

Metropolitan Planning Commission



Staff Reports

August 28, 2014



Metro Planning Commission Meeting of 8/28/2014

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.

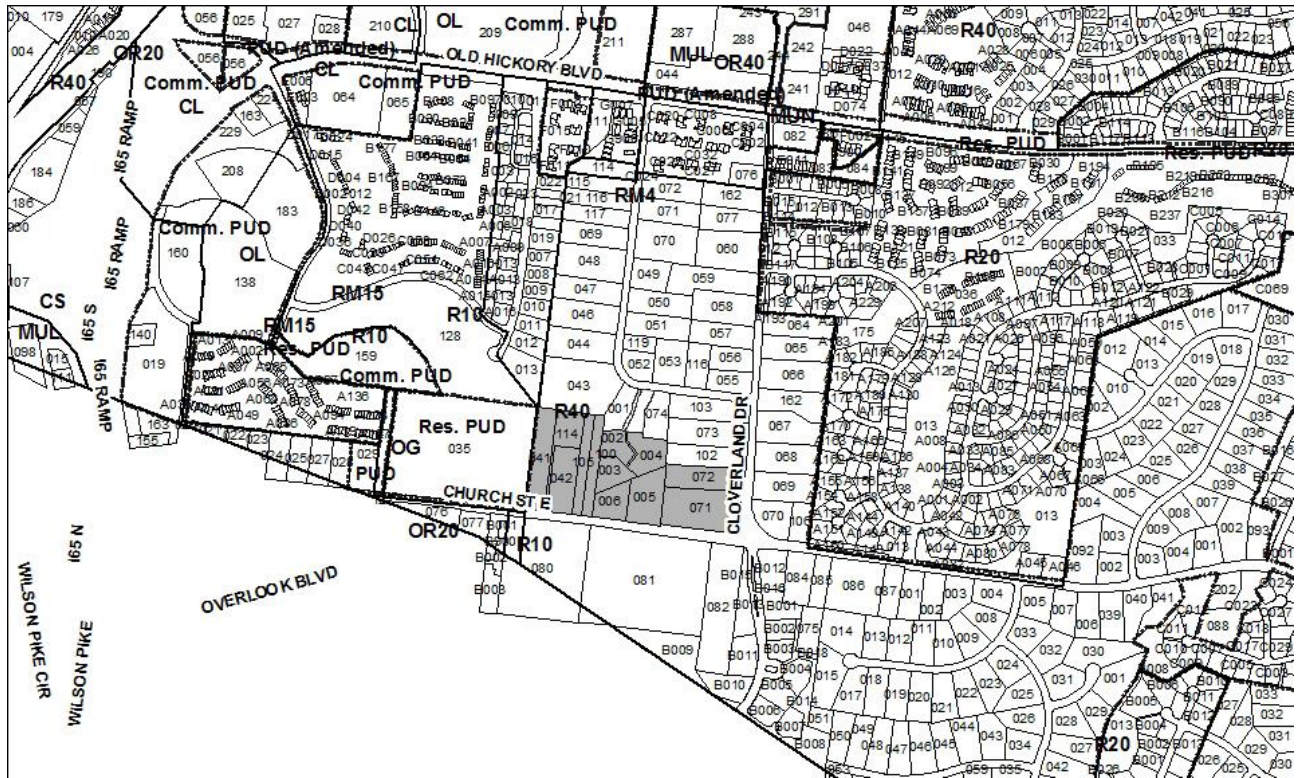


RECOMMENDATIONS TO METRO COUNCIL

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



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2014SP-046-001

CHURCH STREET TOWNHOMES

Map 171, Parcel(s) 041-042, 071, 072, 105, 114

Map 171-02, Parcel(s) 002-006

12, Southeast

04 (Brady Banks)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2014SP-046-001 |
| Project Name | Church Street Townhomes |
| Council District | 4 – Banks |
| School District | 8 – Hayes |
| Requested by | Lands’ End, applicant; various property owners. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Disapprove</i> |

APPLICANT REQUEST

Preliminary SP to permit 118 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R40) to Specific Plan – Mixed Residential (SP-MR) zoning for properties located at 500, 524, 532, 554, 558, 552, 556 Church Street East, 5665, 5669, 5671 Valley View Road and 5693, 5689 Cloverland Drive, (17.58 acres), to permit up to 118 residential units.

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 19 lots with 4 duplex lots for a total of 23 units.*

Proposed Zoning

Specific Plan-Mixed Residential (SP-MR) 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 a mixture of housing types.

CRITICAL PLANNING GOALS

N/A

SOUTHEAST COMMUNITY PLAN

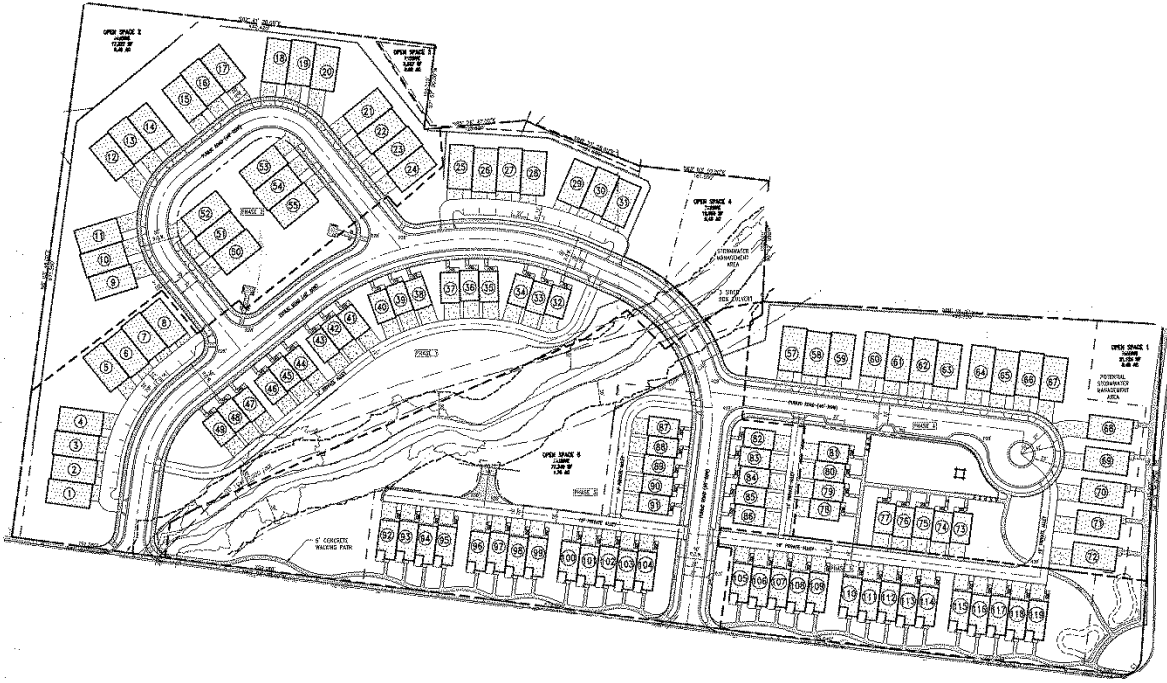
Suburban Neighborhood Maintenance (T3 NM) policy is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

No. The policy is intended to preserve the general character of a suburban neighborhood. While the policy permits densities up to 20 units per acres, densities on the upper end of the scale are only appropriate with a design that fits into the overall suburban character. In transition areas development should provide a smooth transition from more intense residential and/or commercial



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Proposed Site Plan



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uses to less intense residential uses. The site lies between more intense commercial and residential uses to the west and a traditional suburban single-family development pattern to the east. Staff does not find that the proposed plan provides the appropriate transition from west to east.

PLAN DETAILS

The approximately 17 acre site is located on the northwest quadrant of Church Street East and Cloverland Drive. It consists of several properties, and portions of properties. Several of the lots contain single-family homes and a large portion of the site consists of dense wooded areas. There is a small stream that bisects the property.

Site Plan

The plan proposes 118 residential units. There are several unit types which are described as follows:

- 33 – 30’ Front loaded townhome units;
- 15 – 30’ Front loaded (onto private drives);
- 37 – 24’ Alley loaded (half story recessed garage);
- 28 - 24’ Alley loaded (full story recessed garage);
- 5 – 30’ Front loaded with double front façade.

Units along Church Street East consist of 28 alley-loaded units. These units consist of two groups of four attached units and four groups of five attached units. The units along Cloverland Drive are internally front loaded, but the units are to be designed so that the rear (facing Cloverland Drive) appears to be the front. Internal alley units will either front onto proposed new streets or open space. Internal front loaded units either front onto proposed new streets or private drives that parallel the new streets.

Setbacks along Church Street East and Cloverland drive are approximately 35 feet. Internal setbacks vary from approximately 20 feet to 13 feet.

Units would be accessed by new public streets or alleys. New streets would connect to Church Street East at two locations. New sidewalks are proposed along Church Street East and Cloverland Drive.

ANALYSIS

Staff does not find the plan consistent with Suburban Neighborhood Maintenance land use policy. The plan does not provide an adequate transition from the multi-family area west of the site to the single-family area to the east.

FIRE MARSHAL’S OFFICE

N/A



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PUBLIC WORKS RECOMMENDATION

Returned for corrections

- 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.
- Submit solid waste and recycling container location(s). Dumpsters must be accessible by SU-30.
- Indicate the walking path, along Church, is to be straightened and must follow the centerline of the road grade. Install MPW standard curb and gutter at the existing EOP.
- Sidewalks along the roads must be located within the ROW, may require dedication.
- The faces of the proposed garages must be located either 5 feet from the back of sidewalk or 20 feet from the back of sidewalk.
- The main loop road around the site connecting Church St must be ST-252.
- Submit preliminary centerline profile to MPW.
- Sight triangles are labeled but not dimensioned; include the proposed landscape within the triangles.
- Identify guest parking.
- Main loop road to be Public Street, all others to be private with driveway ramps. Alleys to meet MPW standard St-263 for pavement and width.

TRAFFIC AND PARKING

Conditions if approved

- Developer shall install the following recommended road improvements. Developer shall design signal plan and submit to Metro traffic engineer for approval. Developer shall submit construction plans for road and signal improvements.
 - Extend the southbound right turn lane on Cloverland Drive approximately 200 feet and provide taper to AASHTO standards.
 - The final design of each of the project access drives should have one exiting lane and one entering lane.
 - The final design of each of the project access drives should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including horizontal and vertical curvature, landscaping, monument signs, etc.
 - Sidewalk should be provided on along the project site frontage on Church Street East and Cloverland Drive.
 - Pedestrian facilities should be provided at the intersection of Church Street East and Cloverland Drive/Jones Parkway for crossing the west leg of Church Street East. Specifically, a crosswalk should be provided for the west leg between the southwest corner and the channelized right turn island on the northwest corner. A crosswalk across the southbound right turn lane should be provided. ADA compliant pedestrian signals and pushbuttons should be provided for the crosswalk on the west leg. Curb ramps with detectable warning should be provided for the northwest and southwest corners. Pedestrian pushbutton poles or pedestrian pedestal poles may be required for the southeast and southwest corners in order to provide ADA compliance for the existing crosswalk.
 - Install a Pedestrian Crossing (W11-2) warning sign with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk for the southbound right turn lane.
 - The signal timing and phasing should be modified for the AM peak period to provide a shorter cycle length in order to reduce the intersection control delay.



