neighborhood. Additionally, the site has a history of being utilized for storage within parked trucks, associated with the business. The parking area could accommodate vehicles that could continue to be used for storage.

#### **PLAN DETAILS**

This SP request proposes to establish a parking lot on an undeveloped residential lot. The lot is located on a local street (Tanksley) between the Nolensville Pike commercial corridor to the west and a single-family residential neighborhood to the east. The applicant operates a tire recapping facility to the southwest of the subject property at the corner of Nolensville Pike and Tanksley Avenue across the street (Tanksley) from the proposed parking lot. The applicant currently uses the residentially zoned subject lot, illegally, to park vehicles and store materials in trailers. The applicant would like to permit the parking of employee vehicles on the site.

#### Site Plan

The SP proposes to establish a twenty-one space parking area on the subject property. A ten foot landscape area and a six foot tall masonry wall will separate the parking area from the adjacent residential property to the east. A landscaped area as well as a three foot tall masonry wall will also separate the parking area from the street. Vehicular access will be limited to a 24 foot wide drive from Tanksley Avenue. A planted and irrigated strip will provide physical separation between the subject property and the adjacent commercial property to the west.

The use proposed with this SP will be limited to automobile parking. Outside storage, or storage of any kind, will not be permitted on this property with this SP.



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### **PUBLIC WORKS RECOMMENDATION**

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

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the proposed SP is not consistent with the existing Land Use Policy or the proposed Land Use Policy.

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

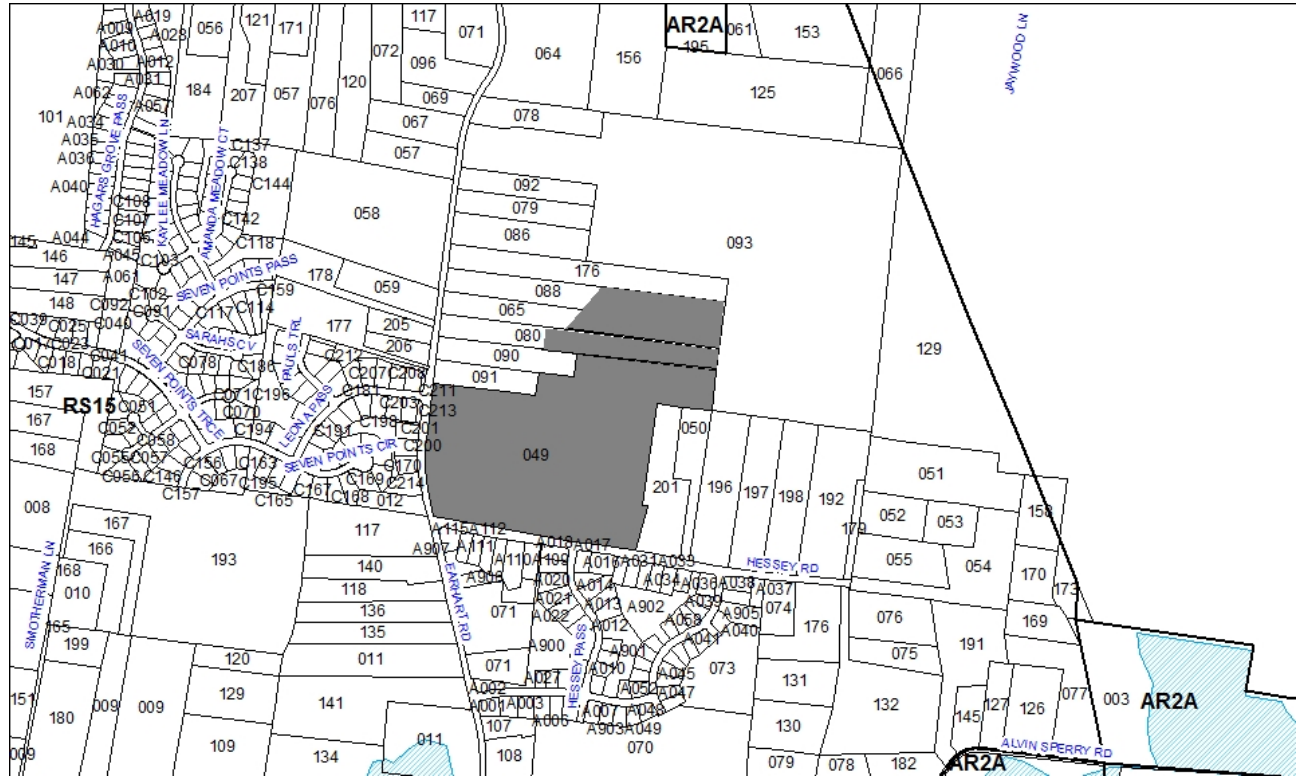
1. This SP shall permit automobile parking only. No outside storage, or storage of any kind, shall be permitted on the site.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. 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.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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# Metro Planning Commission Meeting of 4/24/2014



## 2013SP-036-001

ASHTON PARK

Map 098, Part of Parcel(s) 080, 088

Map 110, Parcel(s) 049

14, Donelson - Hermitage

12 (Steve Glover)





<b>Project No.</b>	<b>Zone Change 2013SP-036-001</b>
<b>Project Name</b>	<b>Ashton Park</b>
<b>Council District</b>	12 – Glover
<b>School District</b>	4 – Shepherd

**Deferrals** This request has been deferred by the Commission four times. The last deferral was on February 27, 2014.

**Requested by** Anderson, Delk, Epps & Associates, Inc., applicant;  
Campbell Carter and Chris Pardue, owners

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**

**Preliminary SP to permit 155 single-family lots.**

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning for properties located at 4619 Hessey Road and 3375 Earhart Road and for a portion of property located at 3391 Earhart Road, at the northeast corner of Hessey Road and Earhart Road, (44.8 acres), to permit up to 155 single-family residential dwelling units.

**STAFF RECOMMENDATION**

Staff recommends that the request be deferred indefinitely as requested by the applicant.



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

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

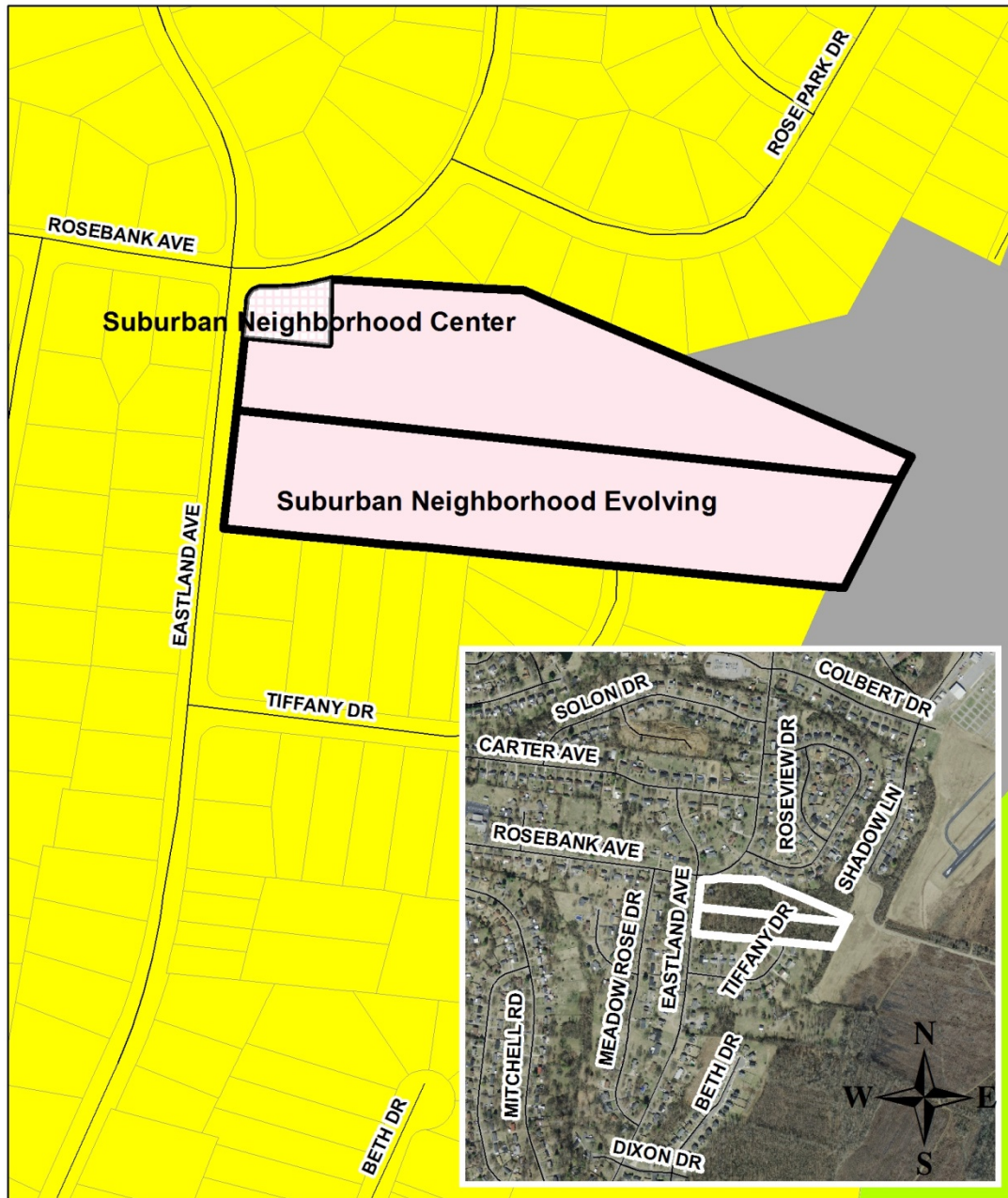


# Metro Planning Commission Meeting of 4/24/2014

## East Nashville Community Plan Amendment

Proposed Policy

Case # 2013CP-005-003



The application of Suburban Neighborhood Evolving and Suburban Neighborhood Center policies are proposed for the properties outlined in black.



<b>Project No.</b>	<b>Major Plan Amendment 2013CP-005-003</b>
<b>Project Name</b>	<b>East Nashville Community Plan Amendment</b>
<b>Associated Case</b>	<b>2013SP-049-001</b>
<b>Council District</b>	6 - Westerholm
<b>School District</b>	5 – Kim
<b>Requested by</b>	Civil Site Design Group, PLLC, applicant; East Greenway Park, LLC, owner.
<b>Staff Reviewer</b>	Capehart
<b>Staff Recommendation</b>	<i>Approve with Special Policies.</i>

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**APPLICANT REQUEST**

**Amend land use policy from Residential Low Medium Density policy (RLM) to Suburban Neighborhood Evolving (T3 NE) and Suburban Neighborhood Center (T3 NC).**

Major Plan Amendment

A request to amend the East Nashville Community Plan: 2006 Update to change the Land Use Policy from Residential Low Medium Density Policy (RLM) to Suburban Neighborhood Evolving Policy (T3 NE) and Suburban Neighborhood Center (T3 NC) for properties located at 801 Rosebank Avenue and Eastland Avenue (unnumbered).

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**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices
- Provides a Range of Housing Choices
- Supports Infill Development
- Promotes Compact Building Design

The application of Suburban Neighborhood Evolving policy on property located at 801 Rosebank Avenue and Eastland Avenue (unnumbered) creates walkable neighborhoods, supports transportation choices, provides a range of housing choices, and supports infill development.

The Suburban Neighborhood Evolving policy creates walkable neighborhoods and supports a variety of transportation choices by encouraging street and pedestrian connections that add to the overall street, sidewalk, and greenway networks. The Suburban Neighborhood Evolving policy also supports a range of housing fostering neighborhoods that support aging-in-place, transit, and successful neighborhood market places. Providing a range of housing type within Suburban Evolving Neighborhoods is most often facilitated by infill development. Infill development most often utilizes existing infrastructure and should be designed to provide appropriate transitions in massing, height, and scale. The Suburban Neighborhood Evolving policy supports and provides guidance for infill development by encouraging appropriate transitions so that infill development is compatible with existing development.

The application of Suburban Neighborhood Center also supports the creation of walkable neighborhoods. The Suburban Neighborhood Center policy encourages neighborhood scaled commercial that is within a neighborhood’s walking distance. Providing services within walking distance reduces the need for vehicular trips.



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### EAST NASHVILLE COMMUNITY PLAN

#### **Current Policy**

Residential Low Medium (RLM)

RLM policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

#### **Proposed Policy**

Suburban Neighborhood Evolving (T3 NE)

T3 NE policy is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic 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 - challenges that were not faced when the original classic, suburban neighborhoods were built.

Suburban Neighborhood Center (T3 NC)

T3 NC policy is intended to enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, development should enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Neighborhood Centers are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, civic and public benefit land uses, with residential present only in mixed use buildings. T3 Suburban Neighborhood Centers serve suburban neighborhoods within a 5 minute drive.

### **BACKGROUND**

The companion to this case, 2014SP-049-001 considers a zone change from R10 district to SP-MU district on property located at 801 Rosebank Avenue and Eastland Avenue. The density and land uses within the proposed SP-MU zone district are inconsistent with the density range and land uses of RLM policy. RLM policy supports two to four dwelling units per acre and the proposed SP-MU zone district proposes 6.3 dwelling units per acre. RLM policy only accommodates residential land uses, and commercial land uses are proposed in the SP-MU zone district. The applicant requests Suburban Neighborhood Evolving and Suburban Neighborhood Center to accommodate the residential and commercial components of the proposed zone change.

On April 10, 2014, the Metropolitan Planning Commission approved an amendment that changed all community plans functioning under Land Use Policy Application (LUPA) policies to Community Character Manual Policies (CCM). The amendment was a strict translation with no substantive changes. The subject properties and the surrounding areas were translated from Residential Low Medium, a LUPA policy, to Suburban Neighborhood Maintenance, a CCM policy. Staff found that the requested development was more appropriate for Suburban Neighborhood Evolving because the properties are distinctive in size (9.9 acres total) and location, and could support a distinct development pattern characterized by smaller lot sizes, diverse housing types, and enhanced vehicular and pedestrian



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connectivity. The plan amendment request also includes Suburban Neighborhood Center. The request for this policy justifies Suburban Neighborhood Evolving as a companion policy. Suburban Neighborhood Evolving encourages higher densities and a broader range of housing types that would complement the mixture of uses envisioned in the Suburban Neighborhood Center Policy.

### **COMMUNITY PARTICIPATION**

An early postcard notification announcing the plan amendment and a regular notice communicating the time and date of the Planning Commission Public Hearing was sent to property owners within 500 feet of the potential plan amendment area. A community meeting was required for this major plan amendment request. The community meeting was held on Tuesday April 8<sup>th</sup>, 2014 at the Shelby Bottoms Nature Center (1900 Davidson St, Nashville, TN 37206) from 6:00 pm to 7:00 pm. The meeting location is approximately 2.7 miles from the subject properties. Per the sign – in sheet, twenty-nine (29) people were in attendance. The primary concerns that emerged from the community meeting were pedestrian access and safety and the proposed application of Suburban Neighborhood Center Policy.

Attendees discussed the southeast corner of Rosebank Avenue and Eastland Avenue, noting that a sharp downhill curve makes it an unsafe condition for pedestrians. There was also discussion regarding access to MTA bus stops by completing the sidewalk network or by providing bus stops in more locations throughout the neighborhood.

Attendees also discussed the commercial component of the proposed zone change application and the associated Suburban Neighborhood Center policy. There were concerns that the application of the Suburban Neighborhood Center policy would set a precedent, inviting additional non-residential land uses to the area. This was noted as an undesired condition.

