

# Metropolitan Planning Commission



Staff Reports

**December 11, 2014**



## Metro Planning Commission Meeting of 12/11/2014

*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.*

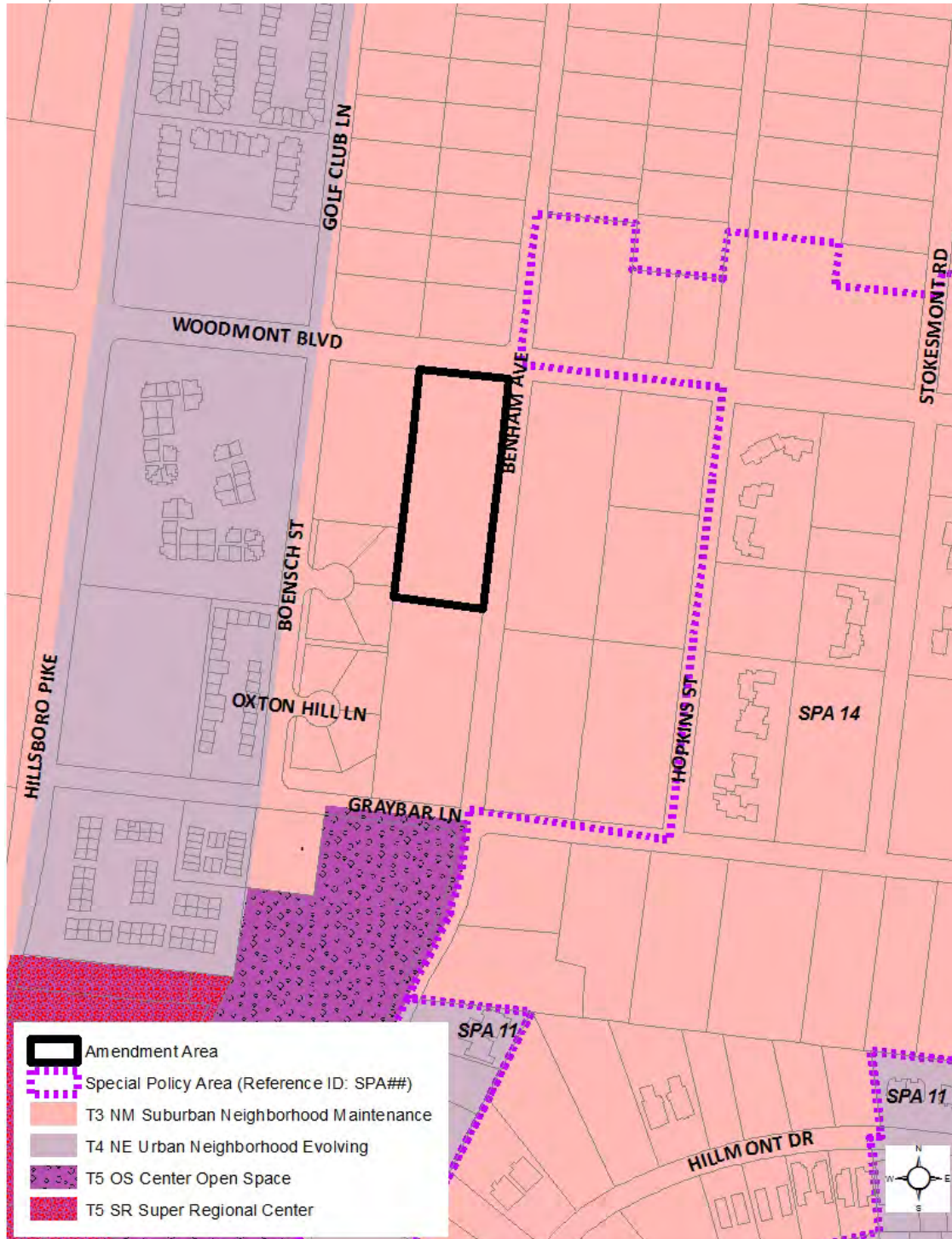


## **PREVIOUSLY DEFERRED ITEMS**

- **Community Plan Amendments**
- **Specific Plans**
- **Zone Changes**



# Metro Planning Commission Meeting of 12/11/2014



**2014CP-010-002**

## **GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT**

2001 Woodmont Boulevard, Map 117-11, Parcel 28

Green Hills-Midtown

25– Sean McGuire



**Project No.** **Minor Plan Amendment 2014CP-010-002**  
**Project Name** **Green Hills-Midtown Community Plan: 2005 Update – 2001 Woodmont Boulevard**  
**Associated Case** 2014SP-019-001  
**Council District** 25 – McGuire  
**School District** 8 – Pierce  
**Requested by** Civil Site Design Group, PLLC, applicant; Green Hills Property Partners, LLC, owner.

**Deferral** This request was deferred from the September 11, 2014, the October 9, 2014, and the November 13, 2014, Planning Commission meeting at the request of the applicant.

**Staff Reviewer** Wood  
**Staff Recommendation** *Withdraw.*

**APPLICANT REQUEST**

**Add Special Policy language to support the continuation of an existing nonresidential use.**

Minor Plan Amendment

A request to amend the Green Hills-Midtown Community Plan to add Special Policy language to the Suburban Neighborhood Maintenance (T3 NM) policy that applies to the property located at 2001 Woodmont Boulevard to support the continuation of an existing non-residential use, at the southwest corner of Woodmont Boulevard and Benham Avenue (2.36 acres), requested by Civil Site Design Group, PLLC, applicant; Green Hills Property Partners, LLC, owner (also see Specific Plan case # 2014SP-019-001).

**CRITICAL PLANNING GOALS**

N/A

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

**CURRENT POLICY**

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.

**PROPOSED POLICY**

The proposal is to designate the property as a Special Policy Area within the Suburban Neighborhood Maintenance policy area that would support the continued limited institutional use of the property consistent with how it has been used in the past under the nonconforming use provisions of the Zoning Code.



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### BACKGROUND

The property at 2001 Woodmont Boulevard has been used for various office and limited institutional purposes over the past 33 years. The uses were for many years permitted through the Board of Zoning Appeals under conditional use permits. When the most recent Zoning Code was adopted in 1998, this category of uses was discontinued and the property became a lawful nonconforming use under Tennessee State Law.

The current property owners would like to have the property zoned in accordance with its use rather than continuing to go through future approval processes through the Board of Zoning Appeals. The property has most recently been used for a variety of wellness activities including physical therapy, massage therapy, and fitness classes. The prospective buyer wants to use the property in the same manner and will not be increasing the degree of nonconformity.

When the community plan amendment application was submitted in February 2014, the Land Use Policy that was in place was Residential Low-Medium Density (RLM). RLM was one of the policies in the now-obsolete Land Use Policy Application (LUPA) manual that was used in the older community plans. All of the remaining LUPA policy areas in the county were translated to their closest equivalents in the Community Character Manual (CCM) by the Planning Commission on April 10, 2014. The translated policies became effective on June 12, 2014.

The CCM contains policies for land uses that do not conform to zoning and land uses and zoning that are inconsistent with policy. These policies are found within the General Principles chapter of the CCM. Staff reviewed the proposal in light of a letter from the Zoning Administrator that was provided by the applicant and assessed it against the General Principles in the CCM.

### COMMUNITY PARTICIPATION

Public Hearing Notices were mailed out to property owners within 600 feet of the site on August 29<sup>th</sup>. Local neighborhood associations were also notified. A copy of the notice was also placed on the Planning Department website.

### ANALYSIS

The policies in the CCM General Principles for non-conforming and inconsistent sites generally encourage that they be redeveloped in accordance with the applicable Community Character Policy whenever the uses cease. Generally, these uses are identified and more specific guidance is provided for each through the community plan update process. In some cases, little additional guidance is needed beyond that in the General Principles. Any future rezoning proposals or community plan amendments for these sites should be considered on their merits with attention given to the following issues:

- The use would generate minimal non-local traffic and the traffic can be adequately served by existing infrastructure;
- The proposed use can be adequately served by existing infrastructure;
- The use would not increase the degree of non-conformity with the zoning code; and
- Appropriate zoning can be applied, which, in the course of accommodating the acceptable use, does not expose the adjoining area to the potential for incompatible land uses.



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The applicant is proposing to keep the use of the property consistent with historic parameters and is proposing only minor changes that would add more parking to the property. Planning staff has recommended conditions of approval to the SP, including sidewalk requirements, to address any concerns. The SP is the appropriate zoning district to apply to ensure that the above policy guidance is followed and it is consistent with the guidance of the CCM General Principles cited above.

### **STAFF RECOMMENDATION**

Staff recommends that the amendment application be withdrawn because a Special Policy is no longer needed due to the Community Character Manual Translation.



# Metro Planning Commission Meeting of 12/11/2014



**2014SP-019-001**

**ELITE PHYSICAL THERAPY**

Map 117-11, Parcel(s) 028

10, Green Hills - Midtown

25 (Sean McGuire)





<b>Project No.</b>	<b>Zone Change 2014SP-019-001</b>
<b>Project Name</b>	<b>Elite Physical Therapy</b>
<b>Associated Case</b>	<b>2014CP-010-002</b>
<b>Council District</b>	25 – McGuire
<b>School District</b>	8 – Pierce
<b>Requested by</b>	Civil Site Design Group, applicant; Green Hills Property Partners, LLC, owner.

**Deferrals** This request was deferred from the September 11, 2014, the October 9, 2014, and the November 13, 2014, Planning Commission meeting at the request of the applicant.

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

**APPLICANT REQUEST**

**Preliminary SP to permit physical therapy, medical office and associated uses.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R40) to Specific Plan – Institutional (SP-INS) zoning for property located at 2001 Woodmont Boulevard, at the southwest corner of Woodmont Boulevard and Benham Avenue, (2.36 acres), to permit physical therapy, medical office and associated uses in the existing building.

**Existing Zoning**

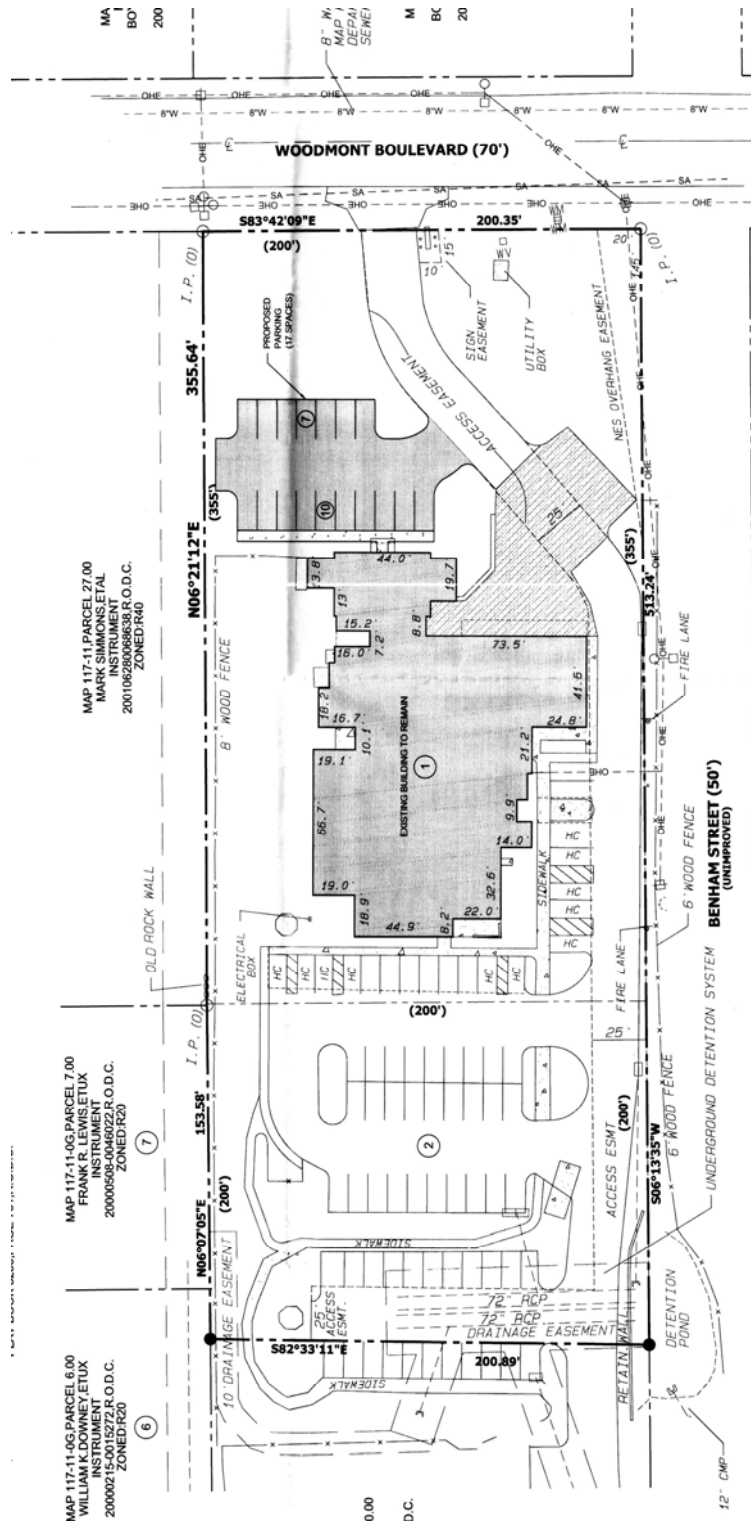
One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.*