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Maximum Uses in Existing Zoning District: **R40**

| 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) | 17.58 | 1.08 D | 23 U* | 221 | 18 | 24 |

*Based on R40 allowing 25% duplex lots.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 17.58 | - | 118 U | 845 | 63 | 84 |

Traffic changes between maximum: **R40** 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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | + 96 U | +624 | +45 | +60 |

STORMWATER RECOMMENDATION

Returned for corrections

- Add 78-840 Note.
- For the stream buffers, show and label the most restrictive floodway line. Then show the 50' and 25' zoned buffers. Then show the area that was approved based on the variance.
- Cite the variance number to the plans.
- Add note to plan stating that the stream crossing is to be perpendicular. Show a perpendicular crossing.
- Excess water quality / quantity bypass was observed.
- Add Buffer Note.
- Add Preliminary Note.
- Add Access Note.
- Add C/D Note.

WATER SERVICES

Approved

METRO SCHOOL BOARD REPORT

Projected student generation existing R40 district: 2 Elementary 1 Middle 1 High
Projected student generation proposed SP-MR district: 7 Elementary 3 Middle 2 High

The proposed SP-MR zoning district could generate 8 more students than what is typically generated under the existing R40 zoning district. Students would attend Granbery Elementary, Oliver Middle School, and Overton High School. All three schools are over capacity. There is additional capacity within the cluster for additional middle school students, but there is no additional capacity in the cluster for elementary or high school students. There is capacity for



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additional high school students in the adjacent Antioch, Glenclyff and Hillsboro high school clusters. This information is based upon data from the school board last updated September 2013.

Fiscal Liability

The fiscal liability of 5 new elementary students is \$107,500 (\$21,500 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends disapproval as the request is not consistent with suburban Neighborhood Maintenance land use policy or has the plan been approved by Metro Public Works or Metro Stormwater.

CONDITIONS (if approved)

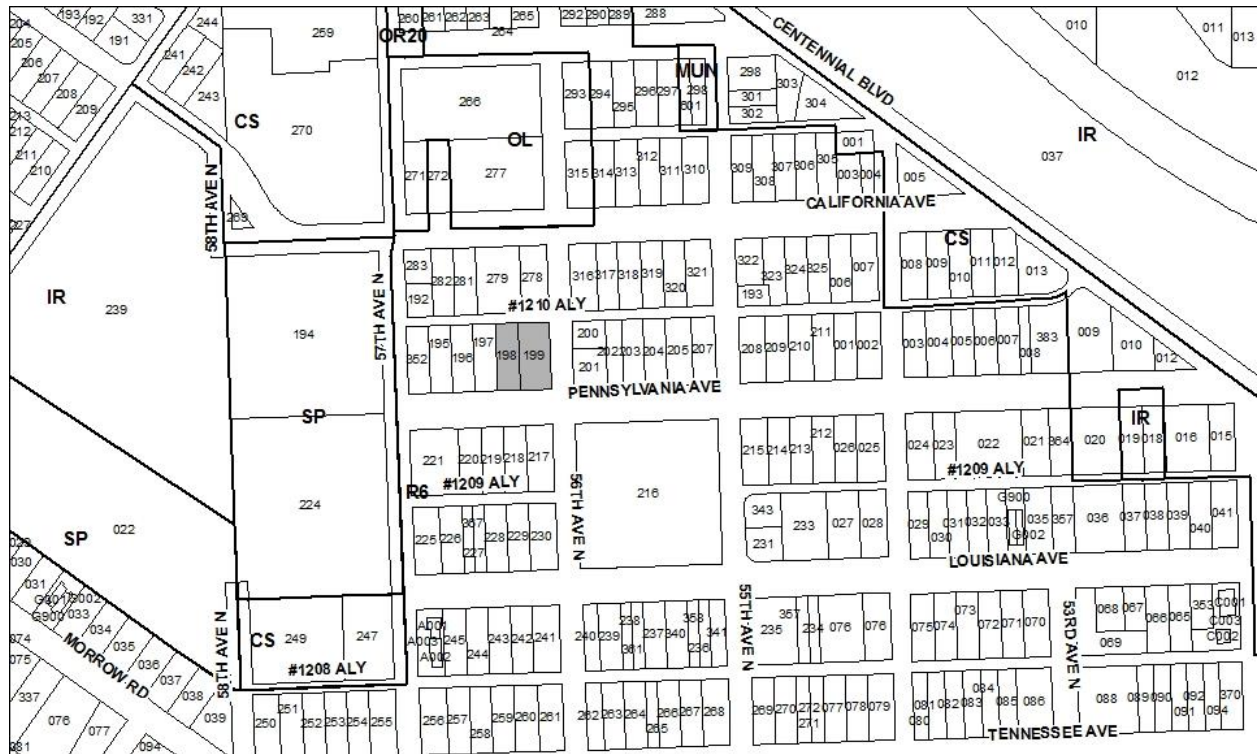
1. Uses shall be limited to 118 residential units.
2. All Public Works and Stormwater changes must be provided on the plan.
3. All Public Works and Stormwater conditions must be met.
4. Prior to the approval of any final site plan any additional ROW along Church Street East or Cloverland needed to meet the Major and Collector Street plan shall be dedicated.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2014SP-053-001

56TH & PENNSYLVANIA
 Map 091-06, Parcel(s) 198-199
 07, West Nashville
 20 (Buddy Baker)



Project No. 2014SP-053-001
Project Name 56th & Pennsylvania
Council District 20 – Baker
School District 1 – Gentry
Requested by Dale & Associates, Inc., applicant; West Nashville Free Will Baptist Church, Inc., owner.

Staff Reviewer Sajid
Staff Recommendation *Approve with conditions and disapprove without all conditions*

APPLICANT REQUEST

Permit nine residential dwelling units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 5600 and 5602 Pennsylvania Avenue, at the northwest corner of Pennsylvania Avenue and 56th Avenue North, (0.39 Acres), to permit up to nine residential dwelling units.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

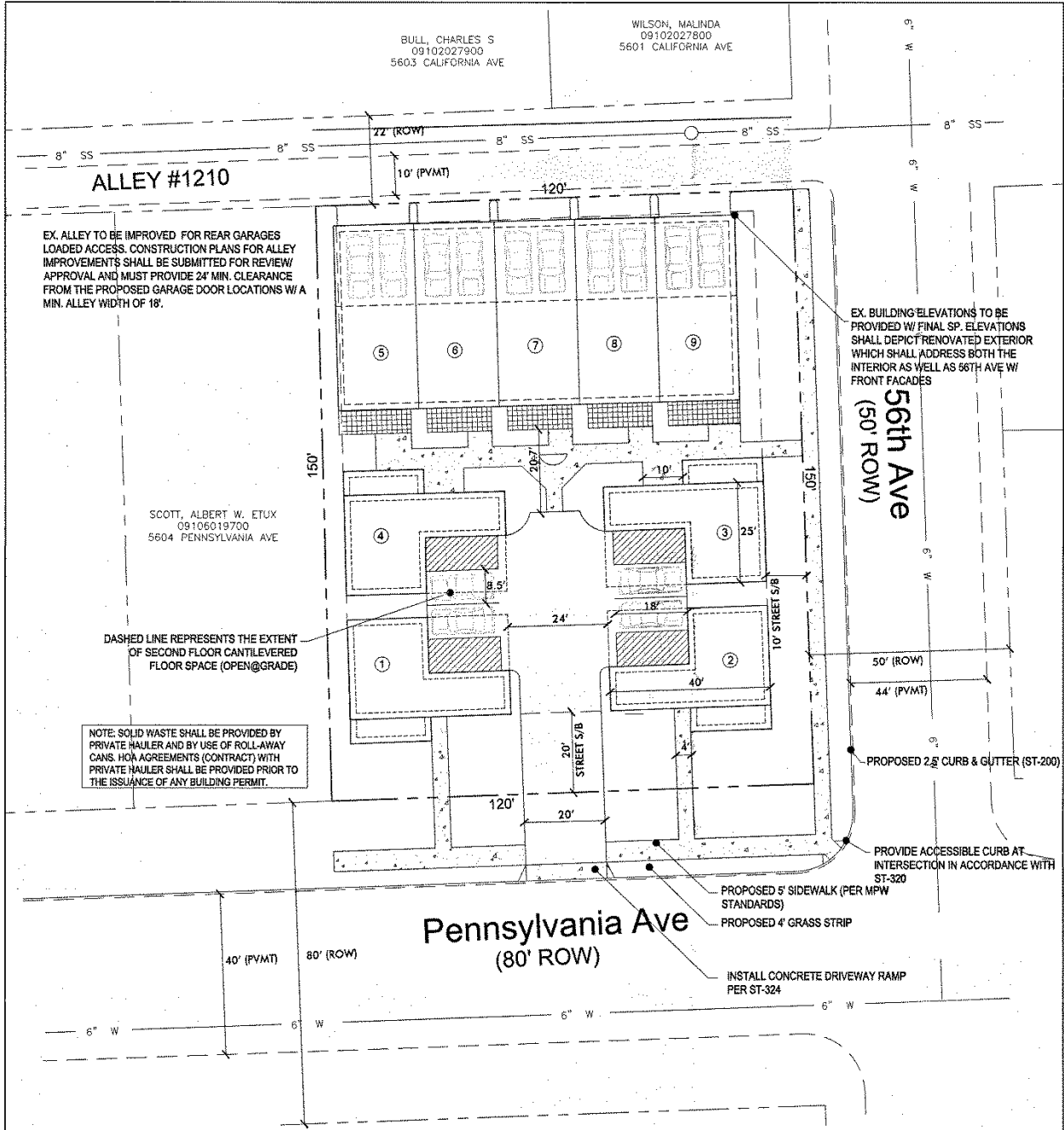
The SP creates an opportunity for infill housing as it adds additional density in an area served by adequate infrastructure. In addition, sidewalks are proposed adjacent to the site which will increase walkability in an area that is not served currently by an existing sidewalk network.

WEST NASHVILLE COMMUNITY PLAN

Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.



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Proposed Site Plan



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Consistent with Policy?

Yes, the SP is consistent with the Urban Neighborhood Maintenance policy. This policy is intended to preserve the character of the existing neighborhood in terms of its development pattern, building form, land use and the public realm. The neighborhood includes variety of uses including single-family, two-family, educational and institutional uses. Furthermore, the SP proposes to keep the existing church building and adapt the structure to the proposed residential use.

PLAN DETAILS

The site is located at the northwest corner of the intersection of Pennsylvania Avenue and 56th Avenue North. A church is located on the site. Surrounding zoning is R6, and the area is characterized by a mixture of uses. Access to the site is from Pennsylvania Avenue.