### **ANALYSIS**

#### **Physical Site Conditions**

There is a 500-year FEMA floodplain on the back portion of the site (an area that is roughly 1.2 acres). There is also steep topography identified as 20 – 25 percent slope on the southeast portion of the property (an area that is roughly 0.40 acres). To avoid these sensitive features, development should be grouped in non-sensitive areas on the site. There is also dense vegetation on the site and care should be taken to preserve significant plant species.

#### **Land Use**

The property located at Eastland Avenue (unnumbered) is currently classified as vacant. The property located at 801 Rosebank Avenue is classified as single family residential; there is a single family residential structure on the property. Land uses surrounding or adjacent to the subject properties include single family residential and two and three family residential.

#### **Existing Development Pattern**

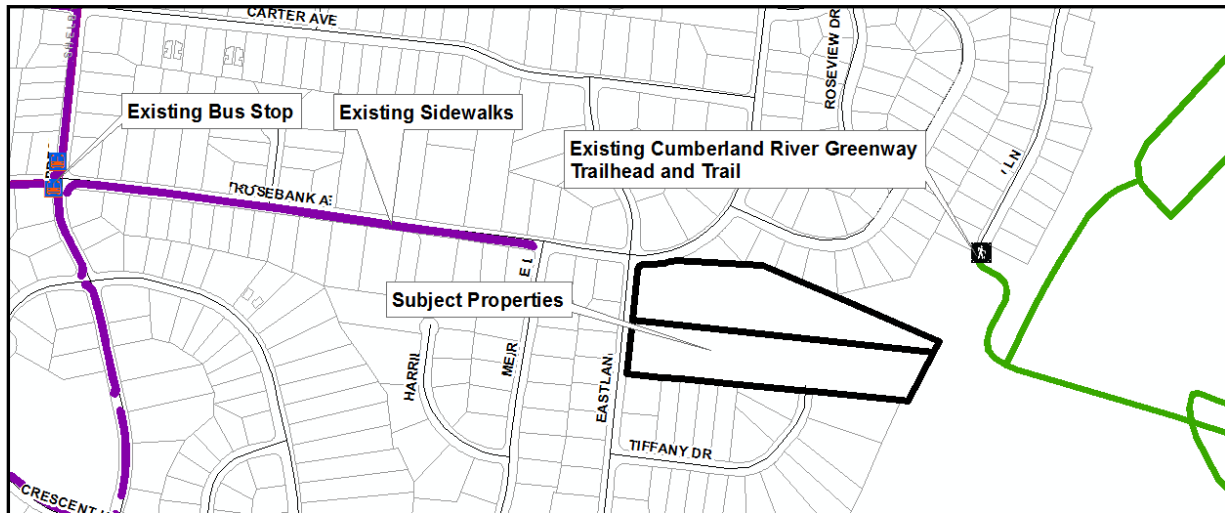
The development pattern is suburban, characterized by moderately sized lots and buildings with deep setbacks. Properties in the area are generally 15,000 square feet (0.35 acres) or larger in size. The subject properties are 9.9 acres. Rosebank Avenue is the primary block face, where building setbacks are generally 50 feet in depth.



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### Access and Connectivity

The Eastland Avenue (unnumbered) property has the potential to be accessed from Eastland Avenue on the front of the property and Tiffany Drive at the back of the property. 801 Rosebank Avenue is currently accessed from a private driveway. There is an MTA bus stop located at the corner of Rosebank Avenue and Preston Drive, roughly 0.4 miles west of the subject properties. There are sidewalks along Rosebank Avenue that stop 400 feet west of the subject properties. The Cumberland River Greenway is roughly 300 feet to the east of the property. Providing sidewalk and greenway connections would enhance pedestrian connectivity and access to transit in the area.



*Figure 1: Sidewalk, Greenway, and Transit infrastructure.*

### Historic Features

The subject properties are not identified as historic features. There is one Worthy of Conversation property located on Rose Park Drive, one block north of the subject properties.

### Summary

Suburban Neighborhood Evolving areas are encouraged to maintain the elements of classic suburban neighborhoods while providing additional housing options and enhanced connectivity. Suburban Neighborhood Evolving policy is typically applied to areas suitable for infill development and that can accommodate a more diverse housing product than the neighborhoods around them. To facilitate cohesive development, the guidance of Suburban Neighborhood Evolving policy encourages an appropriate mix of housing, building form and orientation that complements classic suburban neighborhoods, and enhances vehicular and non – vehicular connectivity. Following this guidance helps create appropriate infill development and walkable neighborhoods with increased housing choice.

Suburban Neighborhood Centers complement Suburban Neighborhood Evolving areas because the policy locates goods and services within walking distance of diverse suburban neighborhoods. In this case, Suburban Neighborhood Center policy is proposed at the corner of Rosebank Avenue and Eastland Avenue. Site visits by Planning Staff and comments gathered from the community meeting revealed that the application of Suburban Neighborhood Center is appropriate on the subject property at 801 Rosebank, but should not be expanded in the future. The application of Suburban Neighborhood Center is appropriate in this case because the size of the subject properties (9.9 acres) offers opportunity for neighborhood scaled commercial to be designed cohesively as part





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of future development on the subject properties. Expansion of the Suburban Neighborhood Center policy would encourage non-residential land uses and site design concerns (e.g. parking, access) that would be out of character and premature for this residential portion of the East Nashville Community planning area.

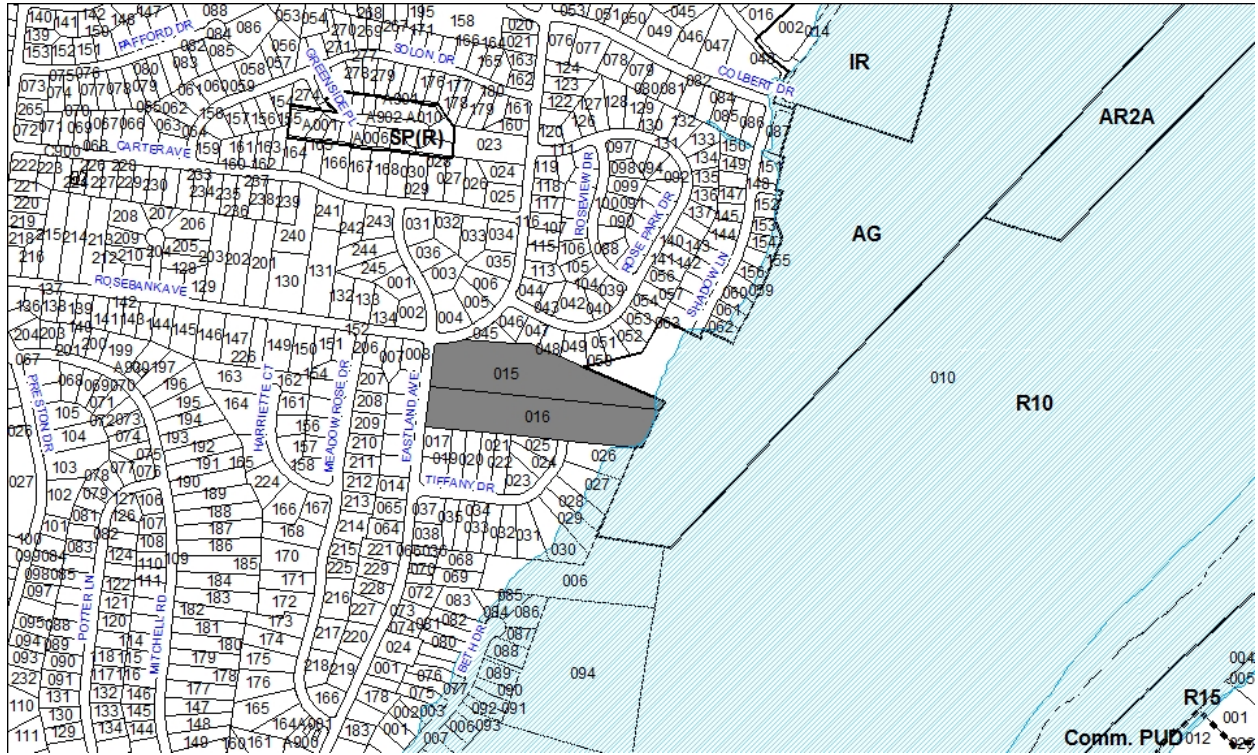
### **STAFF RECOMMENDATION**

Staff recommends approval with the following Special Policies:

1. Suburban Neighborhood Center Policy should only be applicable as part of comprehensive residential development on property located at 801 Rosebank Avenue. Alternate policy without a comprehensive residential development is Suburban Neighborhood Evolving.
2. Suburban Neighborhood Center policy should not expand beyond the northwest corner of the property located at 801 Rosebank Avenue and should be in character with lot sizes in the immediate area.
3. The building form of non-residential structures should maintain a residential character with regard to height, massing, and facade articulation.



# Metro Planning Commission Meeting of 4/24/2014



**2013SP-049-001**  
**EAST GREENWAY PARK**  
Map 084-05, Parcel(s) 015-016  
05, East Nashville  
06 (Peter Westerholm)



**Project No.** 2014SP-049-001  
**Project Name** East Greenway Park  
**Associate Case** 2014CP-005-003  
**Council District** 6 – Westerholm  
**School District** 5 – Kim  
**Requested by** Civil Site Design Group, PLLC, applicant  
East Greenway Park, LLC, owner

**Staff Reviewer** Sajid  
**Staff Recommendation** *Approve with conditions and disapprove without all conditions, subject to approval of the associated policy amendment and recommendations of approval from Stormwater prior to the Planning Commission meeting. If the associated policy amendment is not approved, then staff recommends disapproval.*

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**APPLICANT REQUEST**

**Preliminary SP to permit up to 62 residential units and limited commercial and office uses.**

Preliminary SP

A request to rezone from One and Two Family Residential (R10) to Specific Plan – Mixed Use (SP-MU) for properties located at 801 Rosebank Avenue and Eastland Avenue (unnumbered), at the southeast corner of Rosebank Avenue and Eastland Avenue (9.9 acres), to permit up to 62 residential dwelling units and up to 1,300 square feet of commercial uses.

**Existing Zoning**

One and Two Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 36 lots as a cluster lot subdivision, with 9 duplex lots for a total of 45 total units, or 43 lots with 10 duplex lots for a total of 53 units.*

**Proposed Zoning**

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

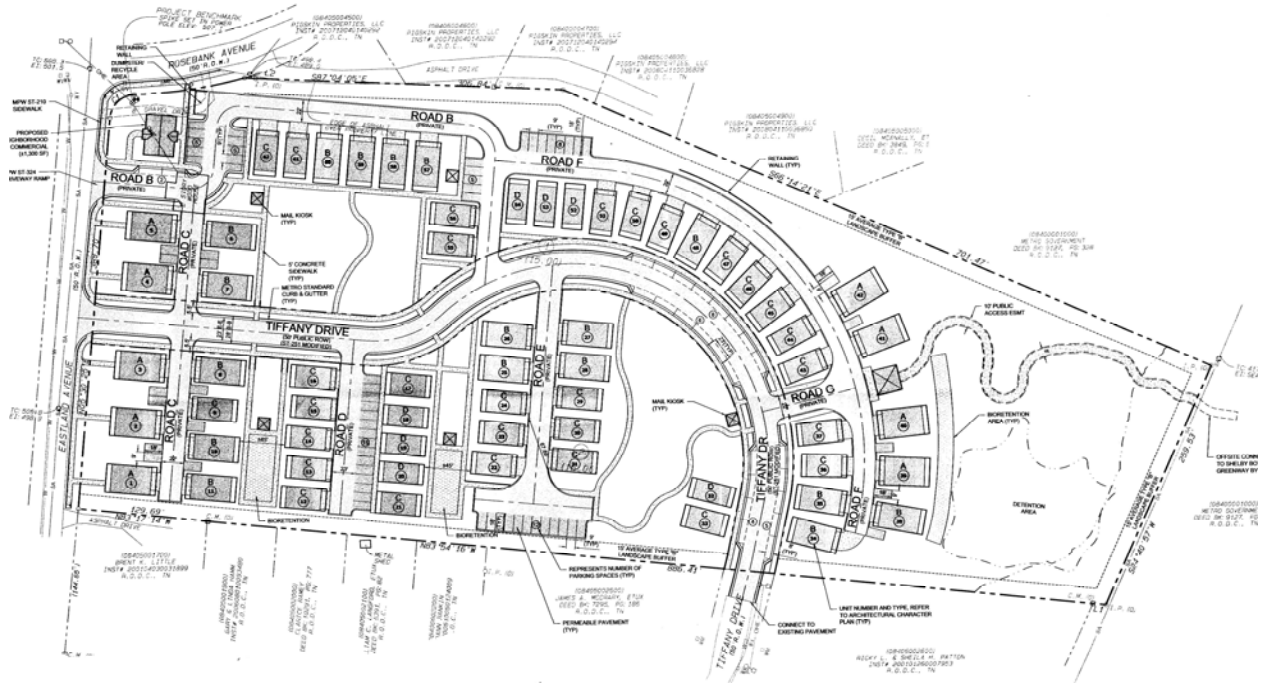
**CRITICAL PLANNING GOALS**

- Provides a Range of Housing Choices
- Supports Infill Development

This request adds additional density in an area served by adequate infrastructure which will reduce the long-term costs of providing additional infrastructure to the area. In addition to supporting infill development, the proposed cottage-style development will enhance the available choices of housing



# Metro Planning Commission Meeting of 4/24/2014



Proposed Site Plan



## Metro Planning Commission Meeting of 4/24/2014

stock in the area. The site is located adjacent to Rosebank Avenue and Eastland Avenue which are both collector streets and would support the increased density of this development.

### **EAST NASHVILLE COMMUNITY PLAN**

#### **Existing Policy**

Residential Low to Medium Density (RLM) policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

#### **Proposed Policies**

Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic 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 - challenges that were not faced when the original classic, suburban neighborhoods were built.

Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, development should enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Neighborhood Centers are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, civic and public benefit land uses, with residential present only in mixed use buildings. T3 Suburban Neighborhood Centers serve suburban neighborhoods within a 5 minute drive.

#### Consistent with Policy?

The proposed SP is not consistent with the existing policy. RLM would support a maximum density of 4 units per acre whereas the SP proposes 6.3 units per acre. However, a community plan amendment (2014CP-005-003) has been requested to change the policy from Residential Low to Medium Density (RLM) to Suburban Neighborhood Evolving (T3 NE), which would allow densities up to 20 units per acre with appropriate design and Suburban Neighborhood Center (T3 NC) which would permit neighborhood commercial uses.

The proposed SP is consistent with the T3 NE and T3 NC policies. Increased vehicular connectivity is proposed with the completed street connection of Tiffany Drive. In addition, the proposed development is located adjacent to two collector streets which could support greater residential density.

### **PLAN DETAILS**

The site is located at the southeast corner of the intersection of Rosebank Avenue and Eastland Avenue and consists of two vacant parcels. Surrounding zoning includes R10 and AG, and the predominant uses in the area include one and two-family residential.



## Metro Planning Commission Meeting of 4/24/2014

### Site Plan

The plan proposes 62 detached single-family residential units which would yield a density of about 6.3 units per acre. The units are all two-stories and are 35' to the top of the roof; however a third, exposed basement level may be included for some units to accommodate grade change. The site slopes to the east with the most significant slopes around units 34-37. The site grading plan indicates that these portions of the site will be graded to a milder slope along Tiffany Drive and in the building areas. Several tree save areas are proposed throughout the site to preserve some of the existing tree cover. Type B landscape buffers are incorporated along the perimeter of the site, and street trees are proposed along the Eastland Avenue and Tiffany Drive.