The property at 2001 Woodmont Boulevard has been used for various office and limited institutional purposes over the past 33 years. The uses that were classified under “community assembly community facility” under the previous code were permitted through the Board of Zoning Appeals under conditional use permits. When the most recent Zoning Code was adopted in 1998, this category of uses was discontinued and the property became a lawful nonconforming use under Tennessee State Law. A letter from the Zoning Administrator detailing the history of this site follows this report.

The current property owners would like to have the property zoned in accordance with its use rather than continuing to go through future approval processes through the Board of Zoning Appeals. The property has most recently been used for a variety of wellness activities including physical therapy, massage therapy, and fitness classes. The prospective buyer wants to use the property in the same manner and will not be increasing the degree of nonconformity.



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Proposed Site Plan



## Metro Planning Commission Meeting of 12/11/2014

### **Proposed Zoning**

Specific Plan-Institutional (SP-INS) 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 several uses, including physical therapy, medical office and uses associated with physical therapy.

### **CRITICAL PLANNING GOALS**

N/A

### **GREEN HILLS-MIDTOWN COMMUNITY PLAN**

#### **CURRENT POLICY**

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.

#### **PROPOSED POLICY**

The proposal is to designate the property as a Special Policy Area within the Suburban Neighborhood Maintenance policy area that would support the continued limited institutional use of the property consistent with how it has been used in the past under the nonconforming use provisions of the Zoning Code.

#### Consistent with Policy?

Staff has determined that a policy amendment is not necessary. This is because the existing land use policy provides adequate guidance for and supports legally nonconforming uses.

#### **PLAN DETAILS**

The property is located on the southwest corner of Woodmont Boulevard and Benham Avenue. Benham Avenue is unimproved. A residential SP was recently approved on the southeast corner of Benham Avenue. The plan calls for a pedestrian walkway within the ROW from Woodmont to Graybar Lane. The subject property is currently developed and contains a two story 16,700 square foot building and associated parking.

This site has not been used as a residential structure since the late 1960s. The physical therapy and associated uses were permitted under previous zoning. The uses are currently nonconforming, but are protected by state statute.

#### Site Plan

The plan limits the floor area on the site to the current size of the existing building (16,700 square feet). The only improvement shown on the plan includes a new 17 space parking lot. The lot is located in front of the building approximately 80 feet from Woodmont.



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The SP proposes the following uses:

- Single and two-family residential;
- Physical therapy;
- Sports training & fitness;
- Nutrition and wellness services;
- Therapeutic message and aesthetics (skin care) services, provided that these uses shall be provided only as an accessory use to other permitted uses, and no more than 2,000 square feet of the building may be used for aesthetics services that are not part of the uses permitted under the other sections hereof;
- Chiropractic and acupuncture services;
- In-office medical services including medical imaging and any other in-office procedures, not more than 2 physicians and/or midlevel providers (nurse practitioners or physician's assistant), at any one time may provide medical services. No more than 6,000 square feet of the building may be used for medical office use.
- Incidental sales of items that are accessory to another permitted use. Incidental sales shall not be permitted when the primary, permitted use to which such sales is an accessory is not in operation.

### **ANALYSIS**

Staff recommends approval with conditions. The Zoning Administrator has indicated that the current and proposed uses are permitted today, as they are protected by state statute.

Staff has included conditions to the approval. Staff conditions of approval include a condition to require a sidewalk along Woodmont Boulevard and to provide an internal walkway connection to that sidewalk. While there are no sidewalks in the immediate area, the SP that was recently approved on the opposite side of Benham includes a sidewalk along Woodmont and also includes a pedestrian path within the unimproved ROW of Benham. Since the neighboring plan is providing sidewalks, a sidewalk with this project will help extend the pedestrian network in an area where it is needed.

### **FIRE MARSHAL'S OFFICE**

N/A

### **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.
- 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.

### **STORMWATER RECOMMENDATION**

**Approved**

### **WATER SERVICES**

**Approved**



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### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses shall be limited to all uses identified in the SP.
2. Any future residential shall be subject to all Zoning Code and Subdivision Regulations and notice requirements for the R40 zoning district as of the date of the applicable request or application.
3. Prior to the issuance of any use permits, a sidewalk shall be provided along Woodmont Boulevard. The sidewalk shall be consistent with the Major and Collector Street Plan.
4. Prior to the issuance of any use permits, an internal walkway connection shall be made from the building entrance to the required sidewalk along Woodmont Boulevard.
5. All landscaping shall meet current landscaping requirements of the Metro Zoning Code, including tree protection and placement.
6. Signage shall be limited to signage permitted within the ON zoning district, except that any ground sign shall be monument type, shall not be more than five feet in height and shall not be illuminated.
7. Hours of operation shall be limited to the specific hours cited on the SP plan.
8. Screening for the northern parking lot shall be provided and must be approved by planning staff prior to the approval of any final site plan or building permit approval. Screening shall include a three foot tall knee wall. Landscaping shall be provided in front of the wall and shall meet 17.24.150 of the Metro Zoning Code.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the ON zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 12/11/2014

KARL F. DEAN  
MAYOR



## METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DEPARTMENT OF CODES & BUILDING SAFETY

February 10, 2014

OFFICE ADDRESS  
METRO OFFICE BUILDING – 3rd FLOOR  
800 SECOND AVENUE, SOUTH  
NASHVILLE, TENNESSEE 37210

MAILING ADDRESS  
POST OFFICE BOX 196300  
NASHVILLE, TENNESSEE 37219-6300  
TELEPHONE (615) 862-6500  
FACSIMILE (615) 862-6514  
[www.nashville.gov/codes](http://www.nashville.gov/codes)

MPower MD, LLC  
2021 Church Street  
Suite 200  
Nashville, TN 37203  
Attn: Justin Lawson, President

Re: Permitted Use of Property at 2001 Woodmont Boulevard, Nashville, Davidson County, Tennessee, Parcel ID # 11711002800 (the "Property")

Ladies and Gentlemen:

This office has been requested to confirm to you certain facts and circumstances concerning the current zoning and land use approval status of the above-referenced Property. In furtherance of that request, we hereby confirm and advise you as follows, to wit:

1. The Property is located within jurisdictional limits of The Metropolitan Government of Nashville and Davidson County.

2. Property is located in the R40 zoning district as described in the Zoning Code of The Metropolitan Government of Nashville and Davidson County (the "Zoning Code"), adopted in 1998.

3. On April 9, 1969, the Metropolitan Planning Commission approved a site plan for American Child Care Centers, Inc. On or about June 4, 1969, Building Permit No. 69-73648 was issued to permit American Child Care Centers, Inc., to use the Property for a day care facility for 228 children. At the time the property was located in an Estate B zoning district under the Davidson County Zoning Regulation.

4. On or about January 16, 1981, the Sertoma Club of Nashville and its lessee, the Easter Seals Society of Middle Tennessee, made an application under Building Permit No. 81-27432 to use the Property for a community assembly community facility. At the time the property was located in a R-40 zoning district under the 1974 Comprehensive Zoning Ordinance of the Metropolitan Government. A community assembly community facility was a conditional use in a R-40 district under the Comprehensive Zoning Ordinance. A community assembly community facility was defined in Section 13.53(b) of the Comprehensive Zoning Ordinance as follows:

(b) Activity type, community assembly community facilities: include the activities typically performed by, or at, the following institutions or installations:

- (1) Parochial and private, nonprofit clubs, lodges, meeting halls, and recreation centers and areas.
- (2) Temporary nonprofit festivals.

5. The requested conditional use permit for the community assembly community facility was granted by the Board of Zoning Appeals on or before April 23, 1981.

6. Also on January 16, 1981, the Sertoma Club of Nashville and its lessee, the Easter Seals Society of Middle Tennessee, made an application under Building Permit No. 81-27433 to use the Property use the existing non-residential building on the Property for a day care facility for the mentally and physically handicapped. A day care center for children community facility was a conditional use in a R-40 district under the Comprehensive Zoning Ordinance. The requested conditional use permit for the day care center for children community facility was granted by the Board of Zoning Appeals on or before April 23, 1981.

7. In 1996, the Sertoma Club applied to construct a 2800 square foot connector with office space and a 7,746 square foot addition for an indoor pool and outdoor tennis courts and to renovate the building so as to provide physical therapy services to the developmentally disabled. The Zoning Administrator initially denied the application on the grounds that the proposed use was an administrative community facility and not a community assembly community facility. The Sertoma Club appealed the Zoning Administrator's decision to the Board of Zoning Appeals, and in Case No. 96-16 the Board of Zoning Appeals overturned the Zoning Administrator's decision and found that the proposed use was community assembly community facility. In Case No. 96-230, the Board of Zoning Appeals approved a variance in the floor area ratio on December 16, 1996, to permit the construction of the 7,746 square foot addition with swimming pool and tennis court. The Board of Zoning Appeals approved a modification of the approved plan on the 10<sup>th</sup> day of November, 1997 to allow for an adjustment in the driveway and parking in light of the inability to use the right-of-way as shown on the plan approved on December 19, 1996.

8. Easter Seals Tennessee, Inc. utilized the Property for physical therapy, massage therapy, and general office. I am informed that there were 6 full-time licensed physical therapists, 3 for pediatrics and 3 for adults, and one full-time licensed massage therapist at the facility. I am informed that fitness, weight training and yoga classes were held in the facility and water aerobics and water exercise classes were held in the indoor swimming pool. I am informed that the south end of the 2nd floor was used by a physician who specialized in sleep research who had patients come in to the facility at night for monitoring while sleeping.

9. In 1998, the newly adopted Zoning Code became effective. The community assembly community facility was no longer a use category under the Zoning Code, and effective July 1, 1999, a day care center for over 75 was not a use permitted in the R-40. Therefore the prior uses of the Property for as a community assembly community facility and a day care center for over 75 became nonconforming uses which are protected by Tenn. Code Ann. § 13-7-208.

10. MPower MD, LLC, now proposes to acquire the Property and use it for a concierge wellness center. The concierge wellness center will provide personal training, nutrition, fitness training, physical therapy and medical services to clients on a very low client to staff ratio. The proposed staff would be approximately 15-20 FTEs, including 4 FTE physical therapists, 1 chiropractor, 2 massage therapists, 4 to 6 FTE trainers (including personal trainers, group trainers and performance trainers), 1 FTE orthopedic physician and 1 FTE concierge physician. Any or both of the physicians' slots may be filled by a physician's assistant and/or a nurse practitioner.

11. The uses proposed for the concierge wellness center by MPower MD, LLC are consistent with the prior uses of the Property for a community assembly community facility and a day care center and therefore would be permitted as legal nonconforming uses pursuant to Tenn. Code Ann. § 13-7-208.