Site Plan

The plan proposes 9 residential units. The maximum height of the units will be two stories in 35' with an exception for a rooftop terrace. A landscape buffer is proposed between the site and the existing single-family residence to the west.

The overall site layout includes four detached units located at the front of the property and five attached units at the rear. Two of the detached units front on Pennsylvania Avenue and maintain the rhythm of the street established by the existing single-family residences to the west. The remaining units are oriented to an interior courtyard. The proposed attached units incorporate the existing church structure into the design. Currently the church is a one-story building, but the plan proposes not only to renovate the exterior but also to add an additional story. By providing an additional story, the units will be able to incorporate alley access in the first story.

The facades of units 1 and 2 that face Pennsylvania include porches and front doors with sidewalk connections. Since units 2, 3 and 9 have side façades with frontage on 56th Avenue North, it is important that these units are designed so that the units relate well to those streets and enhance the pedestrian experience. Architectural images have not been included with the preliminary SP. The SP, however, includes notes that address design considerations for the SP. 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.

All units include two parking spaces. The parking for the detached units incorporates one surface space and a second covered space while the attached units have two spaces available in garages that are accessed from the alley at the rear of the property. Sidewalks are proposed along both the Pennsylvania Avenue and 56th Avenue North street fronts. Interior sidewalks are provided that connect the units to the proposed public sidewalk.

ANALYSIS

The proposed SP is consistent with the Urban Neighborhood Maintenance and meets two critical planning goals. Staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

N/A



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STORMWATER RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approved

- Approved as Preliminary SP.
- Applicant will be required to submit construction plans and pay capacity fees before the Final SP will be approved.

PUBLIC WORKS RECOMMENDATION

No exception taken

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- With Final SP design coordination with MPW will be required to ensure ADA compliance for the proposed sidewalk construction. Existing utilities may need to be relocated or additional sidewalk construction may be required to meet ADA minimums.

Maximum Uses in Existing Zoning District: **R6**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential (210) | 0.39 | 7.26 D | 4 U* | 39 | 3 | 5 |

*Based on two two-family lots.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (210) | 0.39 | - | 9 U | 87 | 7 | 10 |

Traffic changes between maximum: **R6** 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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | + 5 U | +48 | +4 | +5 |

SCHOOL BOARD REPORT

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

Projected student generation proposed **SP-R** district: 1 Elementary 1 Middle 1 High

The proposed SP-R zoning district would generate three more students than what is typically generated under the existing R6 district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. Cockrill Elementary School has been



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identified as over capacity. There is capacity within the cluster for elementary school students. 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.

CONDITIONS

1. Uses within the SP shall be limited to nine residential units.
2. The street facing side façades of Units 2, 3 and 9 shall be designed so that the units relate to the streets. Architectural elevations shall be submitted with the final site plan and shall be reviewed by Planning to determine if this goal has been met.
3. 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 RM20 zoning district as of the date of the applicable request or application.
4. 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.
5. 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.
6. 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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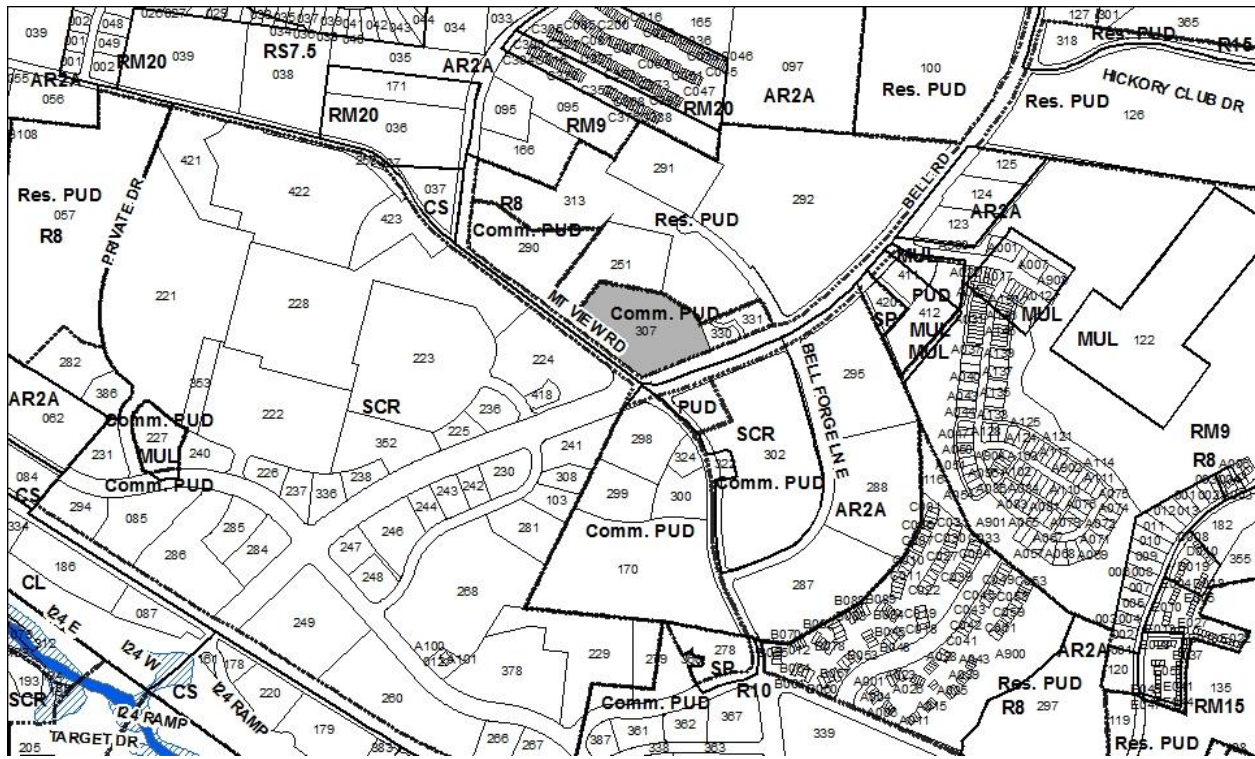


PLANNING COMMISSION ACTIONS

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



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158-77P-004

HICKORY HOLLOW RETAIL

Map 163, Parcel(s) 307

13, Antioch - Priest Lake

32 (Jacobia Dowell)



| | |
|-----------------------------|--|
| Project No. | Planned Unit Development 158-77P-004 |
| Project Name | Hickory Hollow Retail |
| Council District | 32 – Dowell |
| School District | 6 – Mayes |
| Requested by | Advanced Systems, Inc., applicant; The Corner, LLC, owner. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST

Revise a portion of a Planned Unit Development and final site plan to permit the development of a financial institution.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Hickory Hollow Retail Commercial Planned Unit Development Overlay District for property located at 771 Bell Road, at the northeast corner of Bell Road and Mt. View Road, zoned One and Two-Family Residential (R8), (5.87 acres), to permit the development of a 1,500 square foot financial institution where a 7,500 square foot restaurant was previously approved.

Existing 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. *Uses on this property are dictated by the PUD Overlay.*

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

CRITICAL PLANNING GOALS

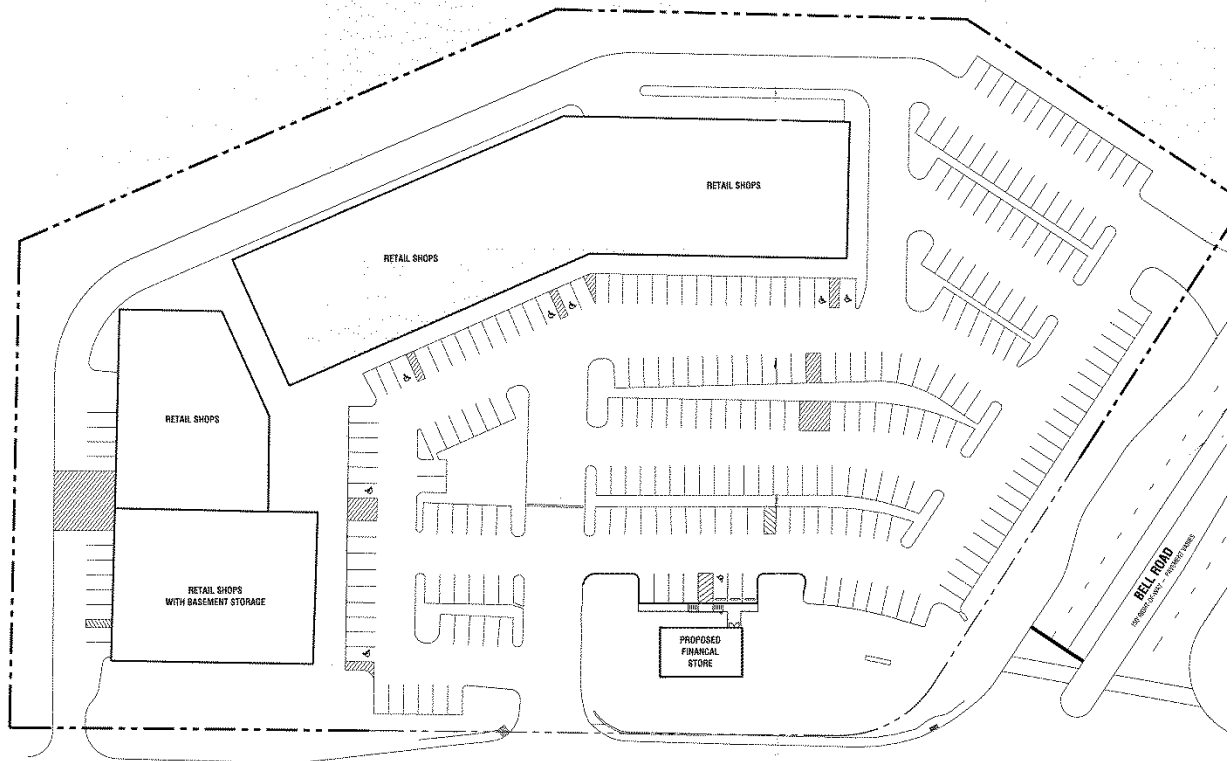
N/A

PLAN DETAILS

The site is located at the northeast corner of Mt. View Road and Bell Road, across Mt. View Road from Hickory Hollow Mall. The site is within a larger parcel within the Hickory Hollow Retail PUD. The PUD was original approved in 1977, and has been revised numerous time through the years. The property contains approximately 51,000 feet of various commercial uses. The location for this specific request is currently vacant, but was previously occupied by a restaurant.



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Proposed PUD Plan



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Site Plan

The plan calls for a 1,500 square foot financial institution use. Access into the site will be from three existing drives that access the development from Mt. View Road and Bell Road. Parking will be shared with other uses within the PUD. The plan does call for seven additional parking spaces.

ANALYSIS

Staff recommends approval with conditions. The request is consistent with the overall concept of the Council approved plan. The proposed financial institution use is permitted within the PUD. Since the proposed revision is consistent with the overall concept of the Council approved PUD plan and does not propose any changes requiring Council approval then finds that the proposed changes to the previous plan for this site is a minor modification.