The overall site layout includes courtyards that are accessible by all units either directly or via the interior sidewalk network. Units located along Eastland Avenue incorporate front façades along that public street, and the spacing of the units mimics the rhythm of the existing houses located to the south and across the street. A number of units located along Tiffany Drive incorporate front façades that are oriented toward the street. The units located along Tiffany Drive that are not oriented toward the street will employ wraparound porches, additional glazing or landscaping so that these units adequately address the street. Representative architectural images have been provided. Elements of Craftsman-style architecture are incorporated in the design, and materials shown on the representative architectural images appear to primarily include James Hardie siding. However, the plan notes that brick, cast stone, stone, cultured stone, stucco, wood and cementitious siding may be used.

Eastland Avenue will serve as primary access to the site, with two access points shown on the proposed plan. Sidewalks are proposed along Rosebank Avenue, Eastland Avenue and Tiffany Drive with additional sidewalk connections throughout the site that connect the proposed units to the interior courtyards and public streets. The site plan also proposes a public access greenway connection to the east of the site.

A total of 196 parking spaces are provided, including 67 garage spaces and 23 on-street spaces located along Tiffany Drive. Another 67 parking spaces are dispersed throughout the site. Several bioretention areas are located throughout the site and a larger stormwater detention facility is proposed at the southeastern corner.

### **ANALYSIS**

While the proposed SP is not consistent with the existing RLMI land use policy, it is consistent with the proposed T3 NE and T3 NC policies. In addition, the plan meets two critical planning goals. If the associated policy amendments are approved, staff recommends approval of the SP with conditions and disapproval without all conditions. If the associated policy amendments are not approved, the staff recommends disapproval.

### **FIRE MARSHAL RECOMMENDATION**

- N/A

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

- Approved as a Preliminary SP only. Revised capacity fees must be paid by Final SP/Plat stage. Construction plans must be approved by Final SP stage.



## Metro Planning Commission Meeting of 4/24/2014

### STORMWATER RECOMMENDATION

Recommendation – Recommendation will be provided prior to the meeting.

- Show that the site has an adequate downstream pond discharge system.
- Offsite runoff enters the property. Show how this system is being conveyed through the site (with adequate PUDE widths).

### TRAFFIC & PARKING RECOMMENDATION

Approve with a condition

- An Access Study is required prior to Final SP.

### PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- All access points, that are not public streets, must have MPW standard ST-324 driveway ramps

Maximum Uses in Existing Zoning District: **R10**

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)	9.9	-	49 U*	540	45	57

\*Based on six two-family unit

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 (210)	9.9	-	62 U	670	54	70

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)	9.9	-	1,300 SF	94	9	25

Traffic changes between maximum: **R10** and proposed **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+224	+18	+38

### SCHOOL BOARD REPORT

Projected student generation existing **R10** district: 3 Elementary 2 Middle 2 High  
 Projected student generation proposed **SP-R** district: 5 Elementary 4 Middle 4 High



## Metro Planning Commission Meeting of 4/24/2014

The proposed SP-R zoning district could generate six more students than what is typically generated under the existing R10 zoning district. Students would attend Rosebank Elementary School, Bailey Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated September 2013.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions subject to the approval of the associated policy amendment and recommendations of approval from Stormwater prior to the Planning Commission meeting. If the associated policy amendment is not approved, then staff recommends disapproval.

### **CONDITIONS**

1. Uses within the SP shall be limited to a maximum of 62 detached residential units, retail, restaurant, full-service, and general office.
2. Units 32 and 33 shall be removed or relocated on site so they are not stand-alone units in an open space area.
3. Access B shall be reviewed with the SP final site plan and comply with Public Works and Planning requirements. If Access B does not have vehicular connections to the remainder of the SP, it shall incorporate pedestrian connection(s) between the commercial building and the remainder of the SP.
4. Detailed landscape plans shall be submitted with the SP final site plan.
5. Wraparound porches, glazing and/or landscaping shall be incorporated into the final site plan on the side façades of units that face a public street. Side facing units shall be designed to address the street corners with a more active façade, and/or landscaping shall be used to provide a transition from the unit to the street that provides a more pedestrian oriented treatment.
6. No garage doors shall face directly onto a public street, and screening shall be provided to minimize the impact of garage doors that are visible from a public street to help provide a more pedestrian oriented streetscape.
7. Parking shall be screened or located where it is not visible from a public street to the greatest extent possible.
8. An access study shall be submitted prior to or with the SP final site plan.
9. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM6 zoning district as of the date of the applicable request or application.
10. 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.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.





## **Metro Planning Commission Meeting of 4/24/2014**

12. 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.
13. All conditions required by Metro Stormwater shall be completed, satisfied and/or bonded as required by Metro Stormwater.
14. For units facing a public street, finished ground floors and porches shall be elevated a minimum of 24 inches from the abutting ground elevation.
15. All access points, that are not public streets, shall have MPW standard ST-324 driveway ramps.



**Metro Planning Commission Meeting of 4/24/2014**

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**Metro Planning Commission Meeting of 4/24/2014**

## **RECOMMENDATIONS TO METRO COUNCIL**

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



**Metro Planning Commission Meeting of 4/24/2014**

**NO SKETCH**



<b>Project No.</b>	<b>Text Amendment</b>
	<b>2014Z-011TX-001</b>
<b>Project Name</b>	<b>Calculation of Required Residential Street Setbacks</b>
<b>Council Bill</b>	BL 2014-725
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Jason Holleman
<b>Staff Reviewer</b>	Logan
<b>Staff Recommendation</b>	<i>Approve</i>

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**APPLICANT REQUEST**

**Modify required street setback in residential areas.**

**Text Amendment**

**A request to amend Section 17.12.030 of Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to the calculation of required street setbacks for residential areas with an established development pattern.**

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**ANALYSIS**

The Zoning Code currently provides a street setback based on the zoning district and the street classification. In residential areas (R and RS zoning districts) with an established development pattern, the Zoning Code also requires the street setback to be the average of the street setback of the lots immediately adjacent on either side of the lot, up to twice the street setback required by the Zoning Code. For example, if the street setback in the table is 20 feet, but the houses on either side are setback 30 feet, a proposed structure would be required to setback 30 feet. However, if the houses on either side are setback 60 feet, the proposed structure would be required to be setback 40 feet, which is the setback established by the Zoning Code.

This text amendment increases the required contextual setback to up to three times the street setback established in the Zoning Code. Additionally, it changes the value of vacant lots from the established setback value to the average setback of the four nearest properties on the same side of the street with an existing single family residence, which makes the measurement more contextual. For example, if the street setback in the Zoning Code is 20 feet, but the houses on either side are setback 65 feet, the proposed structure would be required to be setback 60 feet.

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**STAFF RECOMMENDATION**

Staff recommends approval.

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**ORDINANCE NO. BL2014-725**

**An Ordinance amending Section 17.12.030 of Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to the calculation of required street setbacks for residential areas with an established development pattern (Proposal No. 2014Z-011TX-001).**



## Metro Planning Commission Meeting of 4/24/2014

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

Section 1. That Title 17 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by amending Section 17.12.030 by deleting subsection c.3. in its entirety and substituting with the following new subsection c.3:

“3. In residential areas with an established development pattern, the minimum required street setbacks for the R, RS and MHP districts shall be the average of the street setback of the lots immediately adjacent on either side of the lot, or the value provided in Table 17.12.030A, whichever is greater. If the average setback is greater than the standard of Table 17.12.030A, the required setback shall not be more than three times that required by that table. When the adjacent lot is vacant, or the subject lot abuts a side street, the setback shall be the equivalent of the average setback of the four nearest properties on the same side of the street with an existing single family residence. In areas undergoing new subdivision development, the zoning administrator may apply the standards of Table 17.12.030A below. In the MUN and MUL districts, the average street setback of existing structures along the same block may be applied to new construction on that block if determined appropriate to maintain or reinforce an established form of character of development.”

Section 2. Be it further enacted that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Jason Holleman

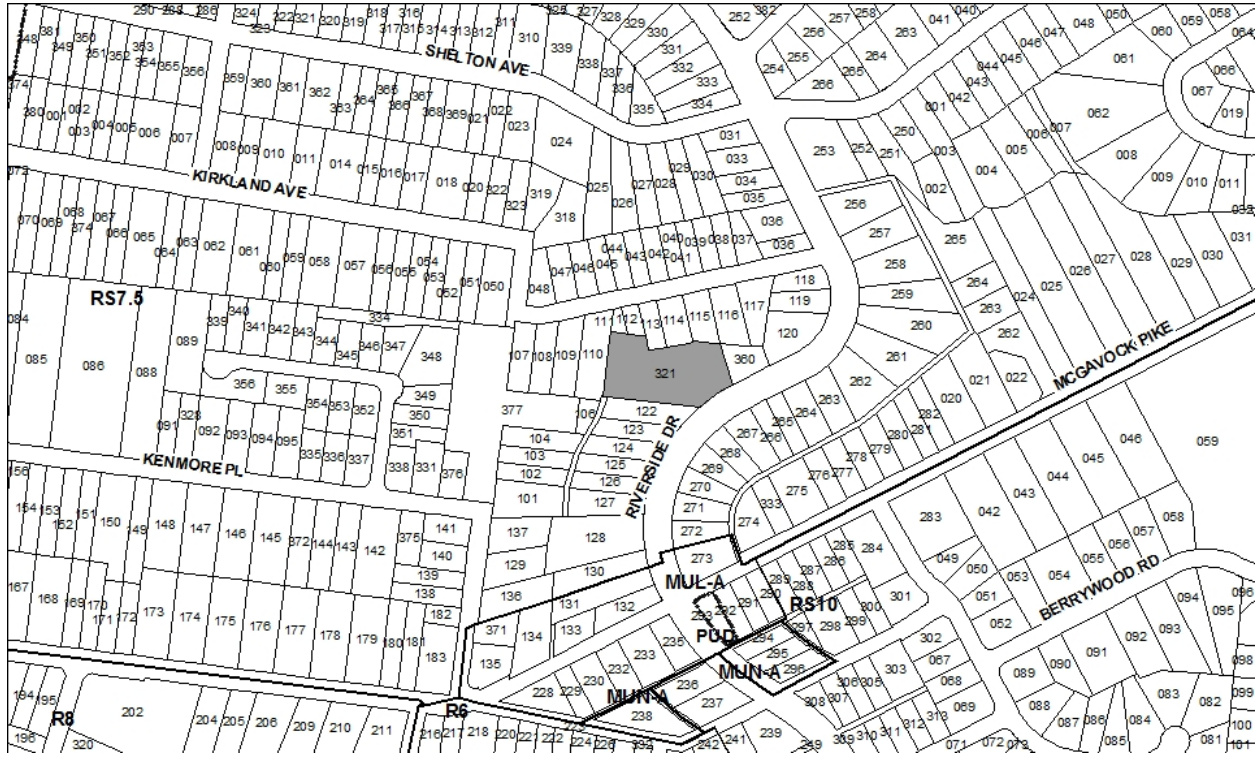


**Metro Planning Commission Meeting of 4/24/2014**

**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 4/24/2014



**2014SP-022-001**  
2324 RIVERSIDE  
Map 072-07, Parcel(s) 321  
05, East Nashville  
07 (Anthony Davis)





**Project No.** 2014SP-022-001  
**Project Name** 2324 Riverside  
**Council District** 7 – A. Davis  
**School District** 3 – Speering  
**Requested by** Dale & Associates, Inc., applicant;  
Susan Thornton, owner

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

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**APPLICANT REQUEST**

**Preliminary SP to permit eight detached dwelling units**

Preliminary SP

A request to rezone from Single-Family Residential (R7.5) to Specific Plan-Residential (SP-R) zoning for property located at 2324 Riverside Drive, approximately 550 feet north of McGavock Pike (1.01 acres), to permit up to eight detached single-family dwelling units.

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 4 lots for a total of 4 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

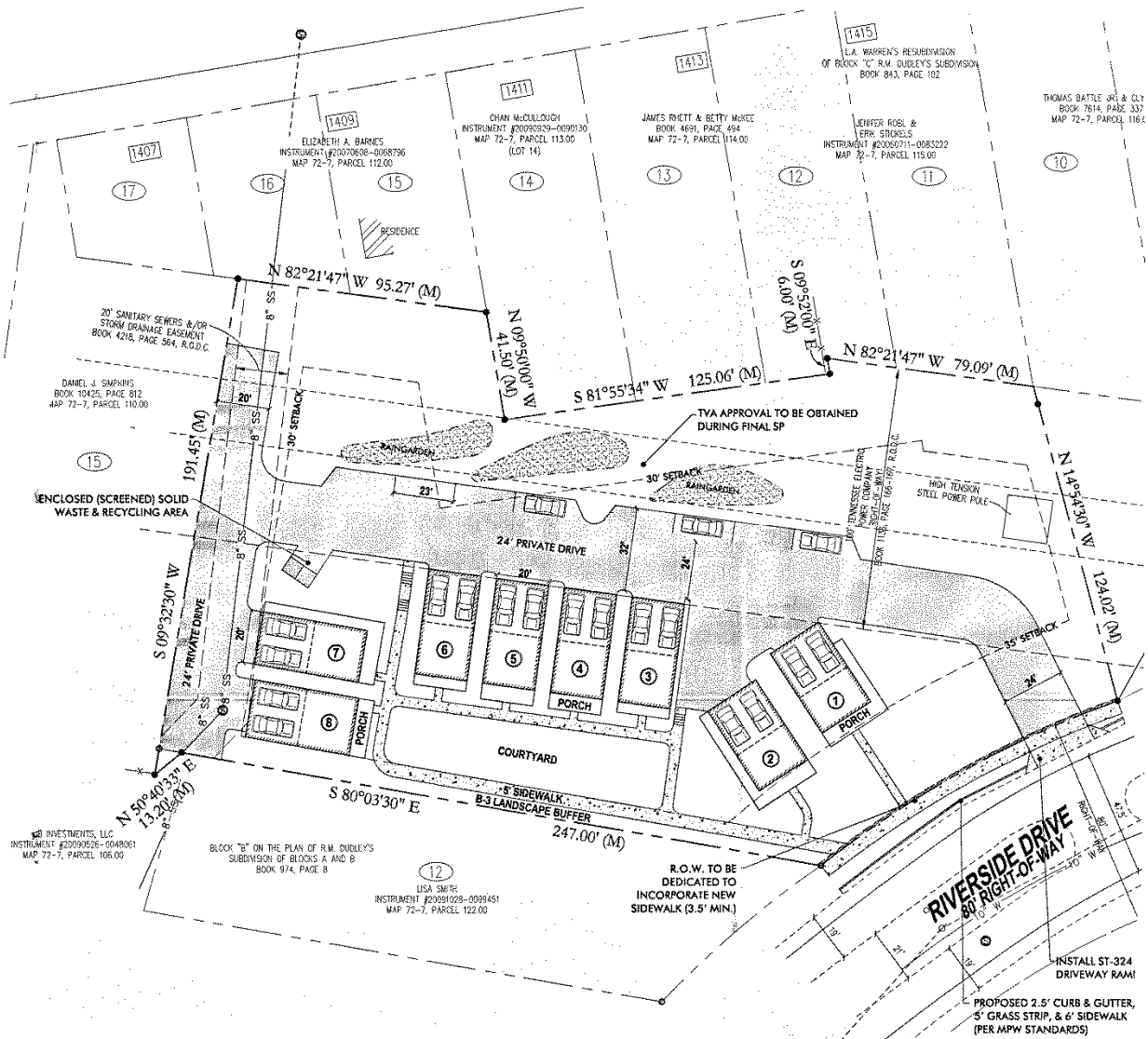
This SP encourages the development of healthy neighborhoods by supporting a stronger walking environment and supporting the development and viability of the nearby Riverside Village commercial node as a walk-to destination.