12. There are no pending applications, staff-initiated recommendations or administrative actions to change or amend the current Zoning Code and/or Zoning Map so as to modify the permitted uses of the Property or which would affect or impose additional conditions on the above-described current use of the Property or any of the improvements, if any, remaining to be constructed on the Property.

Should additional information be required of this office concerning the Property, you may contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Herbert", with a long, sweeping horizontal stroke extending to the right.

Bill Herbert  
Zoning Administrator





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/11/2014



**2014SP-081-001**

LC GERMANTOWN

Map 082-09, Parcel(s) 375

08, North Nashville

19 (Erica S. Gilmore)



**Project No.** 2014SP-081-001  
**Project Name** LC Germantown  
**Council District** 19 - Gilmore  
**School District** 1 - Gentry  
**Requested by** Civil Site Design Group, PLLC, applicant; Anita Sheridan, owner.

**Deferrals** This request was deferred from the November 13, 2014, Planning Commission meeting.

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

**APPLICANT REQUEST**

**Preliminary SP to permit mixed-use development.**

Preliminary SP

A request to rezone from Industrial Restrictive (IR) and Industrial General (IG) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 1226 2<sup>nd</sup> Avenue North (4.74 acres) to permit a mixed-use development.

**Existing Zoning**

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

**Proposed Zoning**

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

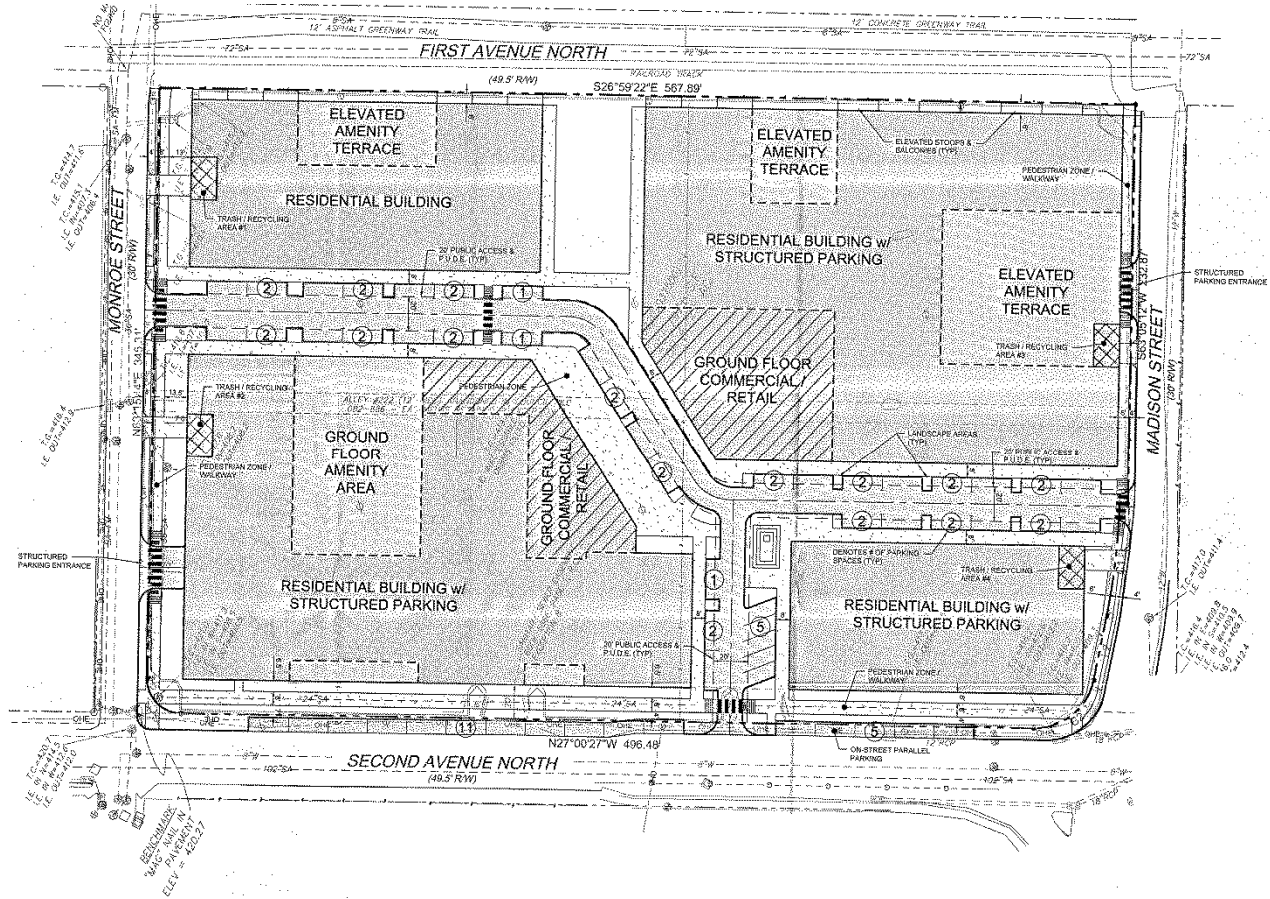
**CRITICAL PLANNING GOALS**

- Creates walkable neighborhoods
- Supports a variety of transportation choices
- Provides a range of housing choices
- Supports infill development

The proposed LC Germantown development includes a network of sidewalks throughout the development to encourage pedestrian activity and create a walkable neighborhood. The development is a near an existing bus line, allowing for future residents to have transportation choice. Bike parking will be provided on site for both the residential uses and the nonresidential uses. The proposed mixed-use buildings are providing for intensified development on an underutilized urban site.



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Site Plan**



## Metro Planning Commission Meeting of 12/11/2014

### NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and nonresidential land uses, and that are envisioned to remain or develop in a mixed use pattern. T4 MU areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development.

#### Consistent with Policy?

Yes. The proposed development incorporates both residential and nonresidential land uses and creates a more intense development pattern on an infill site.

### PLAN DETAILS

The site is located at 1226 2<sup>nd</sup> Avenue North on the northeast corner of 2<sup>nd</sup> Avenue North and Madison Street. The site is located west of 1<sup>st</sup> Avenue North, east of 2<sup>nd</sup> Avenue North, south of Monroe Street and north of Madison Street. The site is approximately 4.74 acres in size. The current use of the property is a surface parking lot used for storage of truck trailers.

#### Site Plan

The proposed project includes four buildings with a variety of uses. Up to 450 multi-family residential units are proposed along with up to 25,000 square feet of nonresidential uses. The development includes an internal private drive with on-street parking, pedestrian areas, and sidewalks. The nonresidential uses are proposed to front on the internal drive. The height of the buildings will range from 4 stories to 6 stories.

Sidewalks are being provided along Madison, Monroe, 2<sup>nd</sup> Avenue and the internal drive. Bicycle parking is being provided consistent with the adopted Bicycle Parking ordinance. Structured parking is also proposed in 3 of the 4 buildings.

The applicant is proposing that the buildings be industrial/warehouse style buildings and have proposed specific design standards to achieve this design. Conceptual elevations and imagery have been provided and finalized elevations will be reviewed with the Final SP.

### ANALYSIS

The plan is consistent with the land use policy and adds a mixed-use development on an infill site. The plan meets several critical planning goals including creating a more pedestrian friendly, walkable streetscape; providing a range of housing choices; and supporting a variety of transportation choices.

Given the amount of new development in the area of 2<sup>nd</sup> Avenue North and Madison Street, special consideration needs to be given to the pedestrian movements at the intersection. At the time of Final SP approval, additional enhancements will be required to improve pedestrian safety. These improvements will be coordinated with Metro Planning and Public Works.



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### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

1. No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road. Metro Ordinance 095-1541 Sec: 1568.020 B. Fire Code issues for the structures will be addressed at permit application review

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES**

#### **Approved**

1. Approved as a Preliminary SP only. The required capacity fees (1-year commitment) must be paid by Final SP stage.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. The road design and streetscape design must be coordinate with MPW Staff in conjunction with Metro Planning. The road design should meet MPW Standards and the sidewalk/ street scape design should meet the standards of ADA and MPW. Lane widths, lane assignments, parking lane locations, etc. to be coordinated with the TIS approval. Pedestrian improvements, cyclist improvements, etc. to be coordinated with TIS approval.
3. All sidewalks along the public street should be located within the ROW.
4. Comply with the MPW Traffic Engineer conditions.
5. Indicate on the plans the location of Solid Waste and Recycling, as well as move in/ out zones. These locations should be from development's internal street network.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

Approved traffic conditions may be modified based on subsequent review and approval by the Metro Traffic Engineer and the Planning Commission of a new or revised Traffic Impact Study.

In accordance with, TIS findings, the developer shall comply with the TIS recommendations and the following:

1. The road cross sections, ROW and easements for private and public roads shall be determined prior to final SP approval. Additional traffic analysis may be required.
2. Additional analysis may be required as part of the final SP approval for the project's internal roads if one way travel operation is proposed.
3. At the intersection of 2nd Avenue, N. and Madison Street, dedicated left turn lanes may be required on the eastbound and westbound approaches of Madison Street as determined by the Metro traffic engineer during the submittal of the final SP. If required, each of these turn lanes should include at least 50 feet of storage and should be designed and constructed according to AASHTO standards with appropriate transitions.
4. Any proposed angled parking on the internal roads will require approval by the Metro Traffic Engineer.



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5. If the entrances to the parking garage are gated, at least 25 feet should be provided between the gate and Madison Street / Monroe Street so that a vehicle can safely wait for the gate without stopping traffic on the main street. Also, gates should be designed to operate in a way that lets as many as three consecutive vehicles enter without closing the gate in between vehicles. In conjunction with construction documents, turning templates should be provided to show that moving vehicles and delivery vehicles will be able to complete turns into and out of the project accesses. Denial lanes may be required.
6. In conjunction with the restaurant(s) within the project site, no valet parking or taxi stands should be provided on 2nd Avenue, N. Specifically, any valet and taxi stands should be located on the project's internal roadway, immediately adjacent to the restaurant(s), and valet parking should be provided within the parking garage. Additional analysis may be required if valet circulation uses the public streets to access the garage facilities.
7. In conjunction with the multi-family units within the project site, no delivery or move-in/loading zones should be provided on 2nd Avenue, N. Specifically, delivery and move-in/loading zones should be established on the project's internal roadway. Final SP documents shall address loading zone locations.
8. Each of the multi-family buildings should have a designed trash collection area that can be accessed by trash trucks from Madison Street, Monroe Street, and the project's internal roadway in accordance with MPW standards.
9. At a minimum, provide parking per Metro Code.
10. Provide adequate sight distance at all proposed driveways and internal roads.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.37	0.6 F	61,942 SF	221	19	20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.37	0.6 F	61,942 SF	221	19	20

**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 (230)	4.74	-	450 U	2381	172	207

**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)	4.74	-	25,000 SF	1108	28	82



# Metro Planning Commission Meeting of 12/11/2014

Traffic changes between maximum: **IR** and **IG** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+3,047	+162	+249

## METRO SCHOOL BOARD REPORT

**Projected student generation existing IR and IG district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-MU district: 2 Elementary 1 Middle 3 High**

The proposed SP-MU zoning district could generate 5 more students than what is typically generated under the existing IR and IG zoning district, utilizing the urban infill factor. Students would attend Buena Vista Elementary, John Early Middle School, and Pearl Cohn 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 recommendation is to approve with conditions and disapprove without all conditions.