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, and is provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;



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

FIRE MARSHAL'S OFFICE

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

WATER SERVICES

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions. The proposed request is consistent with the concept of the PUD plan approved by Council.

CONDITIONS

1. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.

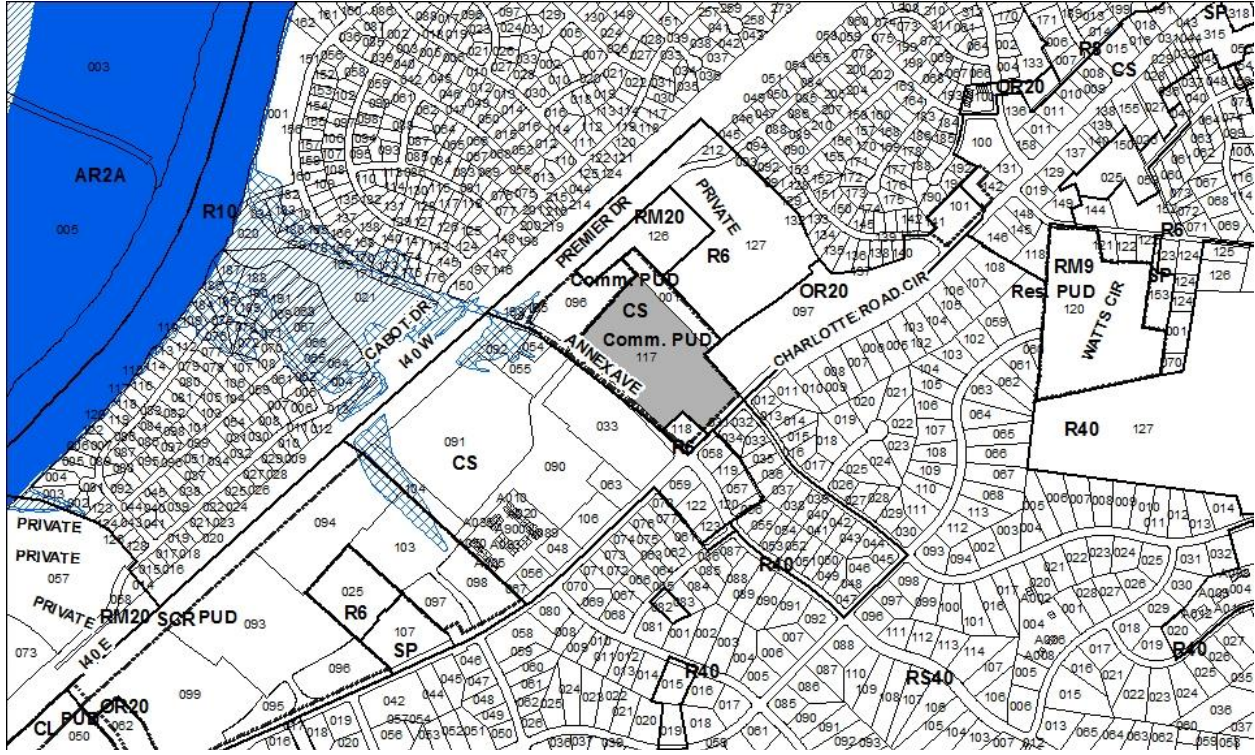


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2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
5. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
6. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to the issuance of any permit for this property, and in any event no later than 120 days after the date of conditional approval by the Planning Commission. Failure to submit a corrected copy of the final PUD site plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.



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178-83P-001
CHARLOTTE CENTRE
Map 102-08, Parcel(s) 117
07, West Nashville
20 (Buddy Baker)



| | |
|-----------------------------|--|
| Project No. | Planned Unit Development 178-83P-001 |
| Project Name | Charlotte Centre |
| Council District | 20 – Baker |
| School District | 9 - Frogge |
| Requested by | Walter Davidson & Associates, applicant; ULAX Estates, Inc., owner. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Defer to the September 11, 2014, Planning Commission meeting if recommendations of approval are not received from Traffic and Parking and Public Works. If recommendations of approval are received, staff recommends approval with conditions.</i> |

APPLICANT REQUEST

Revise a portion of a Planned Unit Development and for final site plan to permit retail space.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Charlotte Centre Commercial Planned Unit Development Overlay district for property located at 3710 Annex Avenue, at the corner of Charlotte Pike and Annex Avenue, zoned Commercial Service (CS), (13.95 acres), to revise the mix of permitted land uses.

Existing Zoning

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

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

CRITICAL PLANNING GOALS

N/A

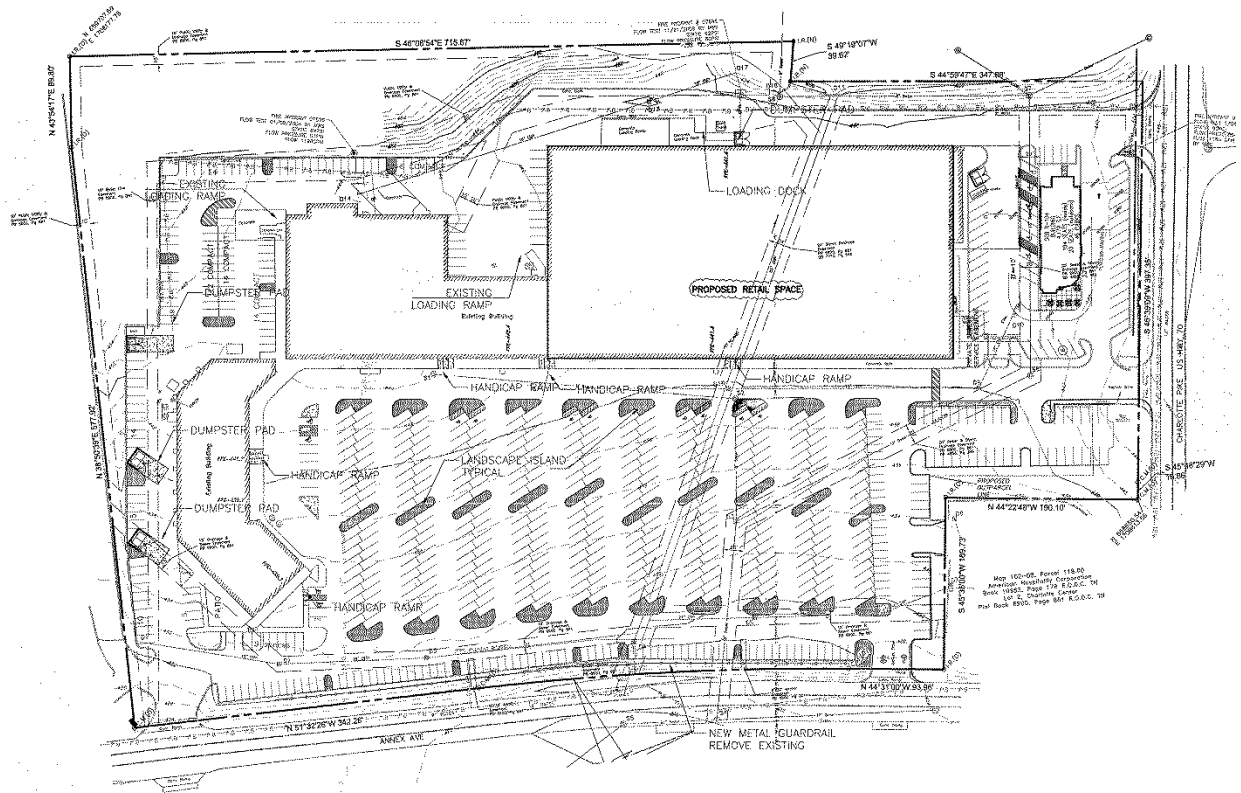
SITE PLAN

The plan proposes to change the existing 82,400 square foot bowling alley building into a retail use.

The entire parking area, except Chick-fil-A, will receive asphaltic concrete overlay. The proposed plan adds internal tree islands to the existing parking lot along the perimeter, except Chick-fil-A. Landscape island trees have been added where needed to meet landscaping and buffering requirements. There is an existing 24 foot stormwater drainage easement running across the property.



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Proposed PUD Plan



Metro Planning Commission Meeting of 8/28/2014

Charlotte Centre has the following existing and proposed land uses:

| | <u>Existing</u> | <u>Proposed</u> |
|-----------------------------|----------------------|----------------------|
| Bowling Alley | 82,400 Sq. Ft. | -0- |
| Retail | 43,820 Sq. Ft. | 126,220 Sq. Ft. |
| Restaurant | 8,358 Sq. Ft. | 8,358 Sq. Ft. |
| <u>Fast Food Restaurant</u> | <u>4,179 Sq. Ft.</u> | <u>4,179 Sq. Ft.</u> |
| Total | 138,757 Sq. Ft. | 138,757 Sq. Ft. |

All access points within the PUD remain the same. There is one ingress/egress driveway along Charlotte Pike and two ingress/egress points along Annex Avenue (formerly Old Hickory Boulevard).

The Metro Zoning Code requires the following number of parking spaces:

| | |
|--|--------------------|
| Retail: 126,220 sq. ft. | = 631 spaces |
| Restaurant: 8,358 sq. ft. | = 84 spaces |
| <u>Fast Food Restaurant: 4,719 sq. ft.</u> | <u>= 42 spaces</u> |
| Total Required Spaces | = 757 spaces |

A shared parking study was submitted to the Metro Traffic Engineer. The current plan proposes 716 spaces. Metro Traffic Engineer has not yet approved the shared parking study submitted by the applicant.

ANALYSIS

Retail use is an approved use within the Charlotte Centre PUD. Changing the bowling alley use to retail use is consistent with the original intent of the original PUD plan. Retail use is an appropriate use within this PUD and the CS zoning district.

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff is recommending that the request be approved with conditions because the request is consistent with all the requirements of Section 17.40.120.G, and is provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned



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unit development master plan being amended by the council shall adhere to all provisions of this code:

- a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
- b. The boundary of the planned unit development overlay district is not expanded;
- c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
- e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.



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FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

WATER 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.
- Show and label the existing access easements on the property.
- Comply with the conditions of the MPW Traffic Engineer.

TRAFFIC & PARKING

- An updated traffic and parking study is required for this proposal.