The SP district increases the supply of housing within an already developed area of Nashville served by existing infrastructure, which allows additional development without burdening Metro with the cost of maintaining new infrastructure. The property is located in an area served by a network of streets that provide multiple options for access to nearby commerce, services, employment and recreation which helps mitigate traffic congestion along major arterials and expressways.

The development increases residential density along existing transit lines. The site is served by two MTA transit lines – one along McGavock Pike just to the south and another along Riverside Drive



# Metro Planning Commission Meeting of 4/24/2014



Proposed Site Plan



## Metro Planning Commission Meeting of 4/24/2014

in front of the site. A bike lane is located on Riverside Drive in front of the site, permitting easier access to Nashville's bike network.

Further, the additional residential opportunity within a developed area of Nashville mitigates urban sprawl by relieving the need to build additional housing on the periphery of the county in an existing green-field or in a bordering county.

### **EAST NASHVILLE COMMUNITY PLAN**

Residential Medium (RM) policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

#### Consistent with Policy?

Yes. The Residential Medium policy supports a variety of housing options including the proposed detached residential cottage development. Also, the rezoning request is a site plan based district that encourages flexibility in design so that the result is well suited to the subject property and the neighborhood. The density proposed for this development is within the range prescribed under the policy at 8 dwelling units per acre.

### **PLAN DETAILS**

The site is located on Riverside Drive, a collector avenue, just north of Riverside Village in the Inglewood neighborhood of East Nashville. An existing single-family dwelling is located on the lot. The property is surrounded by RS7.5 zoned single-family dwellings.

#### Site Plan

The plan proposes eight detached residential units. The dwellings will be situated around a courtyard on the south side of the property. A 100' wide TVA easement containing overhead transmission lines encumbers the northern half of the property. Two proposed dwellings will be situated along and oriented to Riverside Drive to ensure the development supports the existing development pattern along the street. Units are intended to be three stories with a maximum of 35 feet at the top of the roof. All units will provide a porch entry on the facades oriented to the street or courtyard. Finished floors and porches will be raised a minimum of 24 inches and a maximum of 48 inches from the abutting average ground elevation.

Access to the site is limited to one entrance on Riverside Drive. All units will provide a two space garage at the rear while additional 'guest' parking will be provided on the north side of the proposed driveway. Sidewalks are proposed along Riverside Drive and interior to the site, providing pedestrian access to each unit. Landscaping is shown throughout the development and a landscape buffer is required along the south property line. Landscaping will be provided on the northeast side of the proposed driveway to shield visibility into the rear of the development. Street trees will be established within the planting strip proposed as part of the sidewalk. Stormwater will be accommodated in bioretention/rain-garden areas within the open space necessitated by the TVA easement on the north side of the driveway.

Architectural images have not been included with the preliminary SP. The SP, however, includes notes that address design considerations. The design conditions address doorway placement, glazing, window orientation and porches. Also, EIFS and vinyl siding will not be permitted as building materials. Building elevations will be submitted and reviewed with the final SP site plan.



## Metro Planning Commission Meeting of 4/24/2014

### ANALYSIS

The proposed SP is consistent with the existing RM land use policy, and the plan meets critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.

### WATER SERVICES RECOMMENDATION

- Approved as a preliminary SP only. Applicant must pay required capacity fees and submit construction plans by Final SP or Final Plat stage.

### PUBLIC WORKS RECOMMENDATION

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Provide adequate site distance.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.01	4.94 D	4 U	39	3	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.01	-	8 U	54	5	5

Traffic changes between maximum: **RS7.5** and proposed **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4	+15	+2	0

### SCHOOL BOARD REPORT

The proposed SP-R zoning district would not generate any additional students than what is typically generated under the existing RS7.5 district. Students would attend Dan Mills Elementary School, Issac Litton Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all condition.



## Metro Planning Commission Meeting of 4/24/2014

### CONDITIONS

1. Uses within the SP shall be limited to eight detached residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
3. 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.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 4/24/2014



**2014Z-019PR-001**  
ASH GROVE DRIVE/OCALA DRIVE DOWNZONING  
Map Various Parcels Various  
12, Southeast  
27 (Davette Blalock)



<b>Project No.</b>	<b>2014Z-019PR-001</b>
<b>Project Name</b>	<b>Ash Grove Drive/Ocala Drive Downzoning</b>
<b>Council Bill</b>	BL2014-736
<b>Council District</b>	27 – Blalock
<b>School District</b>	2 – Brannon
<b>Requested by</b>	Councilmember Davette Blalock, applicant; various property owners
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Disapprove as submitted; Approve with a substitute ordinance</i>

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**APPLICANT REQUEST**

**Zone change from R10 to RS10.**

Application type

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning for various properties located along Brewer Drive, Tusculum Road, Tusculum Court, Ocala Drive, Ocala Court North, Byrnes Drive, Wessex Drive, Wessex Court, Eulala Drive, Eulala Court, Eulala Circle, Townes Drive, Townes Court, Delvin Drive, Delvin Court, Sterry Court, Colemont Drive, Garden View Court, Ash Grove Drive, Ash Briar Circle, and Ashmont Court, east of Nolensville Pike (approximately 175 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre.

According to Metro property records, there are 35 lots within the proposed rezoning area that have existing duplexes.

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

- Does Not Support a Range of Housing Choices
- Does Not Support a Variety of Transportation Choices
- Does Not Support Infill Development
- Does Not Promote Compact Building Design

The proposed zone change would limit residential development within the boundary to single-family detached where detached duplexes are currently permitted. By limiting development to one residential type, this zone change does not support a range of housing choices. The location of this neighborhood near Nolensville Pike and existing transit lines along Nolensville Pike provide the framework for future transportation options. However, maintaining the current low density of the neighborhood is unlikely to support additional transportation choices. Without options for additional density, this zone change does not support compact development.



## Metro Planning Commission Meeting of 4/24/2014

### **SOUTHEAST COMMUNITY PLAN**

Residential Low-Medium (RLM) policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

#### Consistent with Policy?

The requested zone change is not consistent with the RLM policy. The RLM policy generally recommends residential densities between two and four dwelling units per acre. Within the zone change boundary, development is predominantly single-family with a density of less than two dwelling units per acre. The addition of duplexes within the boundary, as currently permitted by the R10 zoning district, would increase the residential density of the neighborhood into the recommended range of the RLM policy. As described in the Critical Planning Goals section of this report, permitting somewhat higher residential density through duplexes will help to achieve broader goals of providing housing type diversity, improving access to multiple forms of transportation, achieving building efficiency through compact building design, and supporting infill development. This zone change would essentially solidify the current low-density form of single-family development. This change would be consistent with a lower-density policy like Residential-Low (RL), but not the current RLM policy of the Southeast Community Plan.

### **ANALYSIS**

The current R10 zoning district permits single-family detached residential as well as duplexes (attached or detached). The proposed zone change to RS10 would eliminate the ability to construct duplexes. Residential density is the only aspect of development that this zone change would affect. No differences exist between the bulk standards of the RS10 and R10 zoning districts in the Zoning Code. Building height and parking requirements are the same in both districts, and redevelopment is required to be consistent with adjacent lots in terms of contextual street setbacks. This site falls outside of the Urban Zoning Overlay (UZO) which would allow duplexes to be detached. Detaching future two family dwellings would allow for the existing character of detached dwellings to be maintained. Redevelopment of lots within this neighborhood to duplexes would follow the same requirements as redevelopment of lots to new single-family dwellings.

As the requested zone change does not meet the minimum density of the RLM policy, it is not an appropriate zone change for this neighborhood. Including two-family dwellings as a permitted use in the area would provide an additional housing option and the residents would benefit from and support existing public transit that runs along Nolensville Pike.

Staff proposes a substitute ordinance that would permit duplexes at strategic locations. Permitting two family dwellings at these strategic locations would provide some additional housing diversity and opportunities within the developed community. Strategic locations are identified as corner lots where detached duplexes may be incorporated and arranged so that one of the detached duplexes is oriented toward each public street at that intersection. Such an arrangement would mirror the existing character of the neighborhood and maintain the rhythm of the street. Strategic locations would include corner lots with existing, legally built two family dwellings as well as larger corner lots that do not currently have two family dwellings. In order to discourage future subdivisions that result in duplex eligible lots, staff recommends downzoning some of these parcels that would remain with an R zoning district to require a larger lot size so that the properties cannot be subdivided in the future.





## Metro Planning Commission Meeting of 4/24/2014

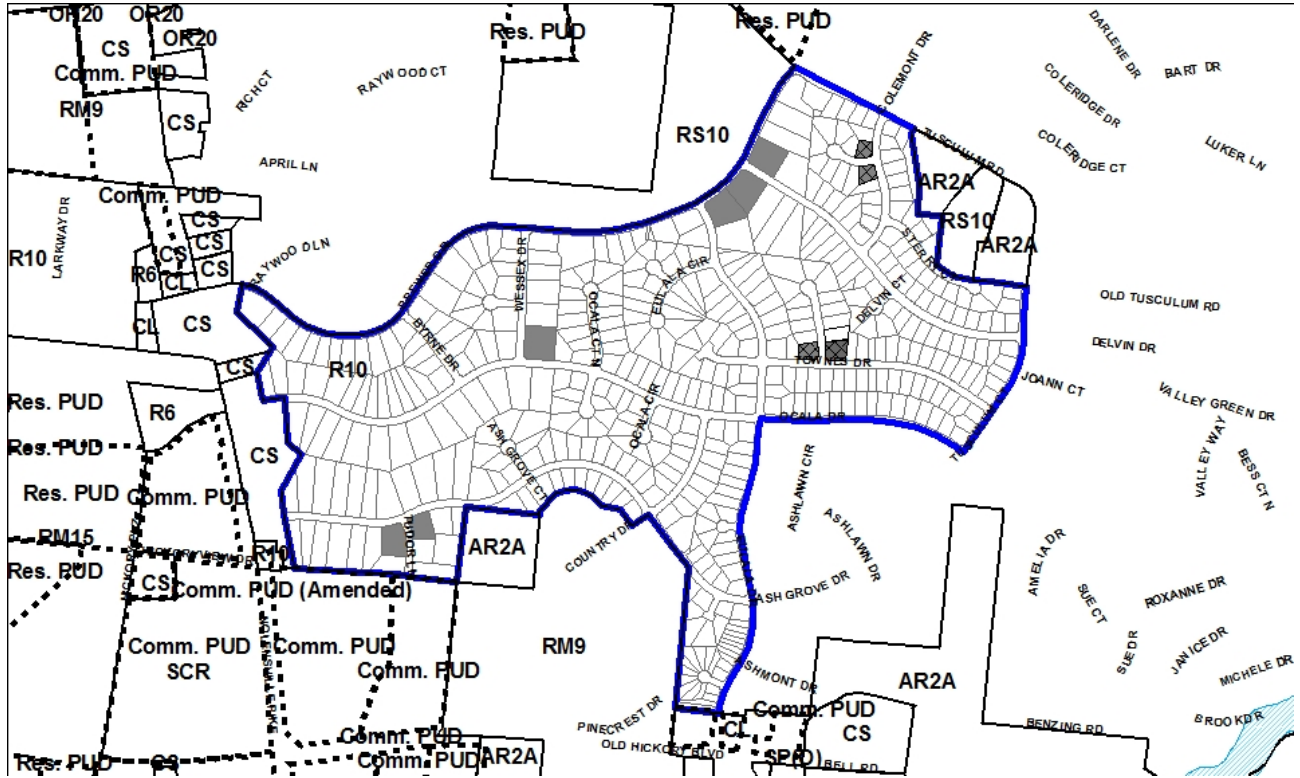
### STAFF RECOMMENDED AMENDMENT

Staff recommends excluding the following parcels from the RS10 rezoning request so that some of the parcels would remain with an R10 district and some would be rezoned to a larger R district so that they cannot be subdivided for more than one duplex in the future. Staff recommends keeping the following parcels R10 and rezoning to the following zoning district since these properties are located at strategic locations for two family dwellings:

<b>Parcel Number</b>	<b>Address</b>	<b>Recommended Zoning District</b>
16205007700	5325 Townes Drive	R10
16205006300	5324 Townes Drive	R10
16201011200	5109 Colemont Drive	R10
16201010300	5113 Colemont Drive	R10
16112001000	5501 Tudor Lane	R20
16201008600	304 Delvin Drive	R30
16201008100	309 Delvin Drive	R30
16201008000	317 Brewer Drive	R30
16205003400	5316 Wessex Drive	R30
16205005700	381 Ash Grove Drive	R15



# Metro Planning Commission Meeting of 4/24/2014



R10 properties are shown with a hatch. Properties proposed for rezoning are shown in gray.

## STAFF RECOMMENDATION

Staff recommends disapproval of the requested zone change as submitted but approval with a substitute ordinance as proposed by staff.



**Metro Planning Commission Meeting of 4/24/2014**

**SEE NEXT PAGE**





**Project No.** 2014Z-028PR-001  
**Project Name** 7347 Charlotte Pike  
**Council District** 22 – Weiner  
**School District** 9 – Frogge  
**Requested by** Banc Card, applicant; Dr. Akm and Abu Saeed Fakhruddin, owners

**Staff Reviewer** Sajid  
**Staff Recommendation** *Defer to the May 22, 2014, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Zone change from One and Two-Family Residential (R15) to Mixed Use Limited (MUL)**

Zone Change

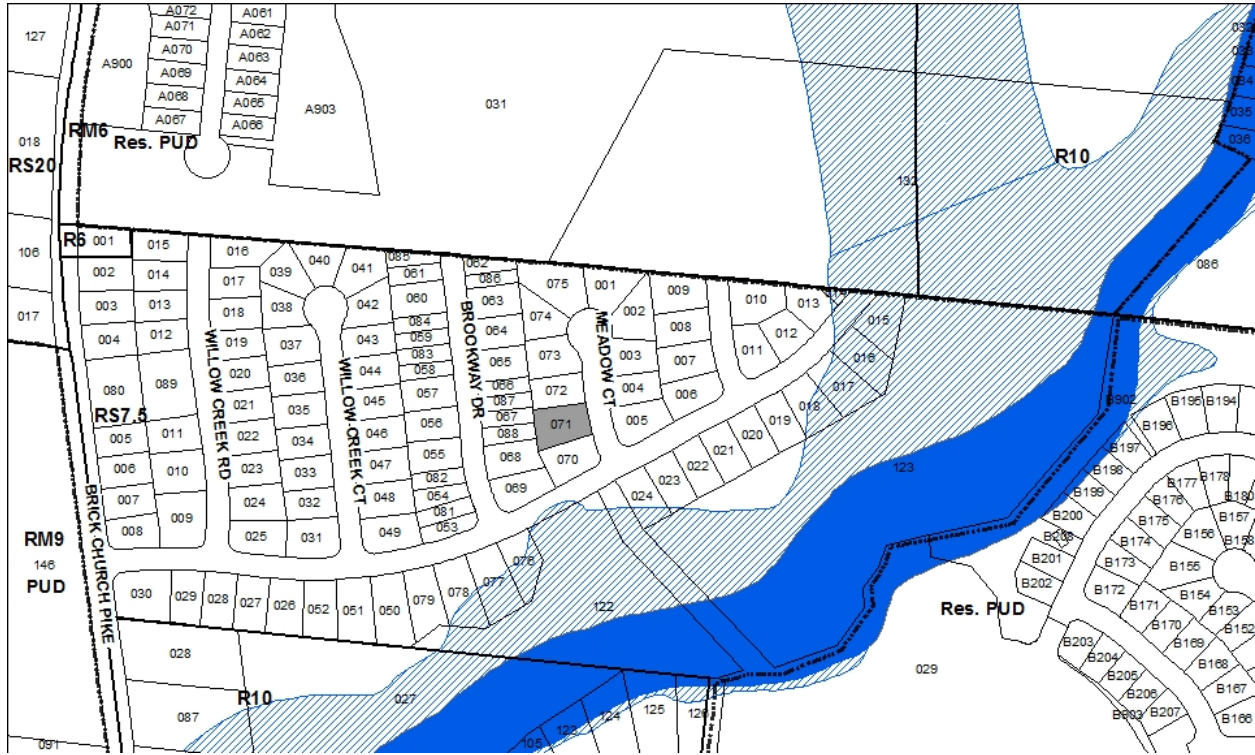
A request to rezone from One and Two-Family Residential (R15) to Mixed Use Limited (MUL) zoning for property located at 7347 Charlotte Pike, approximately 395 feet east of Old Hickory Boulevard (1.74 acres).