## CONDITIONS

1. Permitted land uses shall be limited to multi-family residential, artisan distillery, and all other uses in MUG-A. Residential shall be limited to up to 450 units.
2. In order to enhance the safety of pedestrian traffic that is expected to be generated by this project, additional modifications to the intersection of 2<sup>nd</sup> Avenue and Madison Street will be required at the time the Final SP construction plans are developed. These improvements may include but not be limited to modification or removal of free flow turning movement(s), changes to pavement markings on Madison between 2<sup>nd</sup> Avenue and 3<sup>rd</sup> Avenue, and additional signage. These improvements shall be approved by Metro Planning and Public Works.
3. After complying with condition #2 above, to the greatest extent practicable, comply with Public Works conditions in regards to traffic improvements.
4. Prior to the issuance of any permits, provide documentation that notices have been sent to all property owners within 1,000 feet of the project boundary detailing the project's construction schedules and name, phone number and email of a contact person for questions regarding the project and construction.
5. Signage shall meet the standards of the MUL-A zoning district. The following types of signage are prohibited: LED and digital signs, pole signs, and billboards.
6. With the final site plan, primary pedestrian entrances shall be required from each building to the public right of way, or alternative design as approved by the Planning Commission.
7. With the submittal of the corrected copy, update the parking data to meet the requirements of the Zoning Ordinance for the UZO.
8. Finalized elevations shall be submitted with the final site plan. Elevations must be consistent with the Conceptual Elevations on Sheet A1.00, the Concept Imagery on Sheet A2.00, the specific design standards of the SP and shall include architectural elements for structured parking consistent with the remainder of the facade.
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





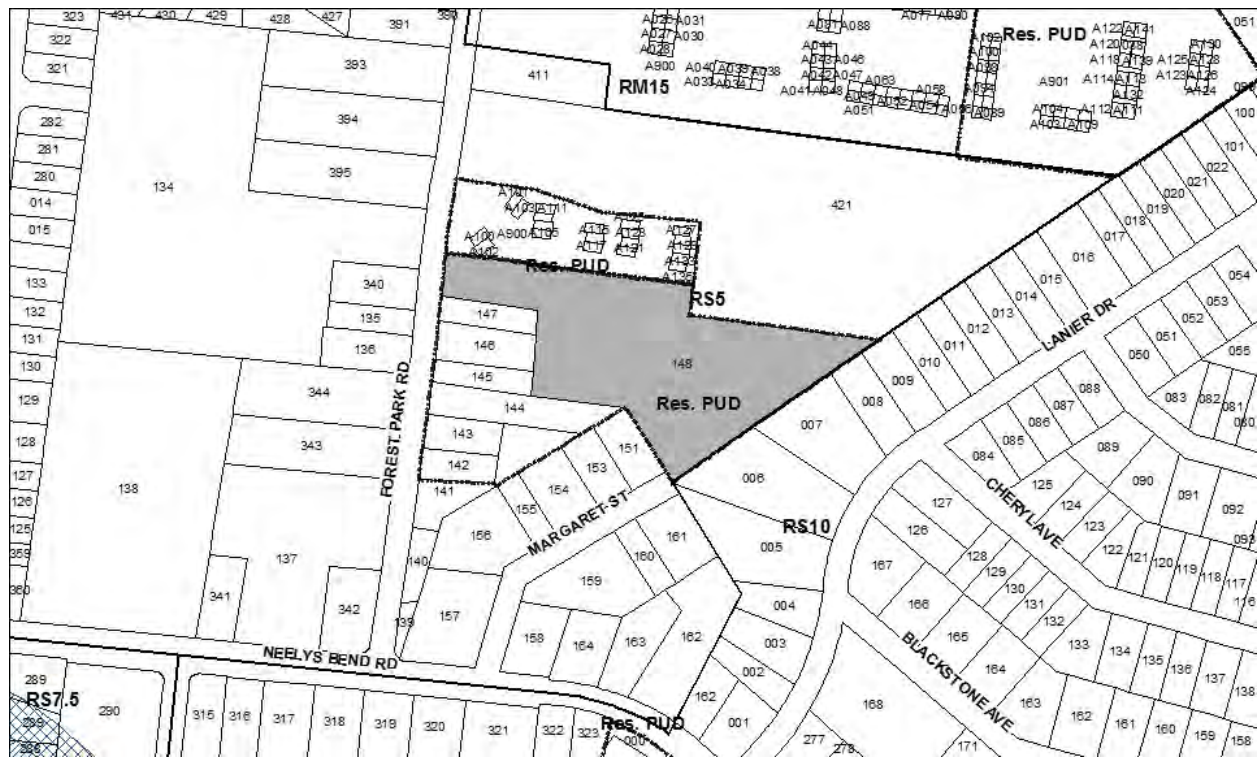
## Metro Planning Commission Meeting of 12/11/2014

standards, regulations and requirements of the MUG-A zoning district as of the date of the application request or application.

10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. 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 12/11/2014



**300-84P-001**  
FOREST BEND  
Map 052-01, Parcel(s) 148  
04, Madison  
09 (Bill Pridemore)



**Project No.** **Planned Unit Development 300-84P-001**  
**Project Name** **Forest Bend**  
**Council District** 9 - Pridemore  
**School District** 3 - Speering  
**Requested by** TSquare Engineering, applicant; Arrington Development, LLC, owner.

**Deferral** This request was deferred from the November 13, 2014, Planning Commission meeting at the request of the applicant.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Approval with conditions.*

**APPLICANT REQUEST**

**Revise a portion of a Planned Unit Development and for final site plan to permit the development of 47 multifamily units where 47 units were previously approved.**

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 Residential Planned Unit Development Overlay District for property located at 501 Forest Bend Road, approximately 760 feet north of Neely’s Ben Road, zoned RS5, (4.05 acres), to permit the development of 47 multi-family dwelling units where 47 units were previously approved.

**Existing Zoning**

Single-Family Residential Districts (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 35 units.*

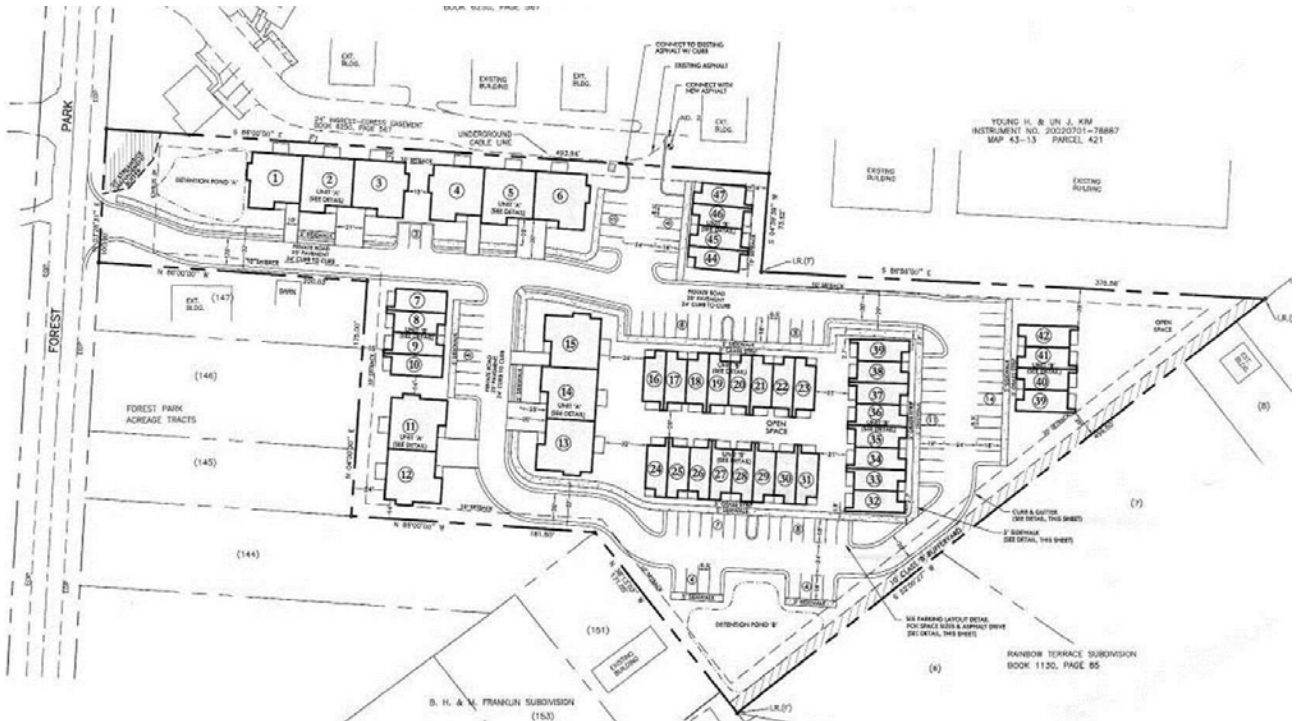
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**CRITICAL PLANNING GOALS**

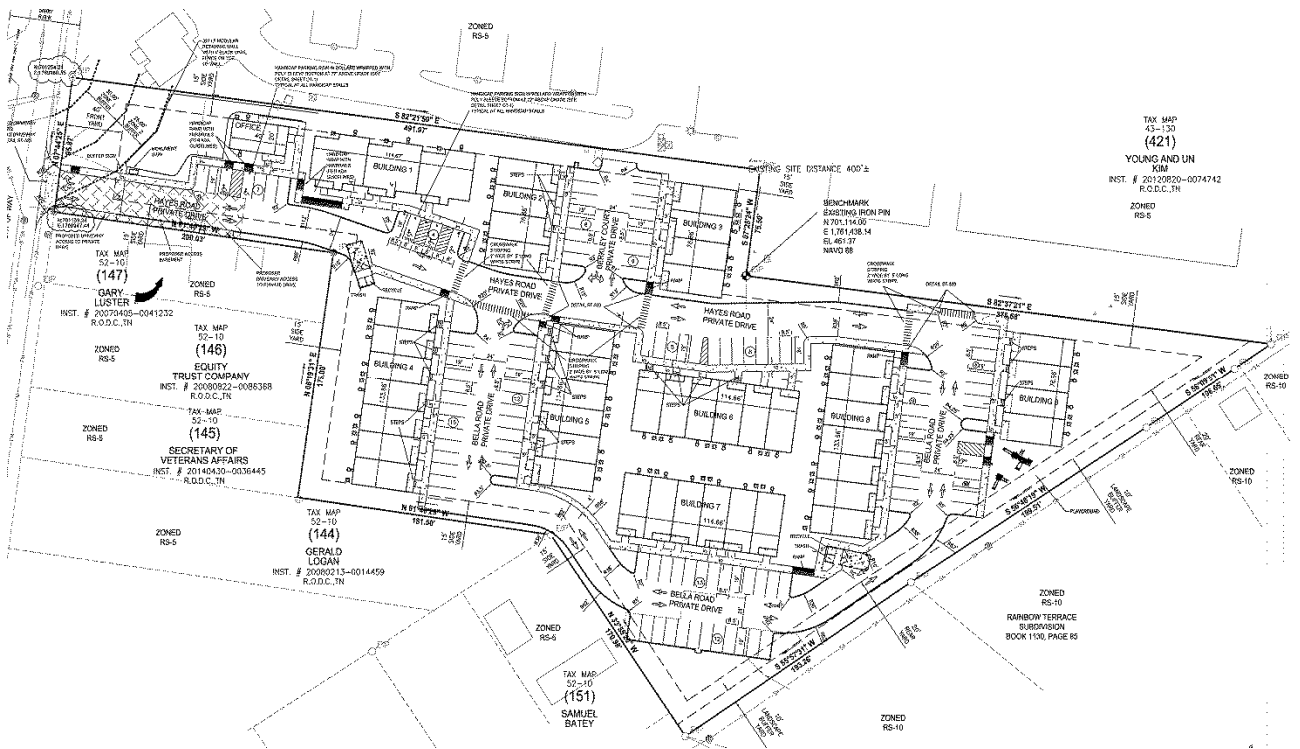
N/A



# Metro Planning Commission Meeting of 12/11/2014



Approved PUD Plan in 2007



Proposed Site Plan 2014



## Metro Planning Commission Meeting of 12/11/2014

### Original Plan and history

The original preliminary plan for this PUD as adopted by Council Bill 84-611, was for 90 units including 10 flats and 80 town homes. This PUD and the PUD to the north are linked and the properties were once under common ownership. In 2004 a revision of the PUD was approved by the Commission for *47 multi-family units* with a pool and pool house.

### 2007

In 2007, the applicant requested a revision to the PUD overlay to remove the pool and pool house from the plan and permit the construction of *47 multi-family units*. The application was approved by the Planning Commission as a revision.