STAFF RECOMMENDATION

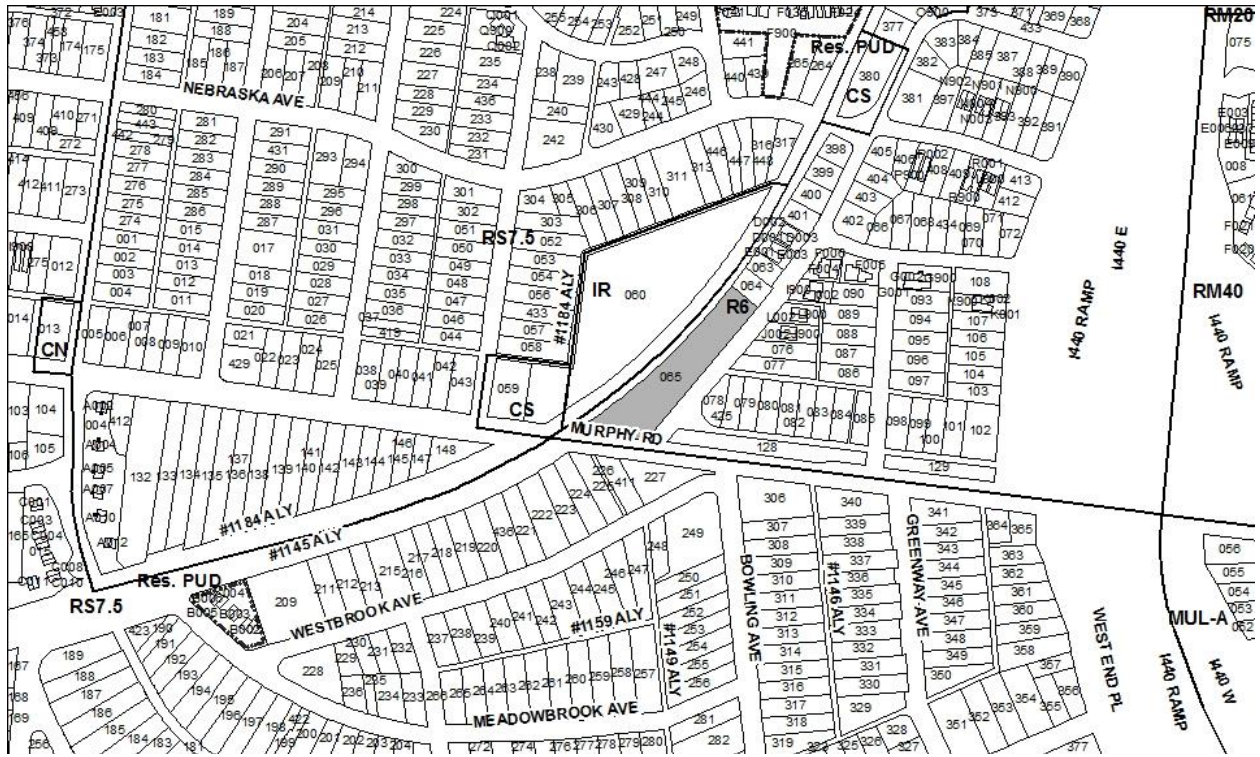
Staff recommends deferral to the September 11, 2014, Planning Commission meeting if recommendations of approval are not received from Traffic and Parking and Public Works. If recommendations of approval are received, staff recommends approval with conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
4. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
5. Prior to any additional development applications for this property, and in no event later than 120 days after the effective date of the enacting ordinance, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. If a corrected copy of the preliminary PUD plan incorporating the conditions of approval therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the preliminary PUD plan shall be presented to the Metro Council as an amendment to this PUD ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.



Metro Planning Commission Meeting of 8/28/2014



2014S-161-001

ACKLEN AT MURPHY
Map 104-05, Parcel(s) 065
10, Green Hills - Midtown
24 (Jason Holleman)



Project No. 2014S-161-001
Project Name Acklen at Murphy
Council District 24 – Holleman
School District 9 – Frogge
Requested by Dale & Associates, applicant; Oscar Batson, Jr., owner.
Staff Reviewer Swaggart
Staff Recommendation Approve with conditions, including a variance from Section 3-4.2.f.1 of the Subdivision Regulations.

APPLICANT REQUEST
Create eight residential lots.

Concept Plan

A request for concept plan approval to create eight residential lots within the Richland-West End Addition Neighborhood Conservation Overlay District on property located at Murphy Road (unnumbered), at the northwest corner of Murphy Road and Acklen Park Drive, zoned One and Two-Family Residential (R6) (1.45 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. R6 would permit a maximum of 10 lots with 2 duplex lots for a total of 12 units.

Neighborhood Conservation Overlay (NCO) 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. This property is within the Richland-West End Addition Neighborhood Conservation Overlay District

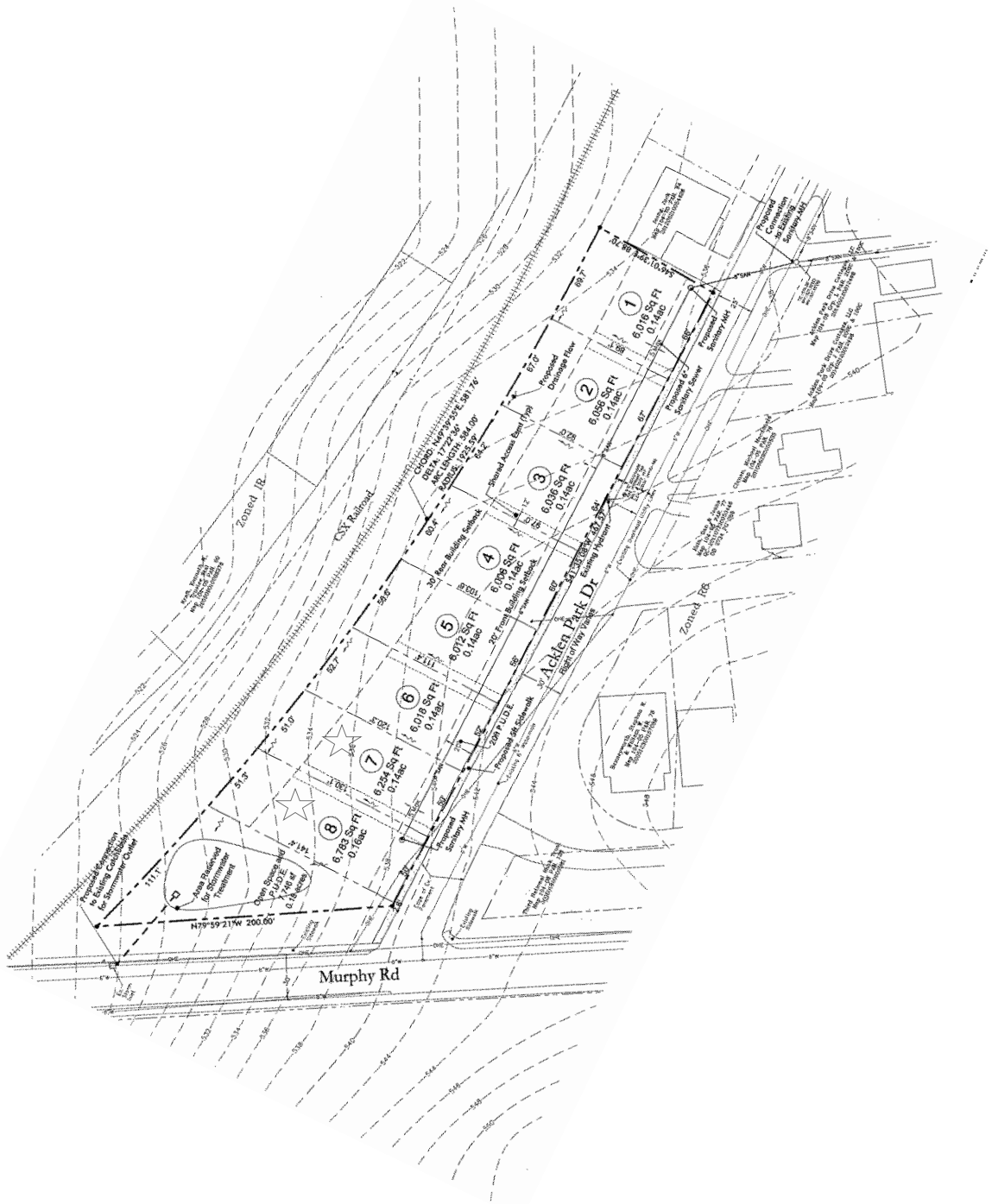
CRITICAL PLANNING GOALS

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

This site is located in an area that is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The plan calls for a new sidewalk along Acklen Park Drive that will connect to an existing sidewalk along Murphy Road. This will improve walkability in the area. Bus service is not currently present along Murphy Road. Increased density through infill development makes bus service and similar mass transit services more feasible because it generates more riders.



Metro Planning Commission Meeting of 8/28/2014



Proposed Subdivision



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PLAN DETAILS

The approximately 1.45 acre property is located at the northwest quadrant of Acklen Park Drive and Murphy Road. The rear property line abuts a CSX rail line. Most of the site is relatively flat; however, it does fall off towards the railroad and towards Murphy Road.

Site Plan

The proposed plan calls for eight residential lots. All lots are oriented towards and will have shared access to Acklen Park Drive. Two lots (Lots 7 and 8) are designated for two-family lots. The smallest lot is 6,006 square feet and the largest is 6,783 square feet. Every two lots will share access, for a total of four proposed driveways.

A small area near the intersection of Acklen Park Drive and Murphy Road is identified as open space. This area is intended to provide stormwater treatment.

Since this site is in a Neighborhood Conservation Overlay then any home design must be approved by the Metro Historic Zoning Commission.

Variance Request

This plan also includes a request for a variance to Section 3-4.2.f.1 of the Subdivision Regulations. This section of the regulations pertains to additional yard areas adjacent to railroad right-of-way. It states:

In residential areas, a setback of at least 25 feet in depth in addition to the setback required by the Zoning Code shall be required adjacent to a railroad right-of-way or limited access highway. Alternatively, this additional 25 feet may be designated as common open space.

The applicant is requesting that the required setback be reduced from 25 feet to ten feet. If approved, then the overall rear setback, including the required zoning setback of 20 feet, would be 30 feet.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance the Commission must find that:

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).



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ANALYSIS

The proposed lot configuration is consistent with the existing lot pattern adjacent to this site. The proposed shared driveways limit driveway cuts, promoting a better pedestrian environment by removing conflict points. The plan also provides a new sidewalk, which will connect to the existing sidewalk along Murphy Road. Staff finds that due to the narrowness of the existing lot, it would be difficult to develop the property given the additional 25 foot railroad setback required by the Subdivision Regulations. Staff also finds that the criteria that the Commission must find in order to grant the variance from Section 3-4.2.f.1 has been fulfilled. Specifically staff finds that:

1. The variance will not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located. The reduced setback will have no impact on the general public. The reduced setback would permit a deeper building envelope which will permit new homes to be more in keeping with other homes in the area. The proposed setback is also consistent with the setbacks on other properties to the north abutting the railroad.
2. This condition can be found elsewhere in the county, but a majority of the lots adjacent to railroads generally are deeper providing adequate room to accommodate the additional 25 foot buffer.
3. Because of the narrowness of this property, it would be difficult to develop given the additional setback requirements. While lots could be platted and homes could be constructed without the variance, it would make it difficult to provide a design that best fits into the neighborhood. It is important to note that this is in a Neighborhood Conservation Overlay District. In these districts the Metro Historic Zoning Commission (MHZC) may grant alternative setbacks than what are required by the Code. Any new homes in the district must be approved by the MHZC. The ability to modify setbacks provides flexibility to ensure that new homes fit in with the historic character of a neighborhood. The MHZC does not have the authority to modify a setback required by the Subdivision Regulations. By reducing the required railroad setback, the applicant has more flexibility to work with the MHZC in building a home that best fits into the character of the neighborhood.
4. The variance is not inconsistent with the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

METRO HISTORIC ZONING COMMISSION

Approve with conditions

- Approved with the condition that the MHZC approve setbacks, design, and placement of buildings and other site improvements.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Conditions if approved



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- Provide adequate sight distance at driveways. Acklen Park Dr. frontage shall be signed no parking. Provide pedestrian infrastructure in accordance with ADA standards along Murphy Rd. frontage.
- Construct sidewalk along Acklen Avenue using ST-200 curb and gutter, 4' grass strip, and 5' sidewalk ST210.
- Note that prior to any work within the public right-of-way, permitting is required through the Department of Public Works, including ramp and driveway connections, sidewalk construction, excavations, encroachments, or other activities.