**STAFF RECOMMENDATION**

The applicant has requested that this item be deferred for two meetings so that the request can be converted to a Specific Plan.



# Metro Planning Commission Meeting of 4/24/2014



## 2014Z-029PR-001

3405 MEADOW COURT  
Map 050-02, Parcel(s) 071  
02, Parkwood - Union Hill  
03 (Walter Hunt)



<b>Project No.</b>	<b>Zone Change 2014Z-029PR-001</b>
<b>Project Name</b>	<b>3405 Meadow Court</b>
<b>Council District</b>	3 – Hunt
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Puush Management Co, applicant and owner
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve</i>

---

**APPLICANT REQUEST**

**Zone change from RS7.5 to R8**

Zone Change

A request to rezone from Single-Family Residential (R7.5) to One and Two-Family Residential (R8) for property located at 3405 Meadow Court, approximately 80 feet north of Westchester Drive (0.19 acres).

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 1 unit.*

**Proposed Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 1 lot with 1 duplex for a total of 2 units.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development

The proposed R8 zoning district will support development that is consistent with the character of surrounding area and create opportunities for infill housing.

**PARKWOOD –UNION HILL COMMUNITY PLAN**

Neighborhood General (NG) policy is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

Consistent with Policy?

Yes. The proposed R8 is consistent with the NG policy. The proposed R8 permits one and two-family infill housing with a density of up to 5.79 dwelling units per acre; the NG policy supports up to 20 dwelling units per acre with appropriate design.

**PUBLIC WORKS RECOMMENDATION**

- Traffic study may be required at time of development.



# Metro Planning Commission Meeting of 4/24/2014

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.19	4.94 D	1 U	10	1	2

Maximum Uses in Proposed Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.19	5.79 D	2 U*	20	2	3

\*Based on one two-family lot

Traffic changes between maximum: **RS7.5** and proposed **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1	+10	+1	+1

## SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R8 district: 0 Elementary 0 Middle 0 High**

The proposed R8 zoning district would not generate any additional students than what is typically generated under the existing RS7.5 zoning district. Students would attend Bellshire Elementary School, Madison Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated September 2013.

## STAFF RECOMMENDATION

Staff recommends approval of the proposed R8 zone change as it is consistent with the land use policy and meets a critical planning goal.



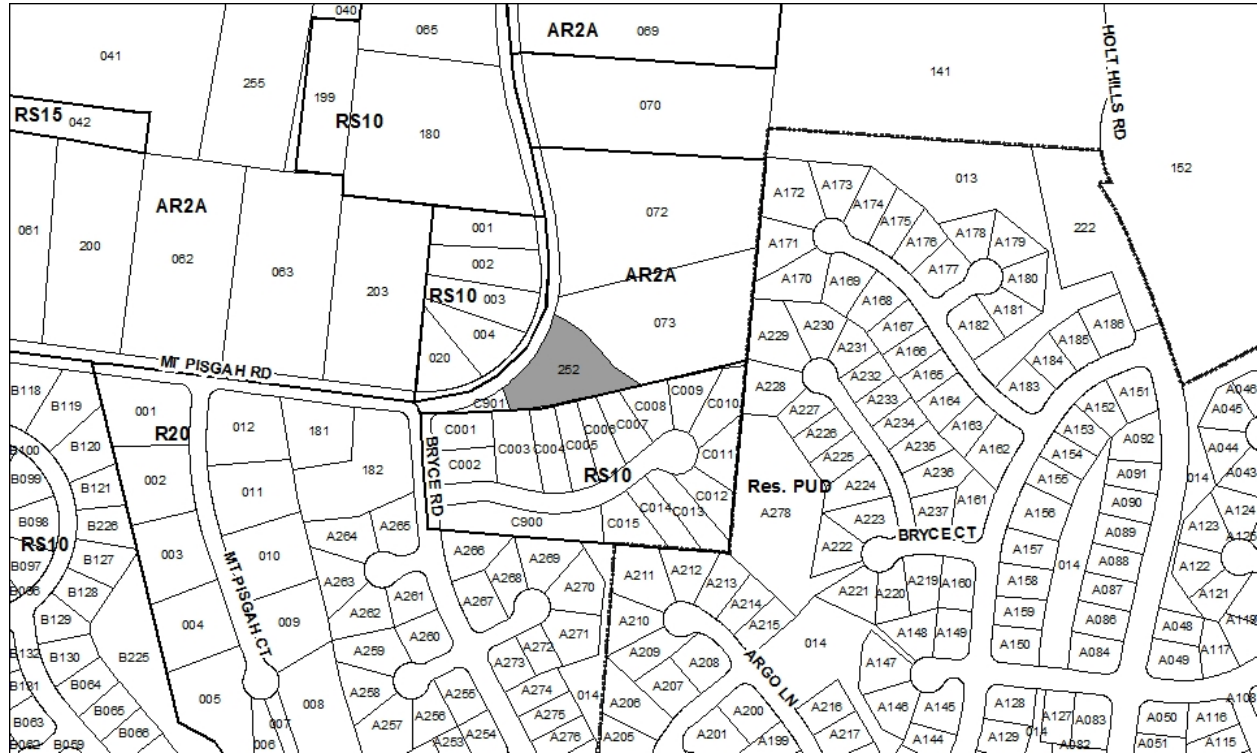


**Metro Planning Commission Meeting of 4/24/2014**

**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 4/24/2014



**2014Z-030PR-001**

EDMONDSON PIKE (UNNUMBERED)

Map 172, Parcel(s) 252

12, Southeast

04 (Brady Banks)



<b>Project No.</b>	<b>Zone Change 2014Z-030PR-001</b>
<b>Council District</b>	4 – Banks
<b>School District</b>	2 – Brannon
<b>Requested by</b>	Thomas and Kristina Chapman, applicants and owners.
<b>Staff Reviewer</b>	Cuthbertson
<b>Staff Recommendation</b>	<i>Approve</i>

---

**APPLICANT REQUEST**

**Zone change from AR2a to RS10.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning for property located at Edmondson Pike (unnumbered), approximately 150 feet east of Bryce Road (0.65 acres).

**Existing Zoning**

Agricultural/Residential 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. *The parcel is not a legal lot of record.*

**Proposed Zoning**

Single-Family Residential RS10 requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 2 single-family lots.*

**CRITICAL PLANNING GOALS**

N/A

**SOUTHEAST COMMUNITY PLAN**

**Existing Policy**

Residential Low Medium (RLM) policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

Consistent with Policy?

Yes. The proposed RS10 is consistent with the RLM policy. The proposed RS10 district will permit residential uses with a density consistent with the RLM policy.

**PUBLIC WORKS RECOMMENDATION**

A traffic study may be required at time of development.



## Metro Planning Commission Meeting of 4/24/2014

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.65	0.05 D	1U*	10	1	2

\*Existing

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.65	3.7 D	2 U	20	2	3

Traffic changes between maximum: **AR2a** and proposed **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1	+10	+1	+1

### METRO SCHOOL BOARD REPORT

The proposed RS10 zoning district would not generate any more students than what is typically generated under the existing AR2a zoning district.

Students would attend Shayne Elementary School, Oliver Middle School, and Overton High School. All three schools are identified as being over capacity. There is no additional capacity in the Overton Cluster for elementary, middle or high school students; however, there is additional capacity for high school students in the adjacent Cane Ridge, Glencliff and McGavock high school clusters. This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

Staff recommends that the RS10 district be approved as it is consistent with the site's RLM land use policy.



**Metro Planning Commission Meeting of 4/24/2014**

**SEE NEXT PAGE**





<b>Project No.</b>	<b>2014NHC-003-001</b>
<b>Project Name</b>	<b>Lockeland Springs – East End Neighborhood Conservation Overlay Expansion</b>
<b>Council District</b>	6 – Westerholm
<b>School District</b>	5 – Kim
<b>Requested by</b>	Councilmember Peter Westerholm, applicant, various property owners
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve</i>

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**APPLICANT REQUEST**

**Apply Neighborhood Historic Conservation Overlay.**

Neighborhood Conservation Historic Overlay

A request to apply the provisions of the Lockeland Springs-East End Neighborhood Conservation Overlay District to various properties located along Avondale Drive, Bushnell Street, Eastland Avenue, Lakehurst Drive, Lockland Drive, McEwen Avenue, N. 17th Street, N. 18th Street, Ordway Place, and Rudolph Avenue, south of Eastland Avenue (approximately 26 acres).

**Existing Zoning**

One and Two Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *The developed area includes 140 lots including 10 duplex lots for a total of 145 units.*

**Proposed Overlay**

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

**CRITICAL PLANNING GOALS**

- Preserves Historic Resources

The Neighborhood Conservation Overlay District is intended to preserve historic structures within the Lockeland Springs – East End neighborhood through the implementation of development and design guidelines by the Metro Historic Zoning Commission and staff.

**EAST NASHVILLE COMMUNITY PLAN**

Neighborhood General (NG) is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.



## Metro Planning Commission Meeting of 4/24/2014

### Consistent with Policy?

Yes. The NG policy encourages the preservation and protection of historic features. The proposed Lockeland Springs – East End Neighborhood Conservation Overlay District will aid implementation of the design principles provided for the land use policy.

### **REQUEST DETAILS**

Properties included in the request are contiguous to the existing boundary of the Lockeland Springs – East End Neighborhood Conservation Overlay District. The properties included are generally located south of Eastland Avenue, east of Rudolph Avenue, north of Ordway Place and west of North 20<sup>th</sup> Street. The housing types included in this request are predominantly single-family residential, however, there are some duplex dwellings as well. The Lockeland Springs – East End Neighborhood Conservation Overlay District was established by Metro Council in September 1985.

All properties included in this request received a notice.

The Metro Historic Zoning Commission (MHZC) considered this request at its April 16, 2014, meeting and recommended approval. The following background information from the Metro Historical Commission staff was available in the staff report to the MHZC:

### ***Metro Historical Commission staff recommendation***

#### ***Background:***

*The neighborhood hosted a general informational meeting on February 11, 2014 and provided an online survey that was promoted through the neighborhood newsletter. A “windshield” architectural resource survey was conducted by staff of the MHZC.*

*The Commission can expect another addition to the Lockeland Springs-East End Neighborhood Conservation Zoning Overlay to include three streets on the southern end of the existing overlay which encompasses portions of Lillian, Boscobel and Shelby. Together the two expansions will be more in line with the neighborhood boundaries.*

#### ***Applicable Ordinance:***

##### ***Article III. Historic Overlay Districts***

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

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





## Metro Planning Commission Meeting of 4/24/2014

5. *It is listed or is eligible for listing in the National Register of Historic Places.*

### ***Analysis and Findings:***

*The area, with just a few modern intrusions, includes buildings constructed at the turn-of-the-century and helps to tell the story of the Lockeland Springs-East End neighborhood. The majority of the homes were constructed between the 1890s and the 1940s, as were many of the historic homes in the current boundaries. The extension of the overlay continues the architectural diversity of the rest of the neighborhood with primarily bungalow, Spanish Eclectic and Tudor Revival styles, as well as Queen Anne, Minimal Traditional, and Colonial Revival styles. The inclusion of these areas helps to match the neighborhood boundaries with the overlay boundaries. The properties now proposed to be added were not included at the time of the initial designation of the neighborhood due to lack of support.*

*The properties meet standard 3 of section 17.26.120.A. of the design guidelines as embodying the distinctive characteristics of their individual types and the overall period of the neighborhood and meets standard 5 as eligible for listing in the National Register of Historic Places. Approximately seventy percent (70%) of the principle buildings are considered contributing, meaning they contribute to the historic character of the district.*

*Finding that a large majority of the buildings meet the standards of the ordinance, Staff suggests the Commission recommend to City Council that the Lockeland Springs-East End Neighborhood Conservation Zoning Overlay be expanded.*

*Staff recommends the Commission adopt the current design guidelines to also apply to the additional properties.*

### **METRO HISTORIC ZONING COMMISSION RECOMMENDATION**

On April 16, 2014, the Metro Historic Zoning Commission recommended approval and adoption of the existing design guidelines of the Lockeland Springs-East End Neighborhood Conservation Zoning Overlay.

### **STAFF RECOMMENDATION**

Staff recommends approval of the expansion of the Lockeland Springs – East End Neighborhood Conservation Zoning Overlay District.



**Metro Planning Commission Meeting of 4/24/2014**

**SEE NEXT PAGE**

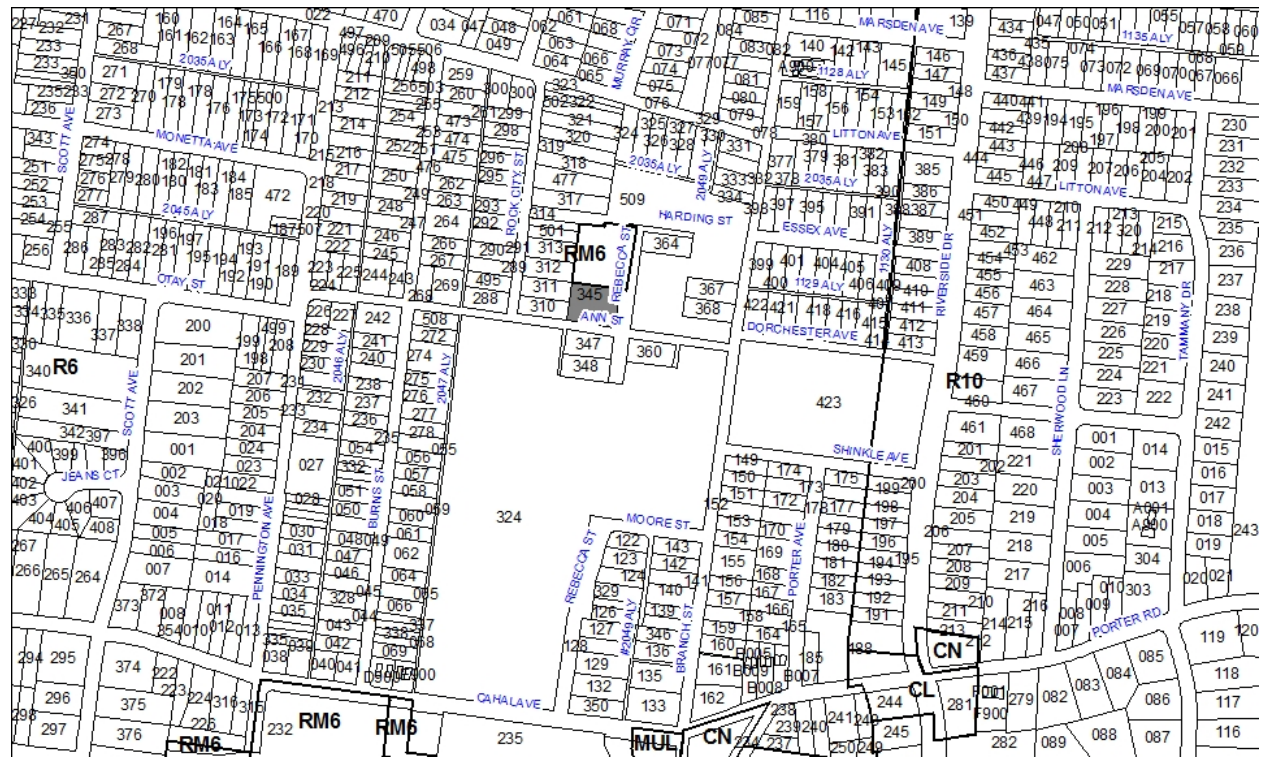


# **PLANNING COMMISSION ACTIONS**

- **Subdivision (Final)**



# Metro Planning Commission Meeting of 4/24/2014



**2014S-020-001**  
MAXEY'S ADDITION, RESUB LOTS 14 & 15  
Map 072-11, Parcel(s) 345  
05, East Nashville  
07 (Anthony Davis)



<b>Project No.</b>	<b>2014S-020-001</b>
<b>Project Name</b>	<b>Maxey's Addition, Resub Lots 14 &amp; 15</b>
<b>Council District</b>	7 – A. Davis
<b>School District</b>	5 – Kim
<b>Requested by</b>	Anderson, Delk, Epps & Associates, Inc, applicant; Chris Thomas, owners
<b>Staff Reviewer</b>	Cuthbertson
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

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**APPLICANT REQUEST**

**Final plat to create 3 residential lots.**

Final Plat

A request for final plat approval to create three lots on property located at 1511 Ann Street, at the northwest corner of Ann Street and Rebecca Street.