### **PROPOSED PUD PLAN**

The 2014 request to revise the preliminary plan and for final site plan approval of a Planned Unit Development District proposes 47 multi-family units on approximately 4 acres for a density of approximately 12 units per acre. All units will be accessed from a private drive off Forest Park Road.

The 2014 revision and final site plan is consistent with the 2007 site plan with a few differences. One of the differences includes a new leasing office building along the northwest side of the development. The units are grouped in sets of buildings throughout the PUD. The units per building are slightly different than in 2007, because the unit sizes, in square footage, have become more consistent throughout the PUD than in 2007. Each unit has three bedrooms and 2 bathrooms. Surface parking has increased from 97 stalls to 117 because of the removal of individual garages and driveways to some units and placement of the private drive. The proposed revision and final site plan no longer requires a secondary access, per the Fire Marshal, so the private drive will no longer extend north into Coventry Woods, Phase 1.

The proposed revision and final site plan includes the same type “B” buffer yard along the southeastern property line and additional landscaping throughout the development including the western property line. The 2007 revision to the preliminary plan and final site plan included a six foot tall wooden (opaque) fence that was not included on the proposed revision. A condition has been added to require fencing to be installed in the same locations along the property line.

### **ANALYSIS**

The 47 multi-family units are an approved use in the Coventry Woods, Section Two (Forest Bend) PUD. The changes in the proposed site plan are consistent with the revised preliminary approval in 2007.

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.



## Metro Planning Commission Meeting of 12/11/2014

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



## **Metro Planning Commission Meeting of 12/11/2014**

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

- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approval with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approved with comments**

- Minor changes required which won't affect the overall layout of the site.

### **WATER RECOMMENDATION**

#### **Approved with conditions**

- Approved on the condition that plan will be revised in accordance with mws markup and comments.

### **MADISON SUBURBAN UTILITY DISTRICT**

#### **Approved**

- The District agrees to serve the above-referenced property from existing water mains providing all installation meet the District's specifications.
- The owner/developer will be responsible to pay any and all development costs and any and all appropriate tap and meter fees.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

- Comply with previous PUD conditions.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Submit recorded access easements to parcel 146 and adjoining development to the north~prior to building permit.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Wooden (opaque) fencing, six feet in height, shall be installed along the north and south property lines consistent with the approved site plan from 2007.



## Metro Planning Commission Meeting of 12/11/2014

2. Prior to the issuance of building permits, a recorded access easement to parcel 146 shall be submitted.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.

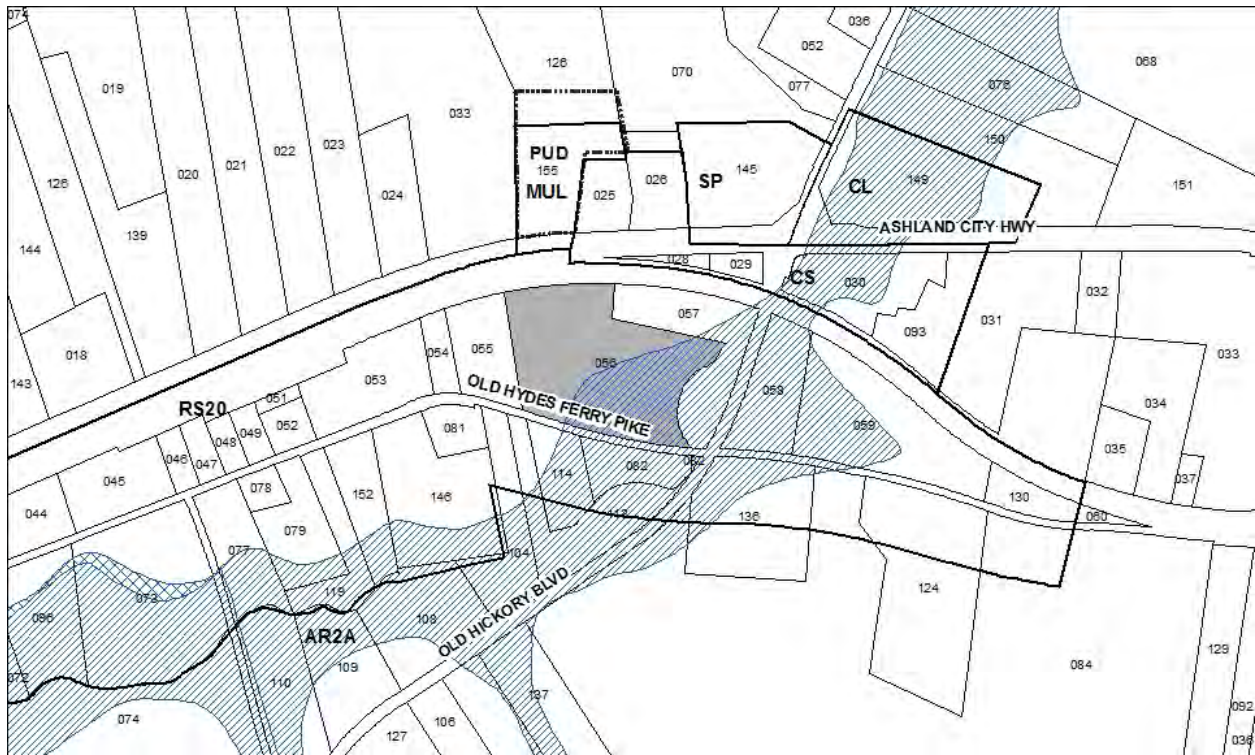




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/11/2014



**2013NL-001-002**

WADE SCHOOL (FINAL)

Map 067, Parcel(s) 056

03, Bordeaux - Whites Creek

01 (Lonnell Matthews, Jr.)



**Project No.** Neighborhood Landmark 2013NL-001-002  
**Project Name** Wade School (Final)  
**Council District** 1 - Matthews  
**School District** 1 - Gentry  
**Requested by** Millarrich Properties, LLC, applicant and owner.

**Deferrals** This request was deferred from the November 13, 2014, Planning Commission meeting.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Defer to the January 8, 2015, Planning Commission meeting.*

**APPLICANT REQUEST**

**Neighborhood Landmark Development Plan to permit various uses at the Wade School.**

Neighborhood Landmark Development Plan

A request for approval of a Neighborhood Landmark Development Plan for property located at 5022 Old Hydes Ferry Pike (8.76 acres), zoned Single-Family Residential District (RS20), to permit a restaurant, agricultural activity, and special events, in addition to the previously approved uses.

**Existing Zoning**

Single-Family Residential District (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 16 lots on 8.76 acres.*

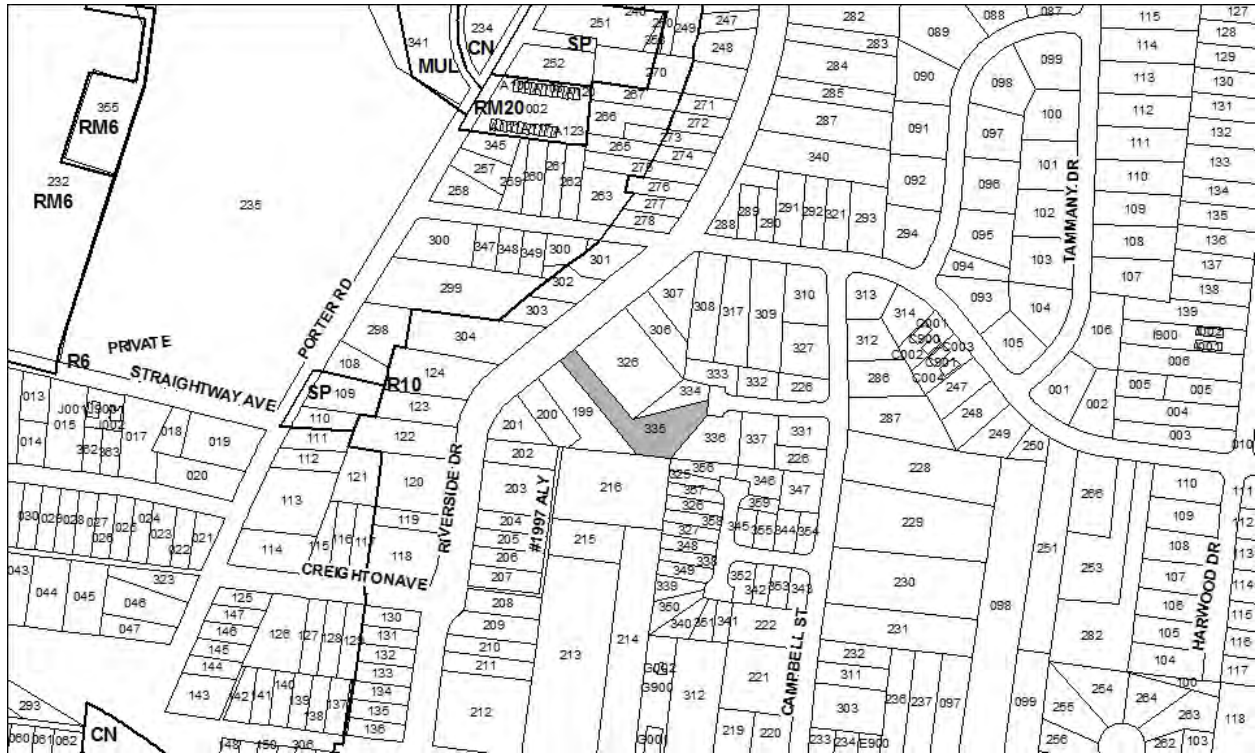
Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community. *The NLOD was approved in 2006.*

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 8, 2015, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/11/2014



**2014S-218-001**

POWELL SUBDIVISION, RESUB LOT 6, 1ST REVISION

Map 083-03, Parcel(s) 335

05, East Nashville

07 (Anthony Davis)



**Project No.** 2014S-218-001  
**Project Name** Powell Subdivision, Resub Lot 6, 1<sup>st</sup> Revision  
**Council District** 7 – Davis  
**School District** 5 – Kim  
**Requested by** S & A Surveying, Inc., applicant; Upside LLC, owner.

**Deferral** This request was deferred from the November 13, 2014, Planning Commission meeting at the request of the applicant.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Approve with conditions.*

**APPLICANT REQUEST**  
**Create two lots.**

Final Plat

A request for final plat approval to create two lots on property located at 2312 Campbell Drive, approximately 300 feet west of Campbell Street, zoned One and Two-Family Residential District (R10) (0.78 acres).

**Existing Zoning**

One and Two-Family Residential District (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 3 lots with 3 duplex lots for a total of 6 units.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development

The proposed subdivision creates infill housing opportunity in an area that served by existing 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 subdivision requirements a minimum building setback line and a height limitation that will ensure infill development compatible with the surrounding character of the community.