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

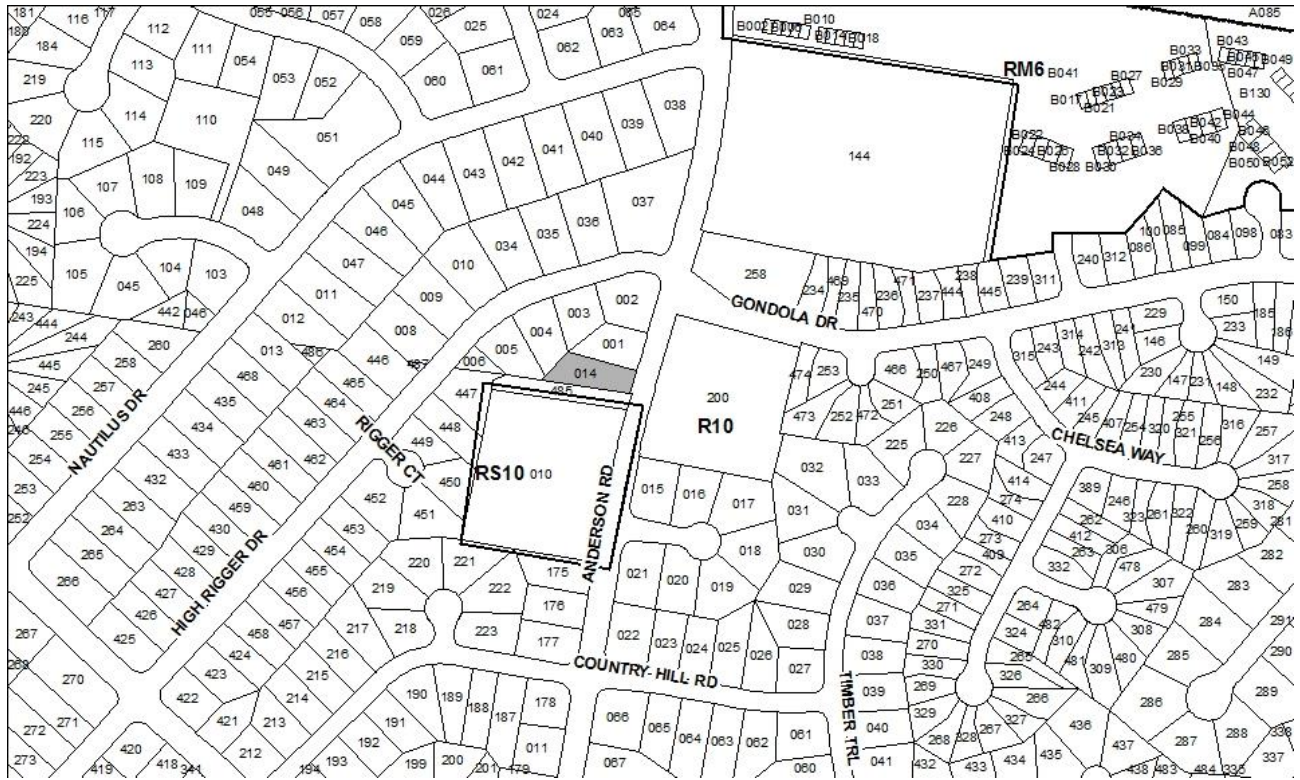
Approve with conditions including a variance from Section 3-4.2.f.1 of the Subdivision Regulations.

CONDITIONS

1. Provide adequate sight distance at driveways. Acklen Park Dr. frontage shall be signed no parking. Provide pedestrian infrastructure in accordance with ADA standards along Murphy Rd. frontage.
2. Construct sidewalk along Acklen Avenue using ST-200 curb and gutter, 4' grass strip, and 5' sidewalk ST210.
3. The MHZC approve setbacks, design, and placement of buildings and other site improvements.
4. Pursuant to 2-3.5.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 or with any application for a final site plan or final plat.



Metro Planning Commission Meeting of 8/28/2014



2014S-136-001

HARBOURTOWN VILLAGE, FIRST REVISION, RESERVE PARCEL

Map 150-03, Parcel(s) 014

13, Antioch - Priest Lake

29 (Karen Y. Johnson)



| | |
|-----------------------------|---|
| Project No. | 2014S-136-001 |
| Project Name | Harbourtown Village, First Revision, Reserve Parcel |
| Council District | 29 – Johnson |
| School District | 6 – Mayes |
| Requested by | O'Leary & Associates Land Surveying, applicant; Stevens Homes, LLC, owner |
| Staff Reviewer | Logan |
| Staff Recommendation | Approve |

APPLICANT REQUEST

Create one lot.

Final Plat

A request for final plat approval to remove the reserve status and create one lot on property located at 3320 Anderson Road, approximately 215 feet south of High Rigger Drive, zoned One and Two-Family Residential (R10) (0.25 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 1 lot with 1 duplex for a total of 2 units.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

This parcel was platted in 1974 as part of the larger subdivision to the north and east. On that plat, the parcel is labelled as a reserve parcel and following note is referenced on the parcel: "Not an individual building site unless otherwise approved by the Metropolitan Planning Commission." This request would remove the reserve status and plat this parcel as a buildable lot.

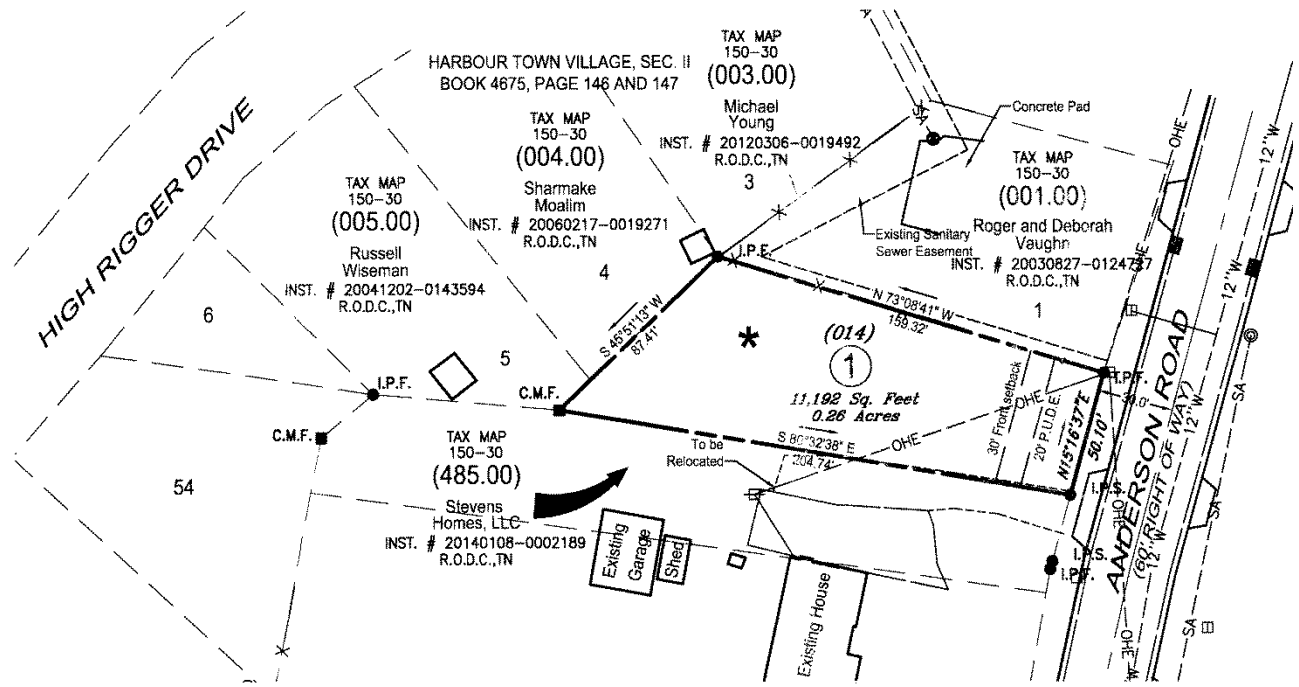
The reserve parcel is 11,192 square feet and has 50.10 feet of frontage on Anderson Road, south of Smith Springs Road. This is required to be approved by the Planning Commission because the previously recorded plat does not state the reason for platting this property as a reserve parcel.

The proposed subdivision does not meet the infill compatibility analysis that is outlined in Section 3-5.2 of the Subdivision Regulations. The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations; under this section, the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria, if the subdivision can provide for harmonious development within the community.

In order to provide for harmonious development, the final plat proposes to limit the development to a single-family home, add a minimum building setback of 30 feet from Anderson Road and add a maximum height of two stories in 30 feet.



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Proposed Subdivision



Metro Planning Commission Meeting of 8/28/2014

ANALYSIS

Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Urban Neighborhood Maintenance policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

The lot meets the minimum standards of the R10 zoning district.

Street Frontage

The lots has frontage on a public street.

Density

Suburban Neighborhood Maintenance land use policy supports density up to 20 dwelling units per acre. The proposed infill subdivision provides a density of 4 dwelling units per acres, which falls within the range supported by policy.

Community Character

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. In this case, the lots created must be equal to or greater than 45.3 ft which is 70% of the average frontage of the surrounding lots. The proposed subdivision does meet the lot frontage requirement.

| Lot Frontage Analysis | |
|------------------------------|-------------|
| Minimum Proposed | 50.1 |
| 70% of Average | 45.3 |
| Smallest Surrounding Parcel | 40' |

2. Lot size: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. In this case, the minimum lot area must be at least 17,075 square feet, which is 70% of the average lot area of the surrounding lots. The proposed subdivision does not meet the lot size requirement.

| Lot Size Analysis | |
|-----------------------------|------------------|
| Minimum Proposed | 11,192 SF |
| 70% of Average | 17,075 SF |
| Smallest Surrounding Parcel | 10,019 SF |

3. Street setback: A front setback/build-to line of 30 feet is proposed, which is continued from the previously recorded plat.

4. Lot orientation: The proposed lot is orientated toward Anderson Road, which is consistent with the existing lot pattern.



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Agency Review

All review agencies recommend approval.