**Existing Zoning**

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

**CRITICAL PLANNING GOALS**

- Supports Infill Development

The proposed subdivision creates infill housing opportunity in an area that is served by existing infrastructure.

**SUBDIVISION REGULATIONS**

The land use policy for the subject property is Neighborhood General (NG), which is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations. The subdivision shall meet all minimum standards of the zoning code, provide street frontage and meet the current standards of reviewing agencies including Metro Public Works, Stormwater and Water Services.

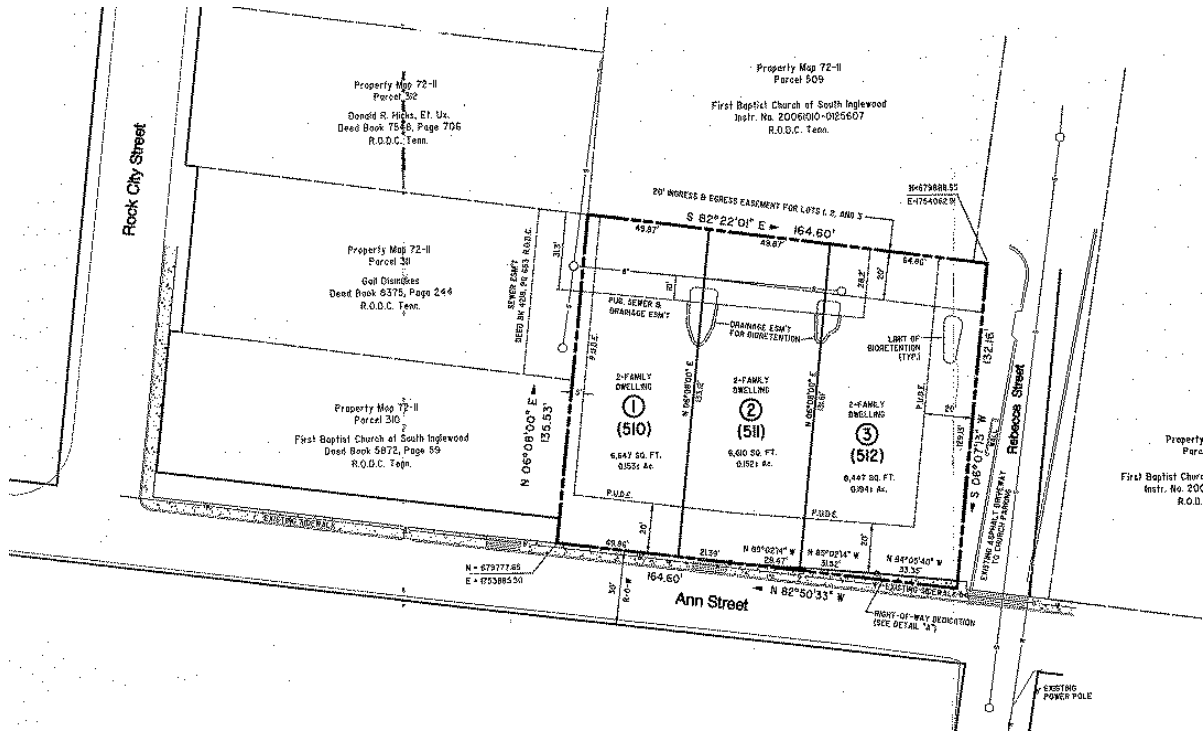
**PLAN DETAILS**

The request will create three infill lots from two existing lots at the northwest corner of Ann Street and Rebecca Street in the Inglewood neighborhood of East Nashville. Each of the lots will be eligible to accommodate up to two dwellings. Therefore, the proposed subdivision would permit up to six dwellings. A single-family dwelling exists on the subject property, however it will be removed prior to recordation of the plat. The site is located west and south of First Baptist South Inglewood Church and north of South Inglewood Park. The site does not contain any significant slopes or other environmentally sensitive features.

Access to each of the lots will be limited to one proposed ingress and egress easement extending along the north side from Rebecca Street to the east. The sidewalk along Ann Street will be maintained.



# Metro Planning Commission Meeting of 4/24/2014



Proposed Subdivision



## Metro Planning Commission Meeting of 4/24/2014

The proposed infill subdivision will create three lots with the following areas and street frontages:

- Lot 1: 6,647 sq. ft., (0.153 acres), and 49.86 ft. of frontage;
- Lot 2: 6,610 sq. ft., (0.152 acres), and 49.86 ft. of frontage;
- Lot 3: 8,447 sq. ft., (.194 acres), and 64.87 ft. of frontage.

### ANALYSIS

All lots meet the minimum standards of the R6 zoning district and have frontage on a public street.

### WATER SERVICES

- Approval is contingent on construction and completion of Metro Project # 14-SL-19. Bond for 14-SL-19 shall be set at \$15,000.

### STORMWATER RECOMMENDATION

Approved

### PUBLIC WORKS RECOMMENDATION

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Dedicate ROW to the back of the existing sidewalk along Ann Street.

### STAFF RECOMMENDATION

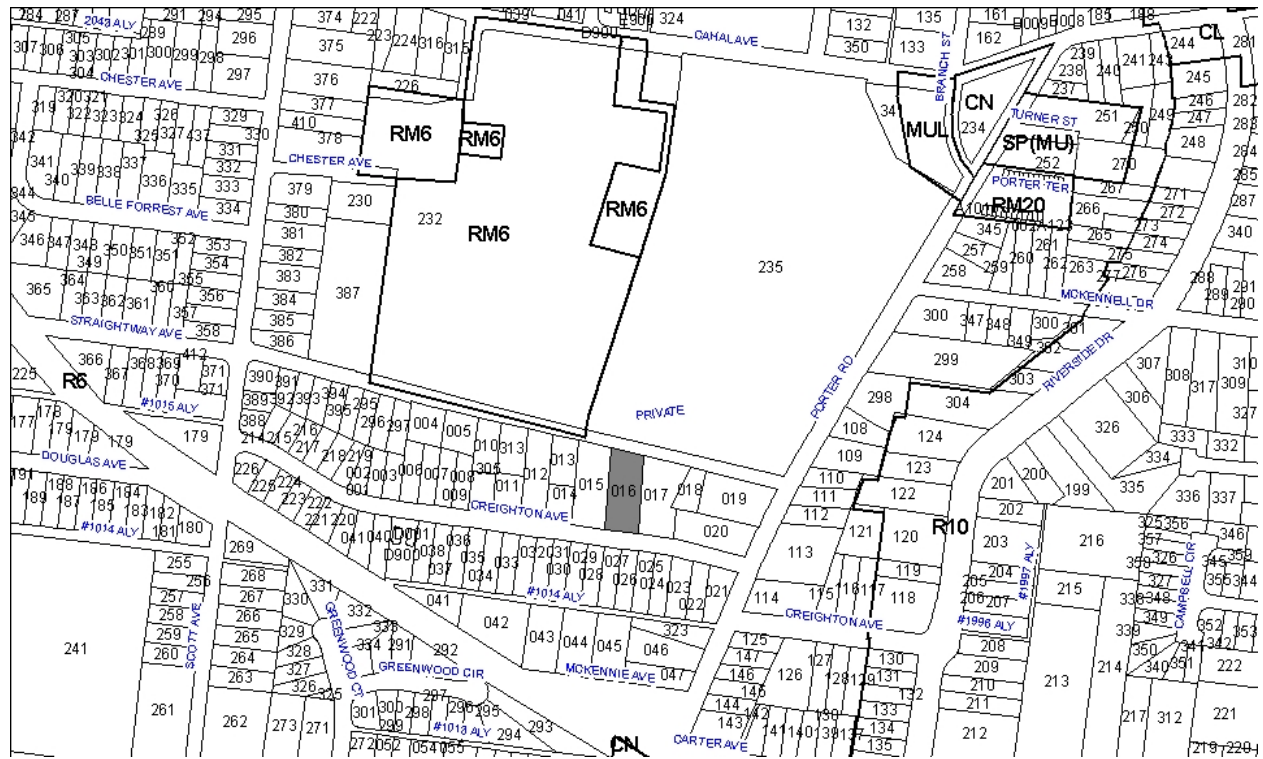
Staff recommends approval of the final plat as it meets the Subdivision Regulations.

### CONDITIONS

1. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to recordation.
2. Provide proof of removal of the existing structure on the property prior to recordation of the plat.
3. Comply with Water Services and Public Works requirements.
4. Sidewalks are required along the Rebecca Street frontage of the proposed subdivision. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
  - a. Submit a bond application and post a bond with the Planning Department,
  - b. Construct sidewalk and have it accepted by Public Works,
  - c. Submit contribution in-lieu of construction to the Planning Department, 2 additional lot will require a \$500 contribution to Pedestrian Benefit Zone 2-A.
  - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
  - 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.



# Metro Planning Commission Meeting of 4/24/2014



**2014S-030-001**  
109 CREIGHTON AVENUE  
Map 083-03, Parcel(s) 016  
05, East Nashville  
06 (Peter Westerholm)





<b>Project No.</b>	<b>2014S-030-001</b>
<b>Project Name</b>	<b>109 Creighton Avenue</b>
<b>Council District</b>	6 – Westerholm
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dale & Associates, Inc, applicant; North by Northeast Development, LLC, owner
<b>Staff Reviewer</b>	Cuthbertson
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

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**APPLICANT REQUEST**

**Final plat to create 3 residential lots.**

Final Plat

A request for final plat approval to create three lots on property located at 109 Creighton Avenue, approximately 430 feet west of Porter Road.

**Existing Zoning**

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

**CRITICAL PLANNING GOALS**

- Supports Infill Development

The proposed subdivision creates infill housing opportunity in an area that is served by existing infrastructure.

**SUBDIVISION REGULATIONS**

The land use policy for the subject property is Neighborhood General (NG), which is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations. The subdivision shall meet all minimum standards of the zoning code, provide street frontage and meet the current standards of reviewing agencies including Metro Public Works, Stormwater and Water Services.

**PLAN DETAILS**

The request will create three infill lots from one existing lot situated between Creighton and Straightway Avenues just west of Porter Road in East Nashville. Each of the lots will be eligible for a two-family unit. Therefore, the proposed subdivision would permit up to six dwellings. A single-family dwelling exists on the subject property, but will be removed prior to recordation of the plat. The site is located south of Berkshire Place apartments. The site does not contain any significant slopes or other environmentally sensitive features.

The subdivision will create three lots. Two of the lots will be oriented to Creighton Avenue to the south while the third lot will be oriented to Straightway Avenue to the north. The existing lot is a double-fronted lot.



# Metro Planning Commission Meeting of 4/24/2014



Proposed Subdivision



## **Metro Planning Commission Meeting of 4/24/2014**

The proposed infill subdivision will create three lots with the following areas and street frontages:

- Lot 1: 6,975 sq. ft., (0.16 acres), and 50 ft. of frontage on Creighton Ave;
- Lot 2: 6,975 sq. ft., (0.16 acres), and 50 ft. of frontage on Creighton Ave;
- Lot 3: 8,229 sq. ft., (.19 acres), and 100 ft. of frontage on Straightway Ave.

### **ANALYSIS**

All lots meet the minimum standards of the R6 zoning district and have frontage on a public street.

### **WATER SERVICES**

Approved

### **STORMWATER RECOMMENDATION**

Approved

### **PUBLIC WORKS RECOMMENDATION**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions. If sidewalks are required, then they should be shown on the plan per Public Works standards with the required curb and gutter and grass strip.

### **STAFF RECOMMENDATION**

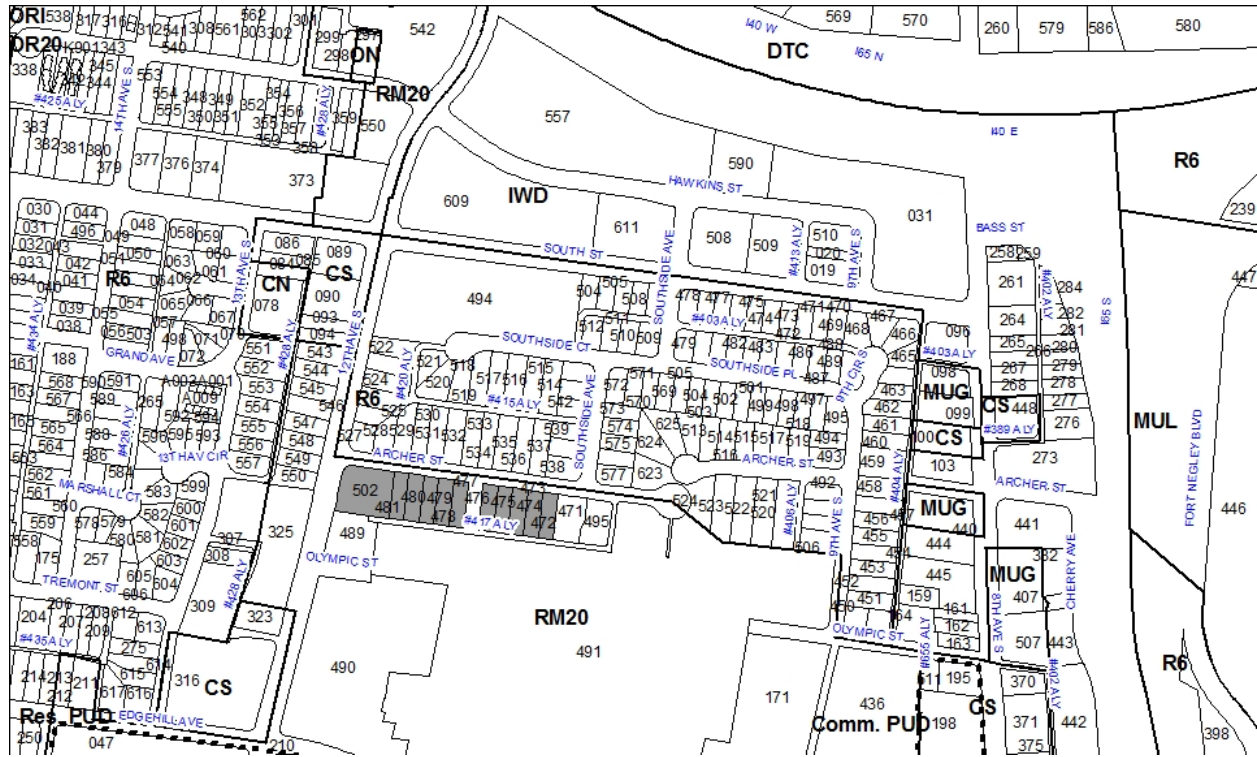
Staff recommends approval of the final plat as it meets the Subdivision Regulations.