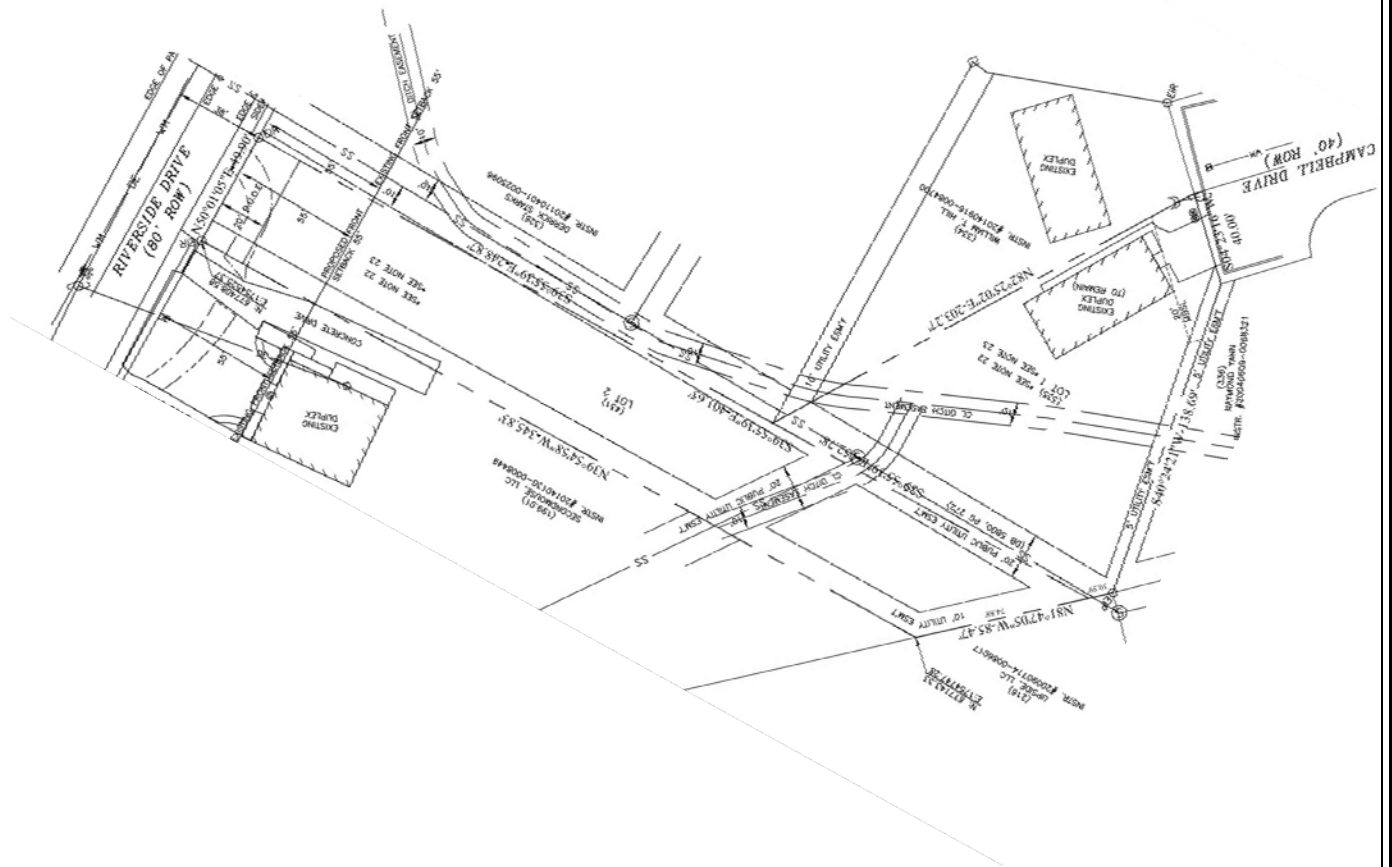
**PLAN DETAILS**

The final plat proposes two lots. The existing lot has street frontage on both Riverside Drive and Campbell Drive; the existing frontages are not changing. The existing lot has an existing duplex fronting along Campbell Drive. Proposed Lot 2 is duplex eligible and will gain access from Riverside Drive.

The proposed subdivision does not meet the infill compatibility analysis that is outlined in Section 3-5.2 of the Subdivision Regulations because Lot 1 and Lot 2 do not meet the frontage requirement calculated from the surrounding parcels to determine compatibility. The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations; under this section, the



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Subdivision**



## Metro Planning Commission Meeting of 12/11/2014

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: 15,582 Sq. Ft., (0.357 Acres), and 40.00 Ft of frontage (existing);
- Lot 2: 18,663 Sq. Ft., (0.428 Acres), and 49.90 Sq. Ft. of frontage (existing).

### 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 is compared to lots along Campbell Drive, while Lot 2 is compared to lots along Riverside Drive. The proposed plat does not change the existing frontage for Lot 1 and Lot 2. The proposed lots will have the same frontages that exist currently.

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 R10 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 2.56 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. The frontage is not changing.

<b>Lot 1 Frontage Analysis</b>	
Minimum Proposed (existing)	40.0'
<b>70% of Average</b>	<b>64.12'</b>
Smallest Surrounding Parcel	40'

<b>Lot 2 Frontage Analysis</b>	
Minimum Proposed (existing)	49.90'
<b>70% of Average</b>	<b>77.88'</b>
Smallest Surrounding Parcel	60'



## Metro Planning Commission Meeting of 12/11/2014

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.

<b>Lot 1 Size Analysis</b>	
Minimum Proposed	15,582 SF
70% of Average	8,781 SF
<b>Smallest Surrounding Parcel</b>	<b>9,583 SF</b>

<b>Lot 2 Size Analysis</b>	
Minimum Proposed	18,663 SF
<b>70% of Average</b>	<b>14,483 SF</b>
Smallest Surrounding Parcel	11,325 SF

3. Street Setback: The existing duplex on Lot 1 will remain along with the 20 foot minimum building setback line. Lot 2, along Riverside Drive, shall have a minimum building setback of 55 feet, consistent with the neighboring houses. No parking shall be permitted between Riverside Drive and future structures.

4. Lot Orientation: Lots 1 will remain orientated to Campbell Drive. Lot 2 will be oriented to Riverside Drive.

To make the development harmonious with the surrounding community character, the applicant has agreed to the following conditions: Lot 2, along Riverside Drive, shall have a minimum setback of 55 feet which is consistent with the surrounding setbacks. No parking shall be permitted in the front setback and a maximum of one driveway point per lot. Parking, driveways and all other impervious services in the required street setback shall not exceed 12 feet in width. The maximum of all structures shall not exceed two stories within 35 feet in height, to the roofline.

### **FIRE MARSHAL RECOMMENDATION** N/A

### **PUBLIC WORKS RECOMMENDATION** Approved

### **STORMWATER RECOMMENDATION** Approved with conditions

- Correctly label the drainage easements as Public Utility and Drainage Easement on the plat.

### **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. Lot 2 shall have a minimum front setback of 55 feet. The minimum setback line shall be depicted on the plat.
2. The maximum of all structures shall not exceed two stories within 35 feet in height, to the roofline.





## Metro Planning Commission Meeting of 12/11/2014

3. Add Note No. 22 "Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width." Add "See Note 22" to Lot 2.
4. Add Note No. 23 "A maximum one driveway point per lot." Add "See Note 23" to Lot 1 and Lot 2.
5. Sidewalks are required along the Campbell Drive frontage of Lot 1 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-A. (This fee is based on the fees at the time of application.)
  - 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.



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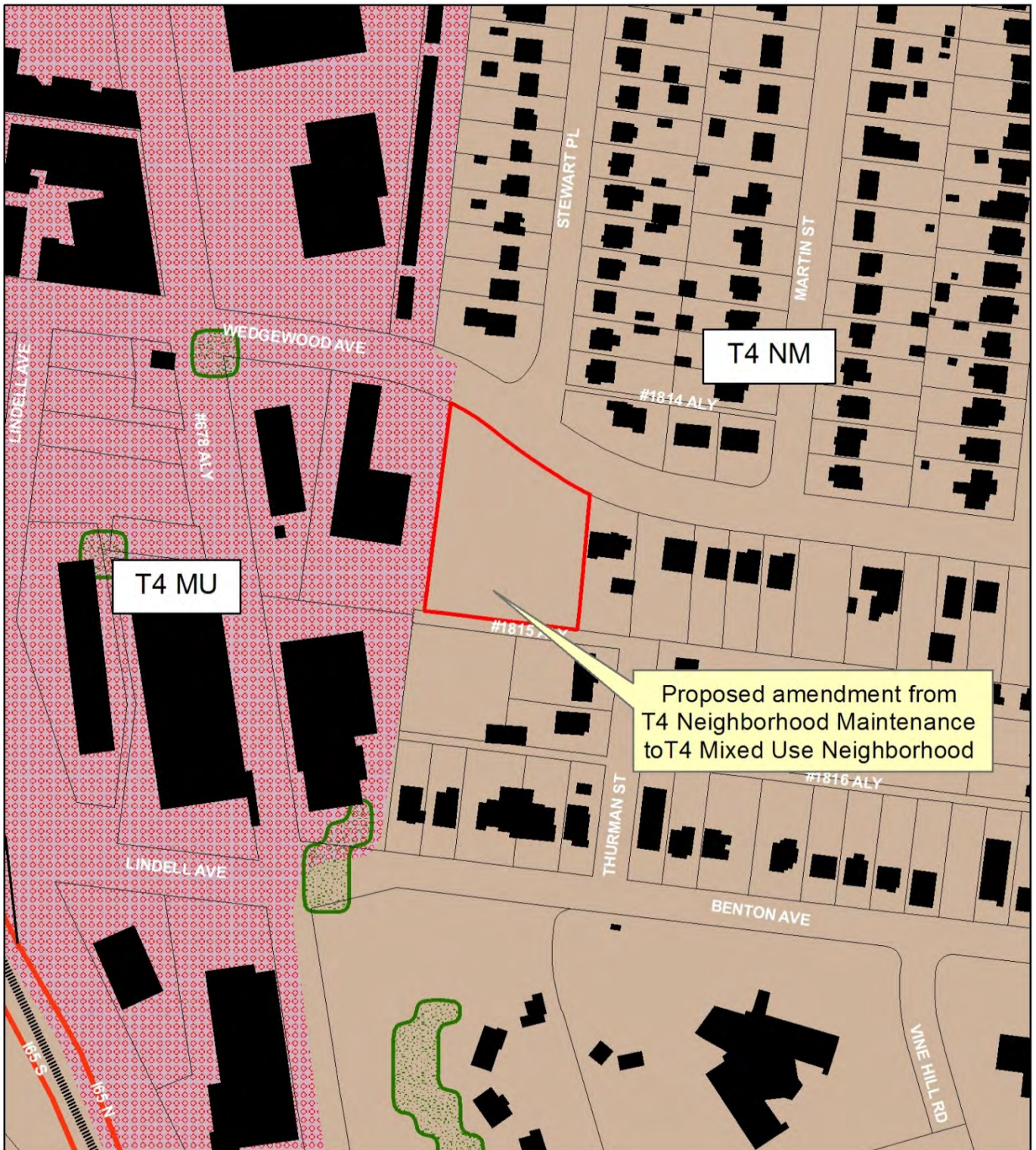


## **COMMUNITY PLAN POLICY CHANGES and ASSOCIATED CASE**

- **Plan Amendment**
- **Specific Plan**



# Metro Planning Commission Meeting of 12/11/2014



**2014CP-011-002**  
SOUTH NASHVILLE PLAN AMENDMENT  
Map 105-11, Parcel(s) 231  
11, South Nashville  
17 (Sandra Moore)



**Project No.** 2014CP-011-002  
**Project Name** South Nashville Community Plan: 2007 Update  
– Wedgewood Lofts  
**Associated Case** 2014SP-082-001  
**Council District** 17 – Moore  
**School Districts** 07 – Pinkston  
**Requested by** Civil Site Design Group, PLLC, applicant; Delta Four, LLC, owner.

**Staff Reviewer** McCullough  
**Staff Recommendation** *Defer to the January 8, 2015, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Amend the South Nashville Community Plan from a T4 Neighborhood Maintenance policy to T4 Mixed Use Neighborhood policy**

Major Plan Amendment

A request by the applicant to amend the *South Nashville Community Plan: 2007 Update* by changing the current Community Character policy from Urban Neighborhood Maintenance (T4 NM) to Mixed Use Neighborhood (T4 MU) for property located at Wedgewood Avenue (unnumbered), approximately 750 feet west of Bransford Avenue (1.25 Acres).