Compatibility with Surrounding Area

The proposed subdivision does not meet the Community Character criteria. However, the Planning Commission may grant approval if it determines that the subdivision provides for the harmonious development of the community. In this case, the applicant has proposed several conditions to attempt to meet this provision: limiting the permitted use to single-family residential, limiting the building height to 2 stories in 30 feet and adding a platted street setback, which is on the previously recorded plat.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

No exception taken

STORMWATER RECOMMENDATION

Approve

- Per site plan submitted, no grading permit is required.

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff finds that the proposed final plat provides harmonious development with the surrounding area and recommends approval with conditions.

CONDITIONS

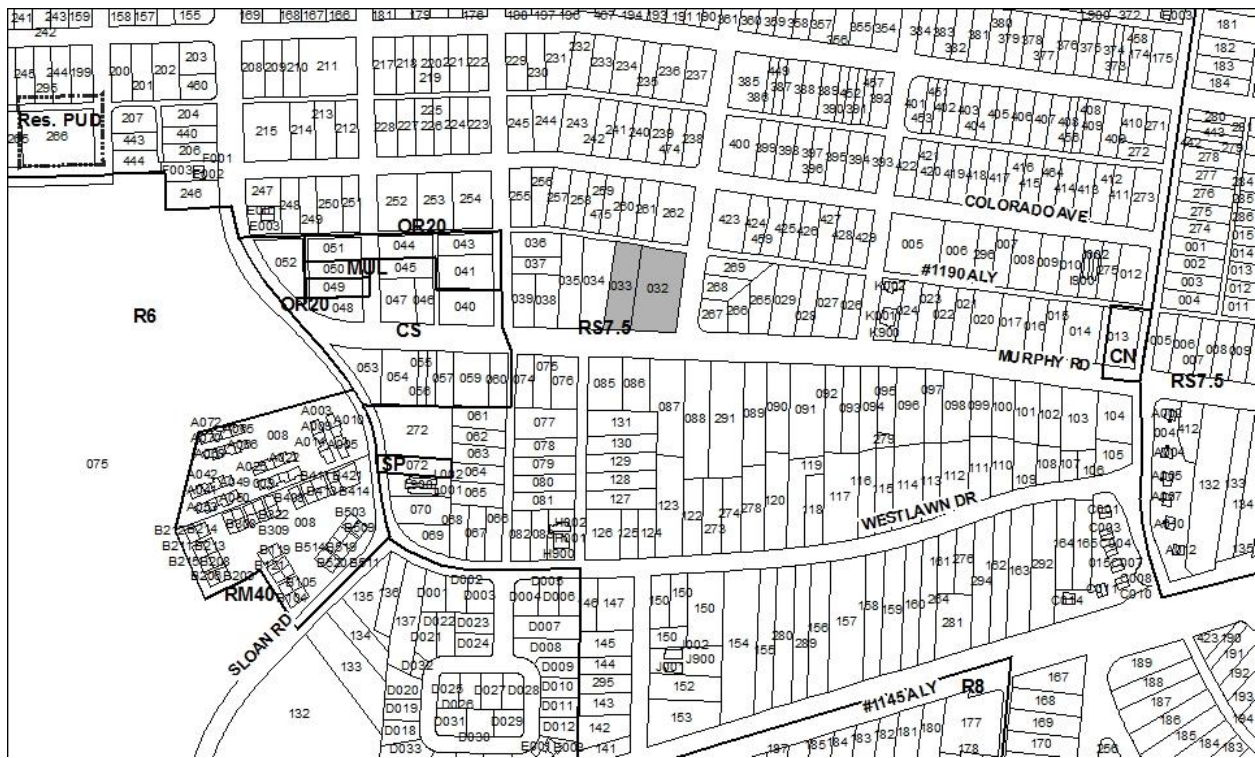
1. Sidewalks are required along Anderson Road. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department, one additional lot will require a \$500 contribution to Pedestrian Benefit Zone 5-C.
 - 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/28/2014



2014S-163-001
WEST END ANNEX, RESUB LOTS 3 & 4
Map 103-08, Parcel(s) 032-033
07, West Nashville
24 (Jason Holleman)



Project No. 2014S-163-001
Project Name West End Annex
Council District 24 – Holleman
School District 9 – Frogge
Requested by James Terry & Associates, applicant; Paula Godsey
 Trustee, owner.

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

APPLICANT REQUEST

Create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 4200 and 4202 Murphy Road, at the northwest corner of Murphy Road and 42nd Avenue North, zoned Single-Family Residential (RS7.5) (1.07 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 6 lots.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The final plat proposes three lots. Lots 1 and 2 have existing residences on them. The proposed final plat creates Lot 3 from the rear yards of Lot 1 and Lot 2. Existing access for Lot 1 is off of Murphy Road and access for Lot 2 is off of 42nd Avenue North. Lot 3 will have access via Alley No. 1190. If the final plat application is approved, with any permits for Lot 1, the driveway along Murphy Road must be removed and limited to alley access only.

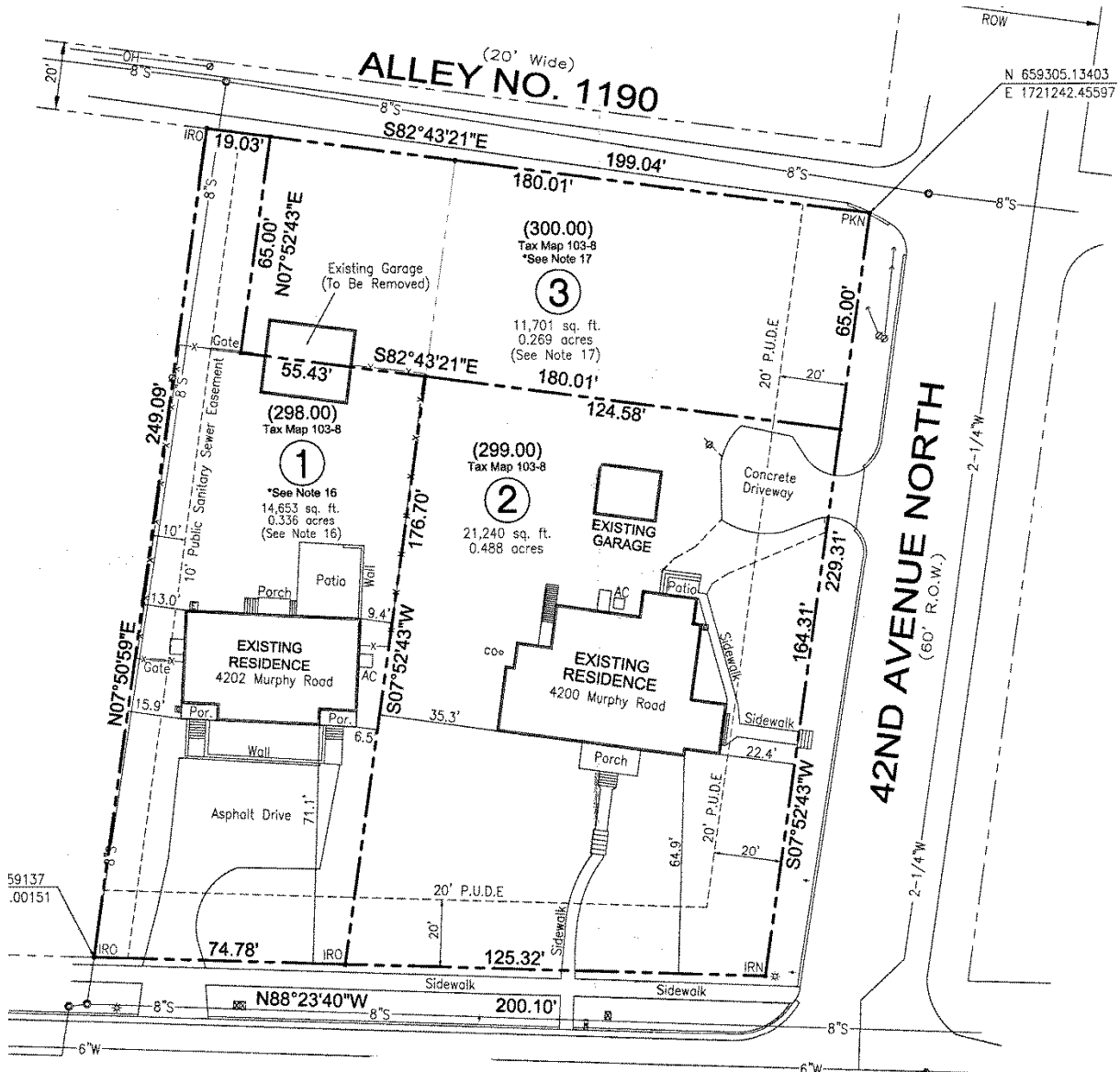
The proposed subdivision does not meet the infill compatibility analysis that is outlined in Section 3-5.2 of the Subdivision Regulations because Lot 3 has nothing to compare to due to the orientation of the lot on 42nd Avenue North. The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations; under this section, the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria, if the subdivision can provide for harmonious development within the community.

Proposed Lots

- Lot 1: 21,240 Sq. Ft., (0.488 Acres), and 125.32 Ft of frontage (existing);
- Lot 2: 14,653 Sq. Ft., (0.336 Acres), and 74.78 Sq. Ft. of frontage (existing)
- Lot 3: 11,701 Sq. Ft., (0.269 Acres), and 65 Ft. of frontage (proposed new lot)



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Proposed Subdivision



Metro Planning Commission Meeting of 8/28/2014

ANALYSIS

Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Urban Neighborhood Maintenance policy area. Lot 1 and Lot 2 are compared to lots along Murphy Road, because they are orientated towards Murphy Road. Lot 3 has nothing to compare to since it is orientated towards 42nd Avenue North. There are no other lots along 42nd Avenue North, along the same block face that are oriented the same way as Lot 3.

Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

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

Street Frontage

Proposed lots have frontage on a public street.

Density

Urban Neighborhood Maintenance land use policy supports density up to 20 dwelling units per acre. The proposed infill subdivision provides a density of 2.80 dwelling units per acres, which falls within the range supported by policy.

Community Character along Murphy Road

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For corner lot (Lot 2), only the same block face to which the proposed lots are to be orientated shall be used.

| | |
|------------------------------------|------------|
| Lot Frontage Analysis | |
| Minimum Proposed | 65.0' |
| 70% of Average | 43.4' |
| Smallest Surrounding Parcel | 55' |

2. Lot size: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. For a corner lot (Lot 2), only the block face to which the proposed lots are to be orientated shall be used.

| | |
|-----------------------------|-----------------|
| Lot Size Analysis | |
| Minimum Proposed | 11,701 SF |
| 70% of Average | 9,147 SF |
| Smallest Surrounding Parcel | 8,712 SF |

3. Street Setback: Lot 1 and Lot 2, along Murphy Road, shall have a build-to of 65 feet, consistent with the other houses and no parking in the front setback if redeveloped.



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4. Lot Orientation: Lots 1 and 2 remain oriented to Murphy Road.

Compatibility with Surrounding Area

Lot 1 and Lot 2 meet the criteria to be compatible with the surrounding community character of the area.