### **CONDITIONS**

1. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to recordation.
2. Provide proof of removal of the existing structure on the property prior to recordation of the plat.
3. Sidewalks are required along the Straightway and Creighton Avenue frontages of the proposed subdivision. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
  - a. Submit a bond application and post a bond with the Planning Department,
  - b. Construct sidewalk and have it accepted by Public Works,
  - c. Submit contribution in-lieu of construction to the Planning Department, 2 additional lot will require a \$1,000 contribution to Pedestrian Benefit Zone 2-A.
  - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
  - 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.



# Metro Planning Commission Meeting of 4/24/2014



**2014S-060-001**  
EDGE VUE  
Map 105-01, Parcel(s) 472-481, 502  
10, Green Hills - Midtown  
17 (Sandra Moore)



**Project No.** 2014S-060-001  
**Project Name** Edge Vue  
**Council District** 17 – Moore  
**School District** 5 – Kim  
**Requested by** Initial Point Surveying, Inc, applicant; Leonard Amdur, owner  
  
**Staff Reviewer** Sajid  
**Staff Recommendation** *Approve with condition subject to Metro Stormwater recommending approval prior to the meeting.*

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**APPLICANT REQUEST**

**Create 18 lots.**

Final Plat

A request for final plat approval to create 18 lots on properties located at 1037, 1039, 1041, 1043, 1045, 1101, 1103, 1105, 1107, and 1109 Archer Street and 1100 12th Avenue South, at the southeast corner of 12th Avenue South and Archer Street, zoned Multi-Family Residential (RM20) (2.46 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 49 units.*

**CRITICAL PLANNING GOALS**

N/A

**REQUEST DETAILS**

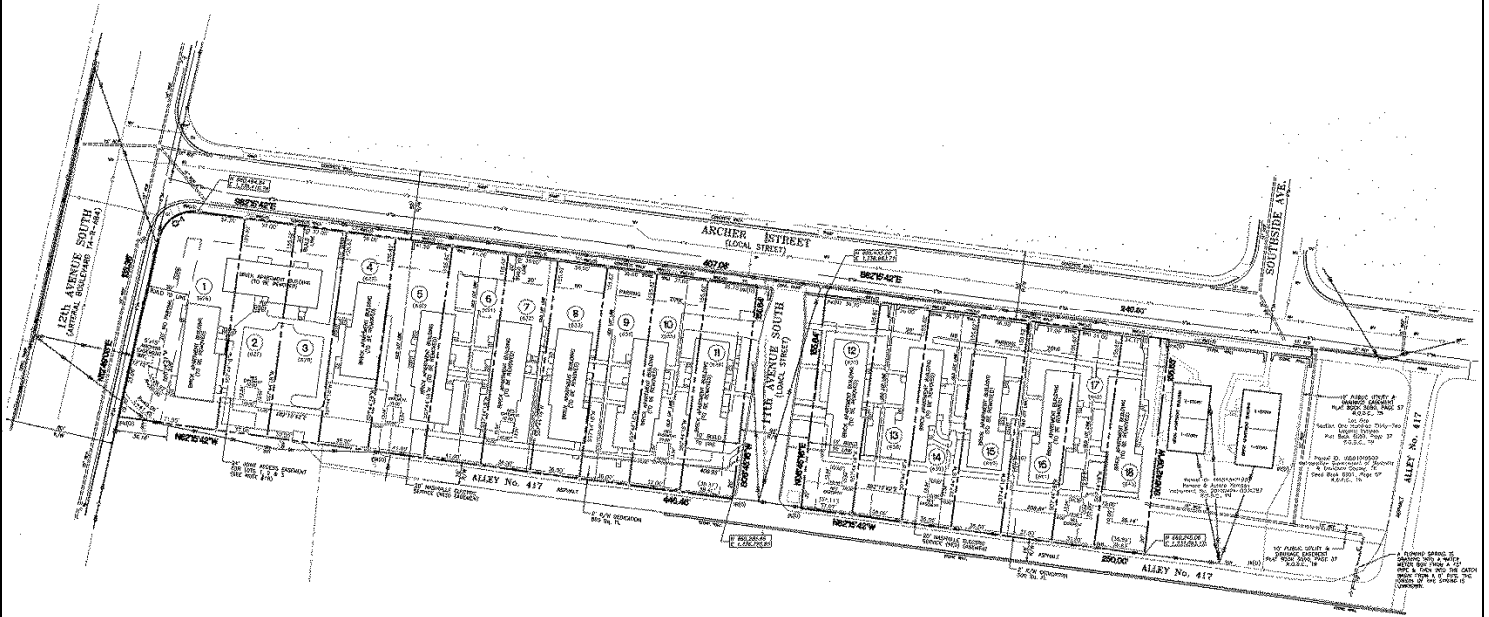
The site currently includes 13 lots. An apartment complex is located on the lot at the corner of 12<sup>th</sup> Avenue South and Archer Avenue and a triplex is located on each of the remaining 12 lots. All existing structures are proposed to be removed. Surrounding zoning includes R6 and RM20, and the area is characterized by a variety of land uses.

The proposed plan calls for 18 new two-family residential lots with a density of 14.6 dwelling units per acre. The maximum number of units that could be created on this site under the RM20 zoning district is 49 while 36 units are proposed. Each proposed two-family residential lot will contain more than 3,750 square feet of lot area, as required by the RM20 zoning district.

Vehicular access to all proposed lots is from the improved alley located to the south of the site via 11<sup>th</sup> Avenue South. Since the alley ends behind Lot 4, a joint access easement from the rear of Lot 4 provides alley access to lots 1 – 3. No vehicular access to the property will be permitted along Archer Street, and no parking will be permitted within the front setback which will also serve as a build-to line. Existing sidewalks are located along both the 12<sup>th</sup> Avenue South and Archer Street frontages.



# Metro Planning Commission Meeting of 4/24/2014



**Proposed Subdivision**



## **Metro Planning Commission Meeting of 4/24/2014**

### **ANALYSIS**

Staff recommends approval of the proposed subdivision as the proposal meets all criteria of the Subdivision Regulations and the Zoning Code.

### **FIRE MARSHAL RECOMMENDATION**

- Approved

### **STORMWATER RECOMMENDATION**

- Comments will be provided prior to the meeting.

### **WATER SERVICES RECOMMENDATION**

Approve

### **TRAFFIC AND PARKING RECOMMENDATION**

Conditional if approved

- Access drives to lots to be via alley #417.

### **PUBLIC WORKS RECOMMENDATION**

Public Works recommends approval with the following conditions:

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

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions subject to Metro Stormwater approval prior to the meeting, as the final plat is consistent with the Subdivision Regulations and the Zoning Code Requirements.

### **CONDITIONS**

1. Prior to recordation, all buildings shall be demolished and removed from the final plat.




**METROPOLITAN GOVERNMENT  
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department  
Metro Office Building, 2<sup>nd</sup> Floor  
800 Second Avenue South  
Nashville, Tennessee 37219

Date: April 24, 2014

To: Metropolitan Nashville-Davidson County Planning Commissioners

From: Richard C. Bernhardt, FAICP, CNU-A 

Re: Executive Director's Report

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The following items are provided for your information.

- A. Planning Commission Projected Attendance (6 members are required for a quorum)**
1. Attending: McLean; Clifton; Dalton; Blackshear; Haynes; Hunt; Ponder; Gee; LeQuire
  2. Leaving Early: None
  3. Absent: Adkins
- B. April 24, 2014 MPC meeting NashvilleNext MPC Topic**
1. Schedule for NashvilleNext Work Plan and Community Plan Update (Wood)
  2. Upcoming - May 8, 2014 - Arts and Culture Resource Team Goals, Policies and Findings (Driving Forces and Influence Diagrams) (Miskelly)
- C. Planning Commission Meetings**
1. Due to a conflict with the Election Commission:
    - a. July 24, 2014 – 4:00 pm; MDHA Training Center, 1419 Rosa Parks Blvd; Nashville.
    - b. October 23, 2014 – 4:00 pm; MDHA Training Center, 1419 Rosa Parks Blvd; Nashville.
- D. Employee News**
1. Introductions
    - a. Stephanie McCullough (began March 31, 2014)
    - b. Latisha Birkeland (began April 14, 2014)
  2. We are still looking for the following:
    - a. Vacant Positions
      - i. Planner II in Land Development
      - ii. Re-advertising as a Planner II for the Design Studio with an architectural and urban design background.



## E. Communications

1. Introduced an “EasyLinks” page, linked from the main and NashvilleNext front pages, which provides quick access to our most often used links. Included that information in a new publication on zoning basics and procedures which we are distributing at the front counter.
2. Beginning rollout of our NashvilleNext “Meetings to Go” materials this week.

## F. Community Planning

## G. Land Development

1. Bob Leeman will be attending the annual APA conference and plans on interviewing potential employees.

## H. GIS

1. We have finalized a contract with ESRI for us to use City Engine. This will enable us to develop visual simulations of proposed development to first use it with the NashvilleNext scenarios.

## I. Executive Director Presentations

1. Upcoming:
  - a. APA National Conference (April 26-30, 2014)
    - i. Lincoln Institute’s Big City Planning Director’s Institute
    - ii. Southern Planning Directors Issues and Advances
    - iii. Communicating Design and Aesthetics In the Planning Office
    - iv. Emerging Professionals Clinic: Advocating for Multiple Parties
  - b. CRT Power of 10 (April 30, 2014)
    - i. Regional Trends and Preferences
    - ii. NashvilleNext Status, Issues and Actions

## J. NashvilleNext

1. **Presentations and Meetings**
  - a. Saturday May 10<sup>th</sup>, 2014, Mayor's Youth Council Youth Summit
2. **Guiding Principles** – They have been vetted and in final Draft Stage. They will form the basis for next stages. **These are the second DRAFT version**

### Be Nashville

- Nashvillians lift one another up and help people help themselves.
- Our culture celebrates creativity, respect for history, and optimism for the future.
- Nashville’s welcoming nature represents the best of Southern hospitality and celebrates our cultural and economic diversity, bringing new and old Nashvillians together.

### Foster Strong Neighborhoods

- Neighborhoods are the building blocks of our community: they are where we live, work, shop and gather as a community.

- Our neighborhoods are healthy, safe, and affordable – friendly to pedestrians, with vibrant parks, welcoming libraries, accessible shopping and employment, valued and protected natural and historic features, and strong schools.
- Our neighborhoods offer Nashvillians choice in where and how to live, including rural, suburban, urban, and downtown options. They grow with us as we move into the future.

### **Expand Accessibility**

- Nashville is accessible, allowing all Nashvillians to come together to work, to play, to learn, and to create community and contribute to civic life, regardless of background or ability.
- Nashville has a complete and efficient transportation system, adding transit, walking, and biking options to our existing road network.
- Nashvillians have genuine access to employment and educational opportunities, online capabilities, civic representation, nature and recreation, and government services.

### **Create Economic Prosperity**

- Nashville’s economy is diverse, dynamic and open. It benefits from our culture of arts, creativity and entrepreneurialism.
- Our strong workforce and quality of life make Nashville competitive in the evolving international economy.
- Nashville’s success is based on promoting opportunities for growth and success for individuals from all communities in all sizes and kinds of businesses.
- To provide a foundation for future growth and prosperity, Nashville meets its infrastructure needs in an environmentally responsible way.

### **Advance Education**

- Nashville recognizes that education is a lifelong endeavor; it is how we prepare our children for tomorrow’s challenges, and how all Nashvillians remain able to successfully participate in the workforce and civic life. Life-long learning also benefits from the community’s investment in continuing education, retraining opportunities and literacy.
- Nashvillians support children and families by ensuring quality PK-12 education for all through support from neighborhoods, businesses, institutions, non-profits, individuals, and governments.
- Nashville’s excellent colleges and universities are community assets and tremendous resources for the community that add to its prestige.

### **Champion the Environment**

- Nashville has unique natural environments of breath-taking beauty, exceptional parks and greenways, abundant water and agricultural land that supports local food production. The natural landscapes of Nashville – from the Cumberland River to the steep slopes in the west and the lush tree canopy – are part of our identity.

- We protect these landscapes because they contribute to our health and quality of life and provide a competitive advantage to Nashville.
- Nashville enables sustainable living through transportation options, housing choices, economic and social diversity and thoughtful design of buildings and infrastructure.

### **Ensure Equity for All**

- Nashville is stronger because we value diversity in all its forms and welcome all Nashvillians, regardless of age, race, ethnicity, ability or limitation, income, gender, sexual orientation, where you were born or where you live.
- Ensuring equity has been and continues to be central to Nashville's culture. As Nashville changes, we remain committed to removing unjust differences.
- We are vigilant in protecting human rights for all to ensure that all are engaged in decision making and share in the city's growth, prosperity and quality of life.

### **3. NashvilleNext Overall Schedule**

- a. Mapping Future Growth and Preservation (Currently - Spring 2014)
  - i. Community Engagement on Growth Mapping
  - ii. Scenario Development
  - iii. Initial Policy Option Development
- b. Making Policy Decisions (Spring/Fall 2014)
  - i. Community Engagement on Scenario Options
  - ii. Resource Teams and Steering Committee develop policy options
  - iii. Community engagement on policy options
- c. Creating and Adopting the Plan (Fall 2014/Summer 2015)
  - i. Community Vision
  - ii. Policies and Actions
  - iii. Preferred Alternative
  - iv. Implementation Schedule
  - v. Planning Commission Adoption

### **4. NashvilleNext Key Activities:**

- a. Phase 3 (of 5) of the process is completed with over 10,000 participants.
- b. Developing the alternative development scenarios and policy implications based on community input through the priority and growth mapping exercises.
- c. Steering Committee has begun the review of the Resource Teams Goals and Policies.
- d. The launch of the 'Go-To-Meeting' component of the Scenario community engagement will begin this week.
- e. Scenarios are being processed in CommunityViz.
- f. Schedule is shifting to begin phase 4 in June, though we may unveil the scenarios at the Healthy Nashville summit on May 16.
- g. List of special projects underway include:
  - i. The Airport Employment Center Master Design
  - ii. Identification of Downtown open space network
  - iii. Examining the potential use for the Missing Middle housing typology

- h. Coordinating with MTA and Nashville GreenPrint (tree canopy master plan) as they begin their master planning efforts.

**5. Resource Teams:**

- a. NashvilleNext Resource Teams have moved into Phase 2 (of 3) of their process. The purpose of this Phase is to develop goals and policies for each plan element and as impacted by the scenario alternatives. The scenarios and policies will be reviewed by the public starting in June.

<b>Resource Team - Phase 2</b>	<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>	<b>4<sup>th</sup></b>
Economic/Workforce Development	●	●	○	○
Arts, Culture, & Creativity	●	●	○	○
Natural Resources/Hazard Adaptation	●	●	●	○
Education & Youth	●	●	●	○
Housing	●	●	○	○
Health, Livability, & Built Environment	●	●	●	○
Land Use, Transportation, & Infrastructure (different schedule)	●	○	○	○

**6. NashvilleNext Special Studies**

- a. **Gentrification Analysis and Recommendations** – Work is underway with Ms. Amie Thurber, Ms. Jyoti Gupta, Dr. James C. Fraser and Dr. Doug Perkins of Vanderbilt University on issues and recommendations related to gentrification in Nashville. The recommendations will be considered in the NashvilleNext policy and action phase.