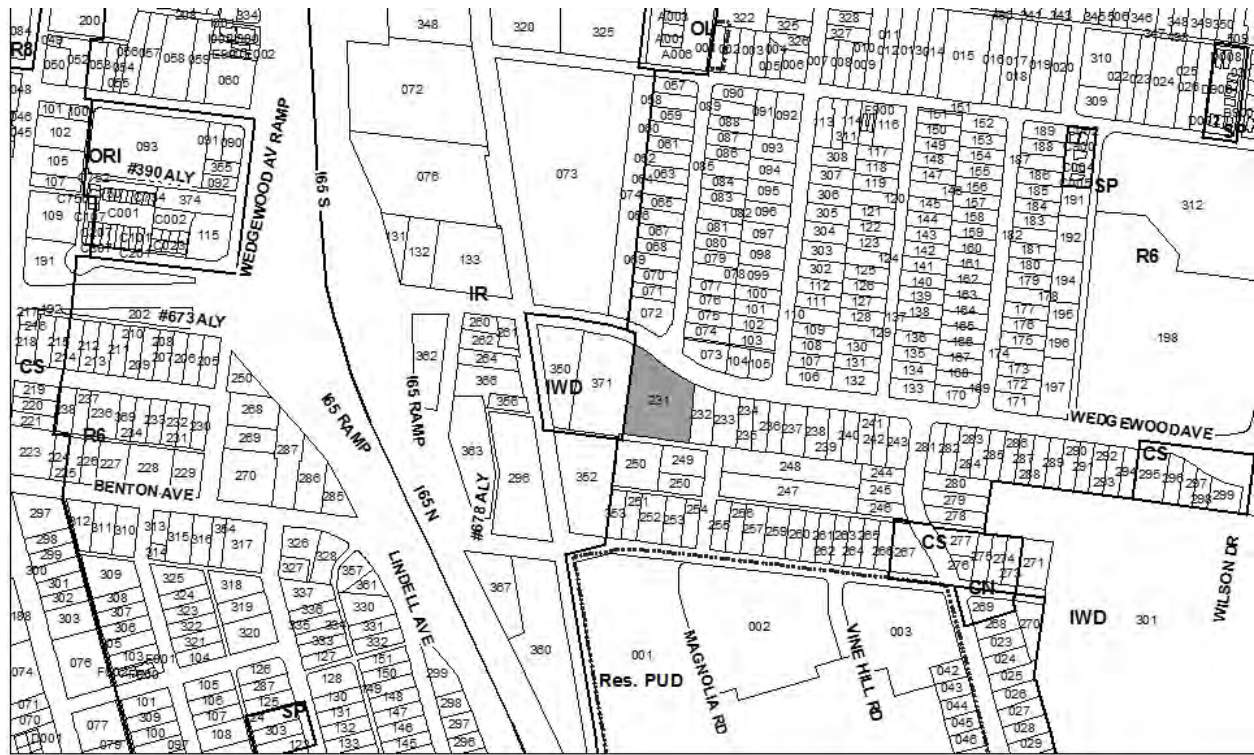
**STAFF RECOMMENDATION**

Staff recommends deferral to the January 8, 2015, Planning Commission meeting.





# Metro Planning Commission Meeting of 12/11/2014



**2014SP-082-001**

**WEDGEWOOD LOFTS**

Map 105-11, Parcel(s) 231

11, South Nashville

17 (Sandra Moore)



<b>Project No.</b>	<b>Zone Change 2014SP-082-001</b>
<b>Project Name</b>	<b>Wedgewood Lofts</b>
<b>Associated Application</b>	2014CP-011-002
<b>Council District</b>	17 – Moore
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Civil Site Design Group, PLLC, applicant; Delta Four, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the January 8, 2015, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit a mixed use development.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Mixed Use (SP-MU) zoning for property located at Wedgewood Avenue (unnumbered), approximately 750 feet west of Bransford Avenue, (1.25 acres), to permit a mixed-use development.

**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 9 lots with 2 duplex lots for a total of 11 units.*

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 8, 2015, Planning Commission meeting.



**SEE NEXT PAGE**





## **RECOMMENDATIONS TO METRO COUNCIL**

- **Text Amendment**
- **Specific Plans**
- **Zone Changes**



**NO SKETCH**



<b>Project No.</b>	<b>Text Amendment</b>
	<b>2014Z-022TX-001</b>
<b>Project Name</b>	<b>Fees, In-lieu Contributions and Other Assessments, Estimate or Payments</b>
<b>Council Bill</b>	BL2014-947
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Metro Planning Department
<b>Staff Reviewer</b>	Logan
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Clarify procedures related to fees, in-lieu contributions and other assessments, estimates or payments.**

Text Amendment

A request to amend Title 13, Title 15 and Title 17 of the Metropolitan Code to clarify procedures related to fees, in-lieu contributions and other assessments, estimates or payments.

**ANALYSIS**

In April 2014, the Tennessee General Assembly enacted the Vested Property Rights Act of 2014, which vests a development in the development standards in place at the time the development is preliminarily approved. BL2014-947 is the first bill introduced to clarify how Metro will address the requirements of the Vested Property Rights Act of 2014.

BL2014-947 clarifies that fees, in-lieu contributions and other assessments, estimates or payments required by Title 13, Title 15 and Title 17 are determined by the fee or rate at the time of assessment or payment, whichever is later. Fees, in-lieu contributions and other assessments, estimates or payments are updated by the various departments over time to reflect current standards and/or changes in market rates. The Planning Commission does not make a recommendation to the Metro Council on Title 13 or Title 15.

**STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 12/11/2014

### ORDINANCE NO. BL2014-947

**An Ordinance amending Title 13, Title 15 and Title 17 of the Metropolitan Code to clarify procedures related to fees, in-lieu contributions and other assessments, estimates or payments (Proposal No. 2014Z-022TX-001).**

NOW, THEREFORE, BE IT ENACTED BY THE COUNTY OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Title 13 of the Metropolitan Code is hereby amended by adding the following Chapter 13.02 (General provisions):

13.02.010 Fees, in-lieu contributions and other assessments, estimates or payments

Fees, in-lieu contributions and other assessments, estimates or payments required by this title or by the Metropolitan Government in furtherance of this title for single or multi-phase developments shall be determined by the fee or rate at the time of assessment or payment, whichever is later. The Metropolitan Government of Nashville & Davidson County may update fees and rates over time to reflect current standards and/or changes in market rates.

Section 2. That Title 15 of the Metropolitan Code is hereby amended by adding the following Chapter 15.02 (General provisions):

15.02.010 Fees, in-lieu contributions and other assessments, estimates or payments

Fees, in-lieu contributions and other assessments, estimates or payments required by this title or by the Metropolitan Government in furtherance of this title for single or multi-phase developments shall be determined by the fee or rate at the time of assessment or payment, whichever is later. The Metropolitan Government of Nashville & Davidson County may update fees and rates over time to reflect current standards and/or changes in market rates.

Section 3. That Title 17 of the Metropolitan Code is hereby amended by adding the following Section 17.04.055 (Fees, in-lieu contributions and other assessments, estimates or payments):

Fees, in-lieu contributions and other assessments, estimates or payments required by this title or by the Metropolitan Government in furtherance of this title for single or multi-phase developments shall be determined by the fee or rate at the time of assessment or payment, whichever is later. The Metropolitan Government of Nashville & Davidson County may update fees and rates over time to reflect current standards and/or changes in market rates.

Section 4. That this Ordinance shall take effect five (5) days from and 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: Anthony Davis, Walter Hunt



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/11/2014



**2007SP-114-001**

4000 WAYLAND

Map 130-11-0-B, Parcel(s) 001-003

10, Green Hills - Midtown

34 (Carter Todd)



<b>Project No.</b>	<b>SP Final Site Plan 2007SP-114-001</b>
<b>Project Name</b>	<b>4000 Wayland</b>
<b>Associated Application</b>	<b>2014S-229-001</b>
<b>Council District</b>	34 – Todd
<b>School District</b>	8 – Pierce
<b>Requested by</b>	Anderson, Delk, Epps & Associates, Inc., applicant; Charles and Amanda Welch and Thomas and Elizabeth Molteni, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**SP Final Site Plan to permit the development of one single-family home.**

SP Final Site Plan

A request for final site plan approval to permit a minor modification to a Specific Plan – Residential District (SP-R) for properties located at 4000 and 4000 B Wayland Drive and 4408 Beacon Drive, at the northwest corner of Wayland Drive and Beacon Drive, (1.19 acres), to permit a different home on Lot 1 than what is currently approved.

**Existing 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 is approved for two single-family homes.*

**CRITICAL PLANNING GOALS**

N/A

**PLAN DETAILS**

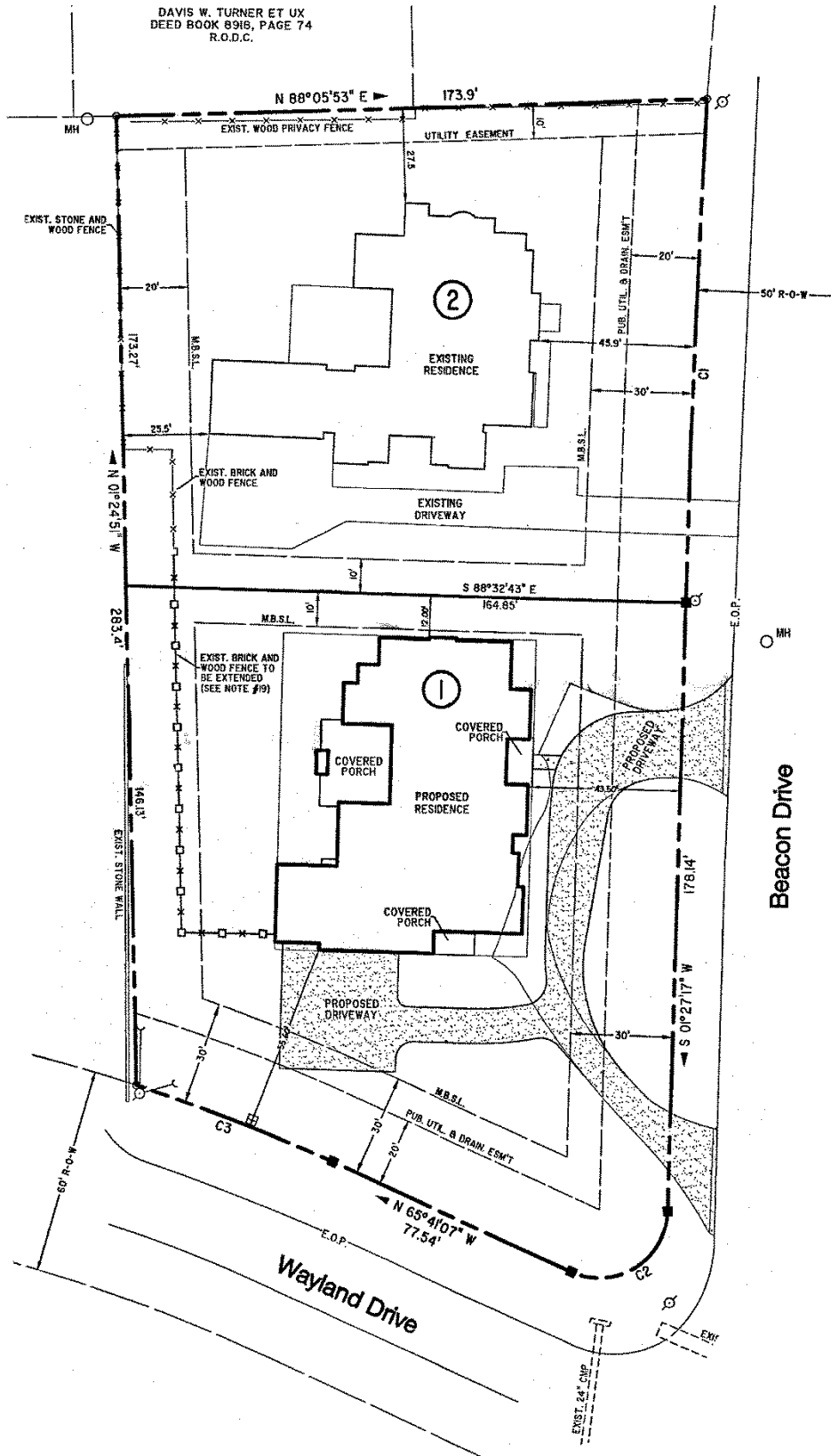
The SP is located on the northwest corner of Wayland Drive and Beacon Drive. The SP was approved by Council in 2007. The plan adopted by Council includes two residential units on separate lots. The SP included very detailed elevations for each home. The property has not been subdivided, but the home on proposed Lot 2 has been constructed. The final site plan is for the unit that has not been constructed which would sit at the corner of Wayland Drive and Beacon Drive (proposed Lot 1).