Lot 3 does not have other lots to compare it to. However, the Planning Commission may grant approval if it determines that the subdivision provides for the harmonious development of the community.

To make the development harmonious with the surrounding community character, the applicant has agreed to the following conditions: Lot 1 and Lot 2, along Murphy Road, shall have a build-to of 65 feet. Lot 3 shall have a minimum front setback of 25 feet. The maximum of all structures shall not exceed two stories within 30 feet in height, to the ridge of the roof.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

No exception taken

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff finds that the proposed final plat provides harmonious development with the surrounding area and recommends approval with conditions.

CONDITIONS

1. The existing garage must be removed prior to recordation.
2. Lot 1 and Lot 2 shall have a build-to of 65 feet.
3. Lot 3 shall have a minimum front setback of 25 feet.
4. The maximum of all structures shall not exceed two stories within 30 feet in height, to the ridge of the roof.
5. With any permits for Lot 1, the driveway along Murphy Road must be removed and limited to alley access only.
6. Sidewalks are required along the 42nd Avenue North frontage of Lot 3 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, one additional lot will require a \$500 contribution to Pedestrian Benefit Zone 4-B.
 - 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

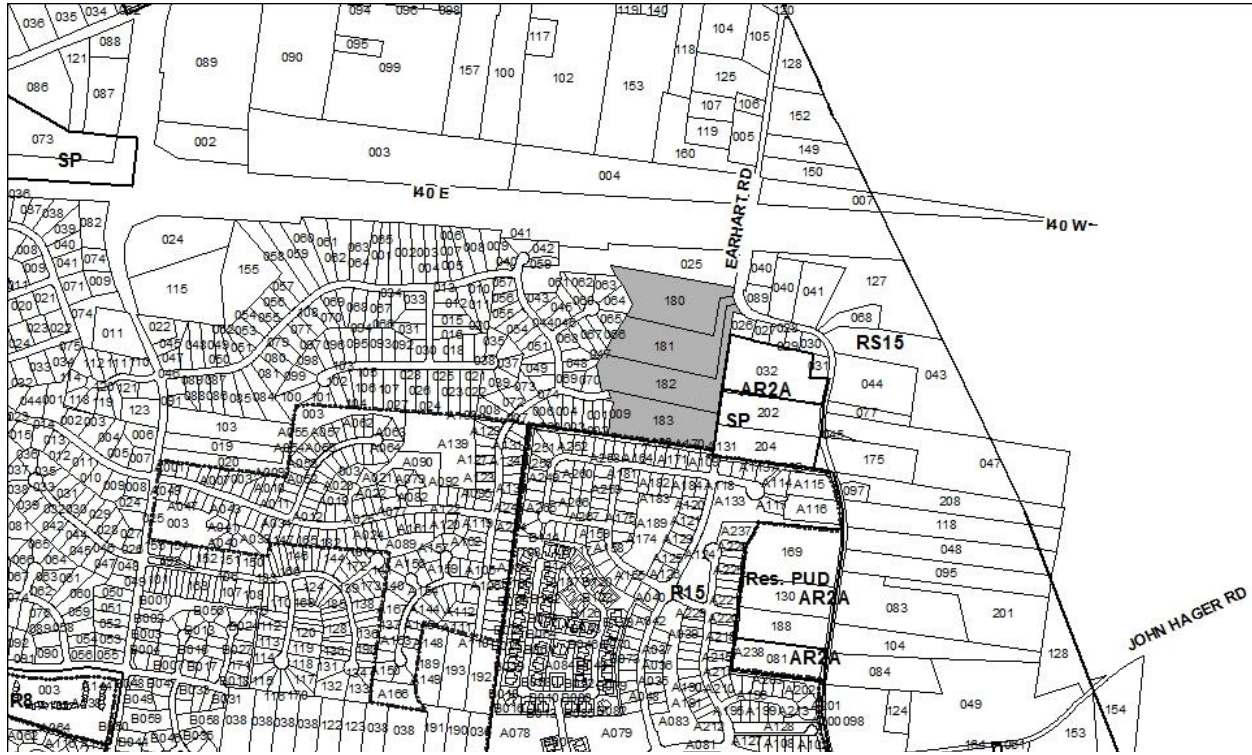


Metro Planning Commission Meeting of 8/28/2014

- 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 8/28/2014



2014S-170-001
EARHART ROAD SUBDIVISION
Map 098, Parcel(s) 180-183
14, Donelson - Hermitage
12 (Steve Glover)



Project No. 2014S-170-001
Project Name Earhart Road Subdivision
Council District 12 – Glover
School District 4 – Shepherd
Requested by Dale & Associates, applicant; Boardwalk FLP, Larry Rushing, owner.

Staff Reviewer Milligan
Staff Recommendation *Defer to September 11, 2014, Planning Commission meeting unless a recommendation of approval is received from Traffic and Parking prior to the meeting. If an approval recommendation is received, staff recommends approval.*

APPLICANT REQUEST

Create 49 clustered single-family lots.

Concept Plan

A request for concept plan approval to create 49 clustered lots on properties located at 3110, 3112, and 3114 Earhart Road and 5545 Chesnutwood Trail, west of Earhart Road and approximately 200 feet south of I-40 , zoned Single-Family Residential (RS15) (19.97 acres).

Existing Zoning

Single-Family Residential (RS15) requires of a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 49 lots.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

This request is to subdivide four (4) parcels into 49 clustered single-family residential lots. The property is located to the west of Earhart Road, south of I-40, and north of Hawks Nest Drive. There is currently a single-family home located on parcel 182. The existing single-family home is proposed to remain.

Site Plan

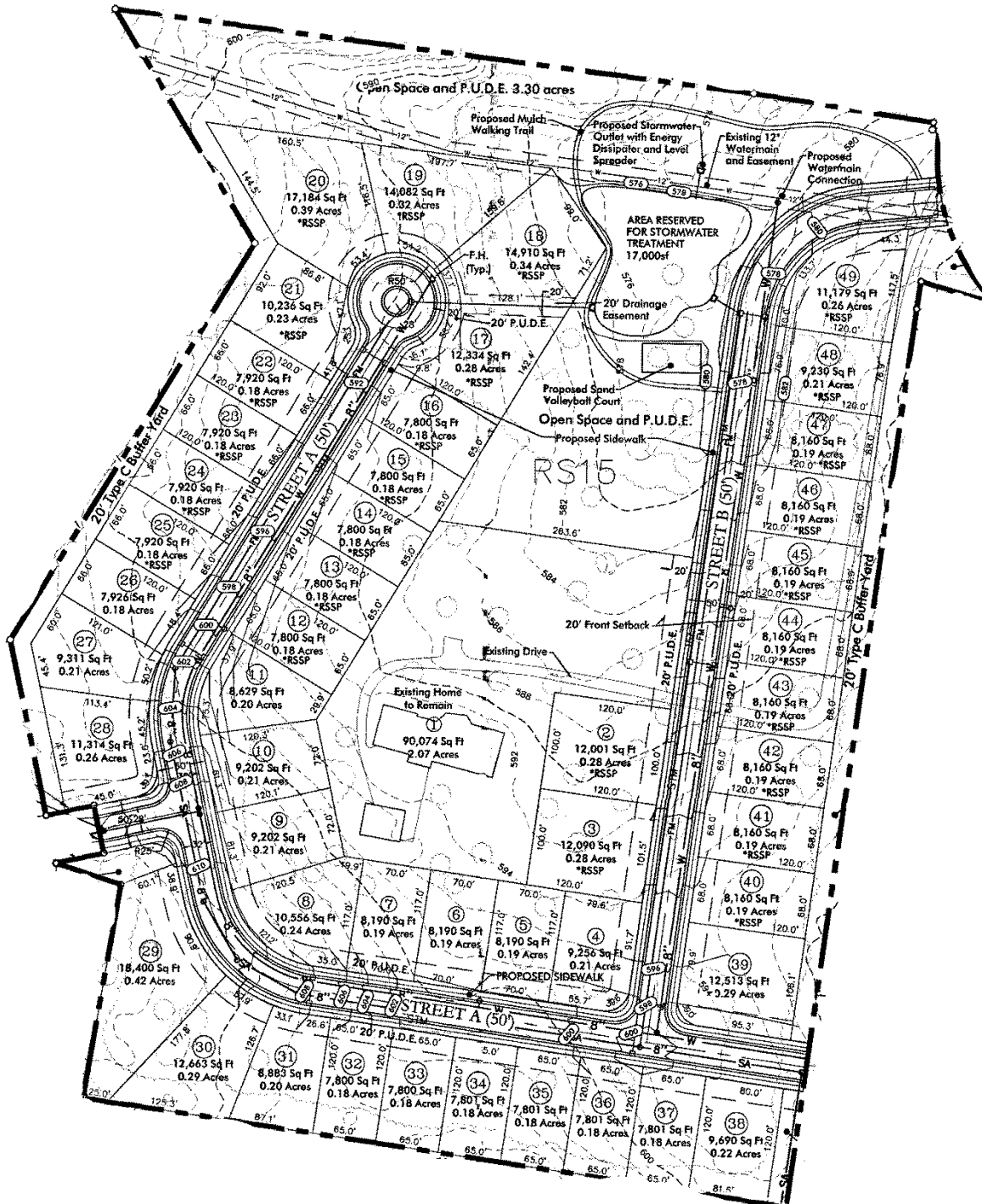
The plan proposes 49 single-family residential lots. The plan is proposing the maximum number of lots that could be created for the cluster lot option. While the property is zoned RS15, the cluster lot option allows the lots to be reduced to RS7.5 standards. The lots can be a minimum of 7,500 square feet and the bulk standards (setbacks, height, etc.) for RS7.5 also apply.

ANALYSIS

The cluster lot option allows for the existing home to be maintained on a large lot and for common open space to be provided. The proposed lots range in size from 7,800 square feet to just over 2 acres for the existing home site. The plan proposes 3.3 acres of open space (17%) and proposed amenities include a mulch walking trail and a sand volleyball court.



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Proposed Subdivision



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Access to the site will be from Earhart Road and Chestnutwood Trail. There is driveway connection to Earhart Road for the existing single-family home that will be converted to a full access. Chestnutwood Trail will be extended to the east. Proposed Street A is being stubbed to the eastern property line to allow for a future connection. Sidewalks are proposed throughout the subdivision. The proposal is consistent with all standards of the Subdivision Regulations and the Zoning Code.

FIRE MARSHAL RECOMMENDATION

- Approved as a concept plan only. The developer shall provide the Fire Marshal's office with additional details before the developments plans can be approved.

STORMWATER RECOMMENDATION

- Approved

PUBLIC WORKS RECOMMENDATION

- Access study required. Upon review of the study, there may be additional comments.

WATER SERVICES RECOMMENDATION

- Approved

STAFF RECOMMENDATION

Staff recommends deferral to September 11, 2014, Planning Commission meeting unless a recommendation of approval is received from Traffic and Parking prior to the meeting. If an approval recommendation is received, staff recommends approval as the concept plan is consistent with the Subdivision Regulations and the Zoning Code requirements.