- b. **Suburban Retrofit** – In conjunction with the National Association of Realtors will provide real life retrofit examples to make suburban areas more sustainable. The study began with field visits in February 7-9, 2014. Final presentations will be made by the University of Tennessee Students on April 23, 2014. I will be travelling to Atlanta with Kathryn Withers and Andrew Collins for a final presentation from the Georgia Tech students on Friday, April 25, 2014. Study situations include:

- i. **Bellevue Commercial (CM Weiner)** - Amy Bledsoe and Erin Sherman (GT); Laura Flores (UT)
  - (1) **Location** - The south side of Highway 70S, across from the Bellevue Mall.
  - (2) **Intent** - Make a There-There
  - (3) **Description** - Overly deep retail parcel that has been subdivided and layered without parcels into a sprawling mess with fronts facing backs, no sense of place, reduced visibility, and likely run-off issues/Install an urban framework that enables parcels to be re-inhabited and redeveloped with a sense of place that restores the social capital lost from the dead mall, connect to the green

space, connect to the neighborhood. The site provides the opportunity to create a sense of place that responds to the community plan development scenario for the redevelopment of the former Bellevue Center site on the opposite side of a more multi-modal, walkable Highway 70S.”

ii. **Bellevue Civic (CM Weiner)** - Jim Boyers and Jiawen Wang (GT); Melissa Dooley (UT)

- (1) Location - the “civic center” at Bellevue Middle School, the new library and Red Caboose Park.
- (2) Intent – Create a Town Center
- (3) Description - Although adjacent to one another, the public facilities do not relate to each other spatially or invite synergistic sharing of parking or other facilities/create a civic center that is greater than the sum of its parts. With continued anticipated public investment this site provides a great opportunity to create an interrelated and walkable town center.

iii. **Bordeaux (CM Matthews)** – Kyle Nichols (UT)

- (1) Location - The Kroger on Clarksville Pike at West Hamilton Avenue.
- (2) Intent – Connect with the Community: Housing diversity; Walkability; Neighborhood Serving Uses.
- (3) Description -Underutilized retail land; failed/failing retail in a declining neighborhood/possible exploration of missing middle housing types, community-serving uses, linkage of affordable housing to affordable transportation?

iv. **Antioch Employment Center (CMs Dowell & Duvall)** - Josh Tooill (GT); Adam Heibrun (UT)

- (1) Location - The Crossings extension to Cane Ridge High School.
- (2) Intent – Establishment of a walkable mixed-use employment center with considerable employment options, housing choices and support services and facilities.
- (3) Description - Establishing a new Corridor? New Infill and Connectivity? Create a livable place from an employment center and older suburban independent mixed uses. There are opportunities to include the substantial amount of vacant land and the neighboring high school while accommodating the environmental challenges by integrating those as site amenities.

v. **South Nashville – Abandoned Kmart (CM Harmon)** - Kevin Adams and James VanHorn (GT)

- (1) Location -The abandoned Kmart at Harding Place and Nolensville Road.
- (2) Intent – Driving Change on Corridors
- (3) Description - Intersection quadrant: auto-oriented retail surrounding intersection, but disconnected from each other and from adjacent neighborhoods/new urban framework to improve connectivity around the

intersection and into the neighborhoods. Increasing walkability is a huge component of this node. For a suburban location, there are numerous pedestrians struggling to traverse the area. The abandoned Lowe's isn't too far away from this site so there is potential connection between sites to be made. Also, there are unique approaches to capitalize on the international community in this area would be good.

**vi. South Nashville – Abandoned Lowes (CM Blalock)**- Kevin Adams and James VanHorn (GT); Cody Rau (UT)

- (1) Location - The abandoned Lowes on Nolensville Pike at Cotton Lane.
- (2) Intent – Driving Change at Key Locations
- (3) Description - dead big box; deep retail parcels with limited visibility/urban framework to increase connectivity and establish better transitions from the residential areas to the corridor. While a more isolated big box site, increasing walkability is a huge component of this site. Connections to adjacent neighborhoods as well as along the pike are rich opportunities. This is another area where there are unique approaches to capitalize on the international community in this area.

**vii. Old Hickory Village (CM Barry)** - Kevin Ilaoa and Migyoung Ko (GT); Sean Miller (UT)

- (1) Location - The town center (A historic factory town)
- (2) Intent – Recreate the Historic Town Center
- (3) Description - Underperforming town center/ catalysts for revitalization.

**viii. North by Northeast (CM Harrison)** - Yigong Zhang (GT); Kyle Jenkins (UT)

- (1) Location - West Trinity Lane at I-65 Highway.
- (2) Intent – Establishment of a walkable mixed-use community center
- (3) Description - Abandoned hotel and tourist uses originally serving the Opryland entertainment complex. Adjacent commercial/industrial; ad hoc uses, odd shaped lots with little relationship to adjacent corridors or neighborhoods/urban framework to support better connectivity and transitions. This is one of the city's most underutilized corridor. Additionally, it is one of the areas of town where additional density is often brought up by residents and business owners. There are unique opportunities to capitalize on the great views of Downtown and the convenient location to getting around Nashville in various directions with easy access to the Interstate and Briley Parkway. With specific floodplain issues, the location has the potential for a signature green infrastructure/network.

**ix. Wedgewood Makers @ I-65Area (CM Moore)** - Justin Wallace (GT); Dylan Buc (UT)

- (1) Location - I-65 –properties east of I-65, and bordered by the RR tracks, from the Adventure Science Center south to the Craighead St. area.
- (2) Intent – Evolve a Creative Village
- (3) Description - Highway Adjacent Commercial/industrial: isolated wedge of diverse but disconnected uses/transitions from highway to neighborhoods. An

opportunity to take advantage of the diversity of buildings and population as well as its great location, proximity to Downtown and interstate access.

- x. **Centennial Blvd @ The Nations (CM Baker & Langster)**- Amy Bledsoe and Erin Sherman (GT); John Battle (UT)
  - (1) Location - Centennial Blvd. and 51<sup>st</sup> Ave., industrial/warehousing properties.
  - (2) Intent – Create Transition in a Border Vacuum
  - (3) Description - Underused industrial properties blighting abutting residential neighborhood/catalysts for re-habitation, connection to waterfront?
  
- xi. **Nashville State Community College (CM Holleman)**- Jim Boyers and Jiawen Wang (GT); Zane Espinoza (UT)
  - (1) Location -The school property on White Bridge Pike.
  - (2) Intent – Suburban Do Over – Making a Community Center
  - (3) Description - Suburban campus w vast parking lots/urban framework for growth into a more walkable, urban, mixed-use campus? Also consider a complete redevelopment.
  
- xii. **Woodbine Commercial Core (CM Tenpenny)** - Kevin Ilaoa and Migyoung Ko (GT)
  - (1) Location -Nolensville Pike “Main St.” area abutting the Woodbine residential neighborhood, and industrial property along RR.
  - (2) Intent – Enhance an International Main Street
  - (3) Description - Main Street that's missing teeth/urban infill, possible introduction of "missing middle" housing types, identify catalysts for redevelopment. The area has a strong sense of identity but some specific design and land use problems – head-in parking, lack of walkability, a few too many auto-oriented uses, and lack of enough residential density on/near Nolensville Pike to support better mass transit. There is a need to maintain the affordability and character of the area (ethnic restaurants and retail) and build off it through a realistic phasing plan for intensifying the development with the intent of supporting mass transit, increasing walkability, and adding housing options.

That grant, provided through the Greater Nashville Association of Realtors and matched by a similar contribution from the Metropolitan Planning Commission, will fund research by a key team of urban planners and strategists from Georgia Tech University, led by Professor Ellen Dunham-Jones, a nationally recognized expert in urban retrofitting. The University of Tennessee design studio, under the direction of T. K. Davis, will also be part of this effort.

- c. **Jefferson Street Economic Analysis** - Identification of inner-city commercial districts comparable to Jefferson Street in other cities that have achieved sustained economic revitalization. Analysis of public policies, private investments, and other public- private interventions that was instrumental to the successful revitalization. Focus of the study is to identify cases, interventions and factors that lead to revitalization without gentrification-related displacement of existing residents and small businesses. The case

studies will include identification of programs beyond the typical public sector approaches of land acquisition, rezoning, and streetscape improvements. We have received a copy of the final draft for review. Vanderbilt (Dr. Doug Perkins and Karl Jones) and TSU (Dr. David Patchett)

**B. Planning Commission Workshops** (all include 1.5 hours Planning Commissioners Training credits)

**C. APA Training Opportunities**

4. Scheduled APA Webinars
5. Nashville Room, 2<sup>nd</sup> floor MOB.
6. All are scheduled from 3:00 – 4:30 pm
7. All have 1.5 hours AICP and Planning Commissioner training credit

Date	Topic (Live Program and Online Recording )
May 14, 2014	Jane Jacob's Legacy and New Urbanism
June 4, 2014	Introducing New Density to the Neighborhood
June 25, 2014	2014 Planning Law Review

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**Administrative Items**

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In accordance with the Rules and Procedures of the Metropolitan Planning Commission, the following applications have been reviewed by staff and are ready to be approved by the Planning Commission through acceptance and approval of this report or otherwise approved on behalf of the Planning Commission **through 04/18/2014**.

APPROVALS	# of Applications	Total # of Applications 2014
Specific Plans	1	9
PUDs	0	1
UDOs	0	1
Subdivisions	6	50
Mandatory Referrals	3	51
<b>Grand Total</b>	<b>10</b>	<b>112</b>

SPECIFIC PLANS (finals only): MPC Approval						
Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
02/14/14	4/7/2014	APADMIN	2007SP-176-001	SOUTHCREST CLINIC (FINAL)	A request for final site plan approval for the Southcrest Clinic Specific Plan District on property located at 90 Thompson Lane, approximately 270 feet west of Hartford Drive (0.37 acres), to permit a general office use and to modify the approved parking lot layout, requested by C.W. Son, applicant; Kay Son, owner.	16 (Tony Tenpenny)



**PLANNED UNIT DEVELOPMENTS (finals and variances only) : MPC Approval**

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
NONE					

**URBAN DESIGN OVERLAYS (finals and variances only) : MPC Approval**

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
NONE					

**MANDATORY REFERRALS: MPC Approval**

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)	
04/02/14	4/14/2014	APADMIN	2014M-022ES-001	4912 MICHIGAN AVENUE ABANDONMENT OF RETAINED EASEMENT RIGHTS	A request to abandon retained easement rights in a portion of the former right-of-way of 50th Avenue North (closed via Council Ordinance O77-710) on property located at 4912 Michigan Avenue, requested by Metro Water Services, applicant; West Nashville Living, LLC, owner.	20 (Buddy Baker)
04/07/14	4/14/2014	APADMIN	2014M-005AB-001	MCGAVOCK PIKE (PORTION OF)	A request to abandon a portion of McGavock Pike (easements and utilities to be retained) at its terminus adjacent to property located at 2830 McGavock Pike, requested by Councilmember Phil Claiborne, applicant.	15 (Phil Claiborne)
03/26/14	4/15/2014	APADMIN	2014M-015PR-001	225 POLK AVENUE PROPERTY DISPOSITION	A request to declare surplus and approve the disposition of a certain parcel of real property located at 225 Polk Avenue, requested by the Metropolitan Department of Finance, applicant.	19 (Erica S. Gilmore)

### SUBDIVISIONS: Administrative Approval

Date Submitted	Date Approved	Action	Case #	Project Name	Project Caption	Council District # (CM Name)
12/12/13	4/7/2014	APADMIN	2014S-011-001	ASHTON PLACE, RESUB LOT 2	A request for final plat approval to create two lots on property located at 3407 John Mallette Drive, approximately 115 feet west of Manchester Avenue, zoned RS10 (0.46 Acres), requested by Campbell, McRae & Associates Surveying, Inc., applicant; Henry and Mary Hill, owners.	02 (Frank R. Harrison)
01/27/14	4/7/2014	APADMIN	2014S-029-001	SHARP & HORN'S, RESUB LOT 11	A request for final plat approval to create two lots on property located at 1114 Straightway Avenue, approximately 450 feet east of Gallatin Avenue, zoned R6 (0.41 Acres), requested by CK Surveyors, LLC, applicant; Peter King, owner.	06 (Peter Westerholm)
02/27/14	4/7/2014	APADMIN	2014S-057-001	INDIAN CREEK, PH 3 SEC 1	A request for final plat approval to create 9 lots on a portion of property located at 6079 Culbertson Road, approximately 580 feet north of Tapoco Lane, zoned RS10 (2.10 acres), requested by Anderson, Delk, Epps & Associates, Inc., applicant; SAF Properties, owner.	31 (Fabian Bedne)
02/28/14	4/9/2014	APADMIN	2014S-063-001	ROY'S BLUE BERRY HILL ROAD PROPERTY	A request for final plat approval to create one lot on a portion of property located at 4207 Blue Berry Hill Road, approximately 3,860 feet west of Old Hickory Boulevard, zoned AR2a (2.576 acres), requested by H & H Land Surveying, Inc., applicant; David and Pamela Roys, owners.	01 (Lonnell Matthews, Jr.)
10/08/13	4/10/2014	APADMIN	2012S-131-002	RIVERSIDE DRIVE, SEC 1	A request for final plat approval to create four lots on property located at Riverside Drive (unnumbered), opposite Huntleigh Drive, zoned R10, (2.11 acres), requested by Riverside Development, LLC, owner; Chandler Surveying, applicant.	06 (Peter Westerholm)
01/15/14	4/14/2014	APADMIN	2013S-178-002	VAULX LAND, RESUB LOT 5 & PART OF LOT 4 (FINAL SITE PLAN)	A request for final site plan approval to create five lots with one duplex lot on property located at 929 Gale Lane, at the southeast corner of Gale Lane and Craig Avenue, zoned R10 (1.49 acres), requested by 2400 Ventures, LLC, owner; HFR Design, applicant.	17 (Sandra Moore)
12/12/13	4/7/2014	APADMIN	2014S-011-001	ASHTON PLACE, RESUB LOT 2	A request for final plat approval to create two lots on property located at 3407 John Mallette Drive, approximately 115 feet west of Manchester Avenue, zoned RS10 (0.46 Acres), requested by Campbell, McRae & Associates Surveying, Inc., applicant; Henry and Mary Hill, owners.	02 (Frank R. Harrison)

### Performance Bonds: Administrative Approvals

Date Approved	Administrative Action	Bond #	Project Name
4/14/2014	Approved Extension/Reduction	2006B-073-009	HIDDEN SPRINGS, PHASE 2

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## Calendar of Events

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- A. **Thursday, May 8, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- B. **Thursday, May 22, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- C. **Tuesday; May 27, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- D. **Thursday, June 12, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- E. **Tuesday; June 24, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- F. **Thursday, June 26, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- G. **Tuesday; July 22, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- H. **Thursday, July 24, 2014** - [MPC Meeting](#); 4pm, **MDHA Training Center, 1419 Rosa Parks Blvd; Nashville, TN 37208.**
- I. **Thursday, August 14, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- J. **Tuesday; August 26, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- K. **Thursday, August 28, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- L. **Thursday, September 11, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- M. **Tuesday; September 23, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- N. **Thursday, September 25, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- O. **Thursday, October 9, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- P. **Thursday, October 23, 2014** - [MPC Meeting](#); 4pm, **MDHA Training Center, 1419 Rosa Parks Blvd; Nashville, TN 37208.**
- Q. **Tuesday; October 28, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- R. **Thursday, November 13, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- S. **Tuesday; November 25, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- T. **Thursday, December 11, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- U. **Tuesday; December 23, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)

- V. Thursday, January 8, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- W. Tuesday, January 27, 2015** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)