**ANALYSIS**

The original application was submitted as an amendment to the SP zoning, which would have required Council approval. After further review, staff determined that the proposed change to the SP is minor in nature and could be approved as a minor modification. The applicant withdrew their application to amend the SP, which would have required council approval, and submitted a new application for final site plan approval, which only requires Planning Commission approval.



# Metro Planning Commission Meeting of 12/11/2014



Proposed Site Plan





## Metro Planning Commission Meeting of 12/11/2014

The enacting ordinance included language permitting the Planning Commission or its designee to approve minor adjustments upon final architectural, engineering or site design and actual site conditions. Any adjustment must be consistent with the principle and further the objectives of the approved plan. Council must approve any changes that increase the permitted density or intensity, add uses, eliminates specific conditions or requirements contained in the plan as adopted through the enacting ordinance.

The plan proposes a different architectural design for the subject home than what is currently approved. However, the scale, massing, orientation and overall layout is consistent with the Council approved plan. All conditions that are included in the original bill, including the amendment to the bill are maintained. Staff finds that the proposed request is minor since it does not alter any specific conditions in the enacting ordinance, or propose changes that significantly deviate from the Council adopted plan, thus maintaining the integrity of the Council approved plan. This is similar to the final site plan that was approved for the subject home by the Planning Commission in 2008. That plan included modifications to the home approved on the original SP adopted by Council. Staff found and the Planning Commission agreed that the proposed modifications to the original SP were minor, thus, not requiring Council approval.

While minor modifications can be approved at an administrative level, staff determined that the final decision should be left to the Planning Commission, consistent with the previous final site plan process in 2008. Staff did require that public hearing notices be sent out and that a public hearing sign be placed on the site.

This proposal is associated with a final plat (2014S-229-001) that would create separate lots for the existing home (proposed Lot 2) and the proposed home (proposed Lot 1). The SP does not relieve a project from adhering to the Subdivision Regulations. Under Section 3-8 of the Subdivision Regulations, sidewalk requirements are triggered with the proposed subdivision. There are no sidewalks in the area, so the regulations provide three options:

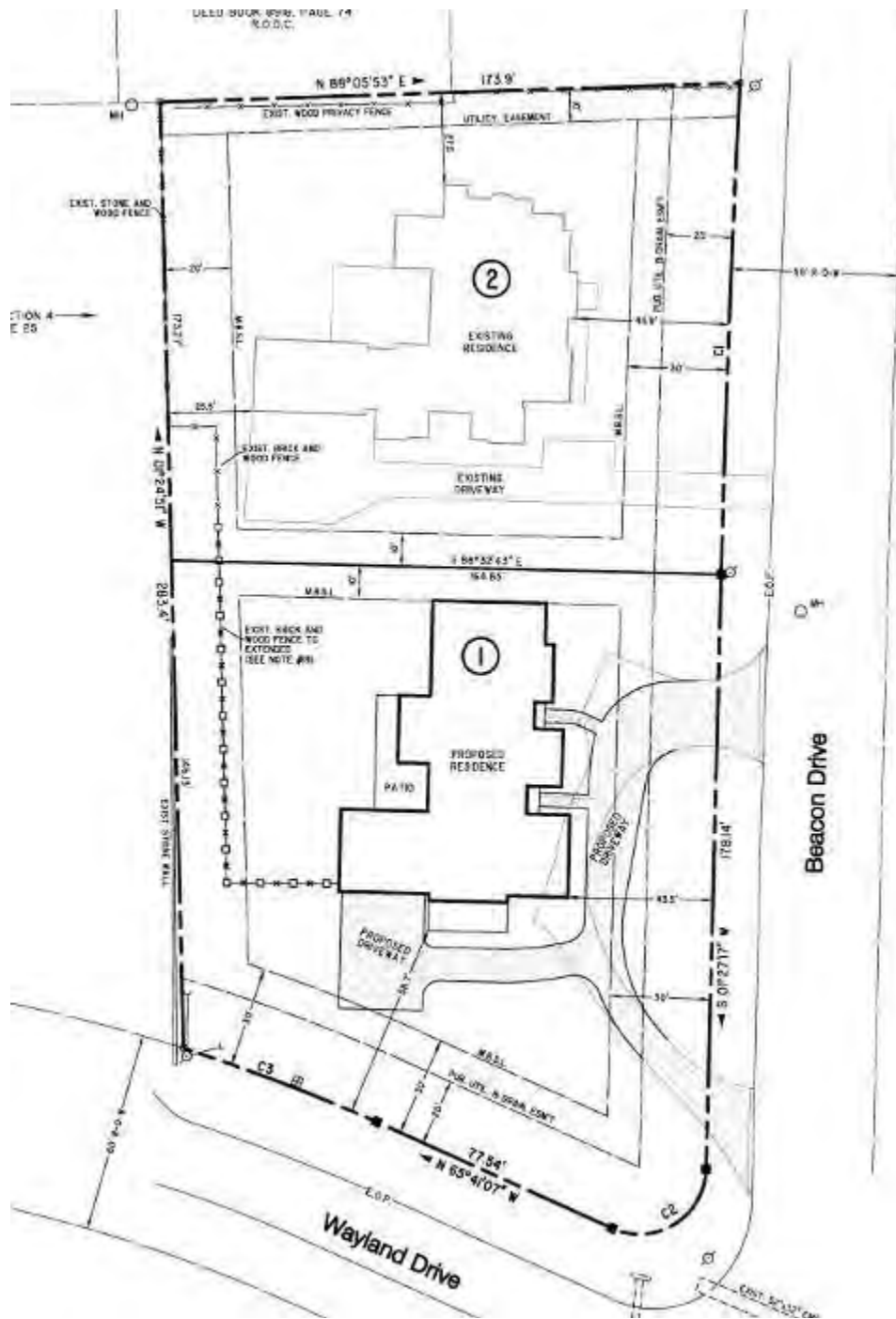
1. Build the sidewalks along the entire street frontage of both lots.
2. Make a financial contribution to the pedestrian network.
3. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone.

While this concern could be handled with the proposed subdivision plat, staff finds that it is more appropriate to deal with it at this stage since the subject application includes a site plan. If the applicant agrees to build the sidewalk (Option 1, above), then the site plan must identify the sidewalk and provide details for its construction, thus the reason to address it at this stage in the process. The sidewalk would also need to be constructed or bonded prior to the final plat being recorded. If the applicant chooses one of the other options, then they will also need to be satisfied prior to the plat being recorded.

The applicant may also choose to make a contribution to the sidewalk fund in lieu of constructing the sidewalk on site. The current average cost for the construction of sidewalks in Metro is \$96 a linear foot. The subject site contains approximately 496' of frontage. The total contribution required would be \$47,616 (496 x 96).



# Metro Planning Commission Meeting of 12/11/2014



Approved Site Plan



## **Metro Planning Commission Meeting of 12/11/2014**

Finally the applicant could construct an equal length of sidewalk within the same Pedestrian Benefit Zone (PBZ). The site is located in in PBZ 4-B. If this option is chosen then the applicant would work with the Department of Public Works to determine the location within the PBZ.

Staff finds that the changes are minor in nature and do not require Council approval. Sidewalks would be required with the associated subdivision plat. Staff recommends that the sidewalk requirement be met consistent with the Subdivision Regulations.

### **FIRE MARSHAL'S OFFICE**

#### **Approved with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **No Exceptions Taken**

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES**

#### **Approved**

### **STAFF RECOMMENDATION**

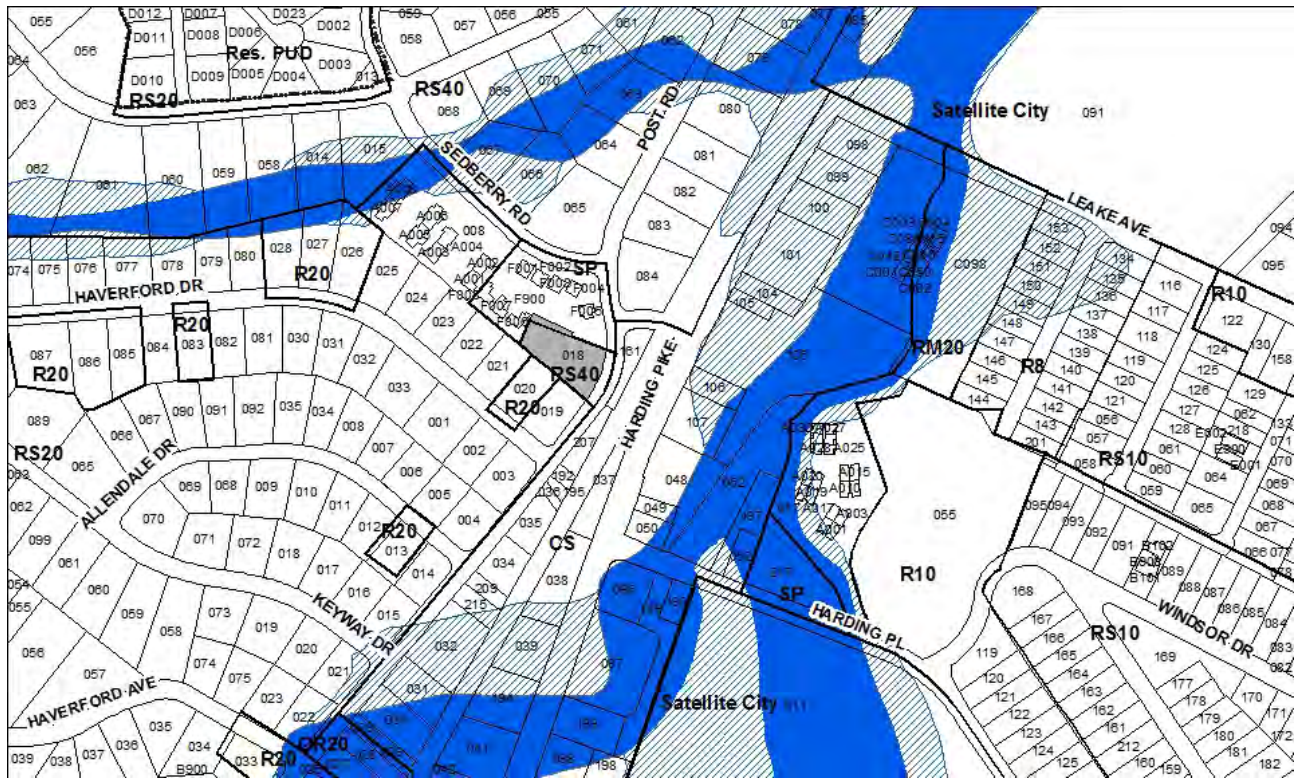
Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Prior to the issuance of any building permits for Lot 1, a final plat shall be recorded subdividing Lot 1 and Lot 2 as depicted on the SP plan.
2. Uses shall be limited to two single-family residential units (one per lot).
3. Sidewalks are required. Prior to approval of the final plat, the applicant shall:
  - a. Build the sidewalks along the entire street frontage of both lots (or bond). The final site plan shall be modified to include the sidewalk if this option is chosen.
  - b. Make a financial contribution to the pedestrian network in the amount of \$47,616.
  - c. Construct an equal length of sidewalk within Pedestrian Benefit Zone 4-B.
4. The proposed wall shall be consistent with the existing wall.



# Metro Planning Commission Meeting of 12/11/2014



## 2013SP-041-003

THE POST AT RAIL STATION, PHASE 2

Map 116-13, Parcel(s) 018

07, West Nashville

23 (Emily Evans)



<b>Project No.</b>	<b>2013SP-041-003</b>
<b>Project Name</b>	<b>The Post at Rail Station, Phase 2</b>
<b>Council District</b>	23 – Evans
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Dale & Associates, Inc., applicant; West End Circle Properties, owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to four detached residential units and to amend a portion of the property rezoned by BL2013-630.**

Preliminary SP

A request to rezone from Single-Family Residential (RS40) to Specific Plan-Residential (SP-R) zoning for property located at 5470 Old Harding Pike, approximately 230 feet south of Sedberry Road, (0.60 acres), to permit up to four detached residential dwelling units and to amend a portion of the property rezoned by BL2013-630.

**Existing Zoning**

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 1 unit.*

**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.

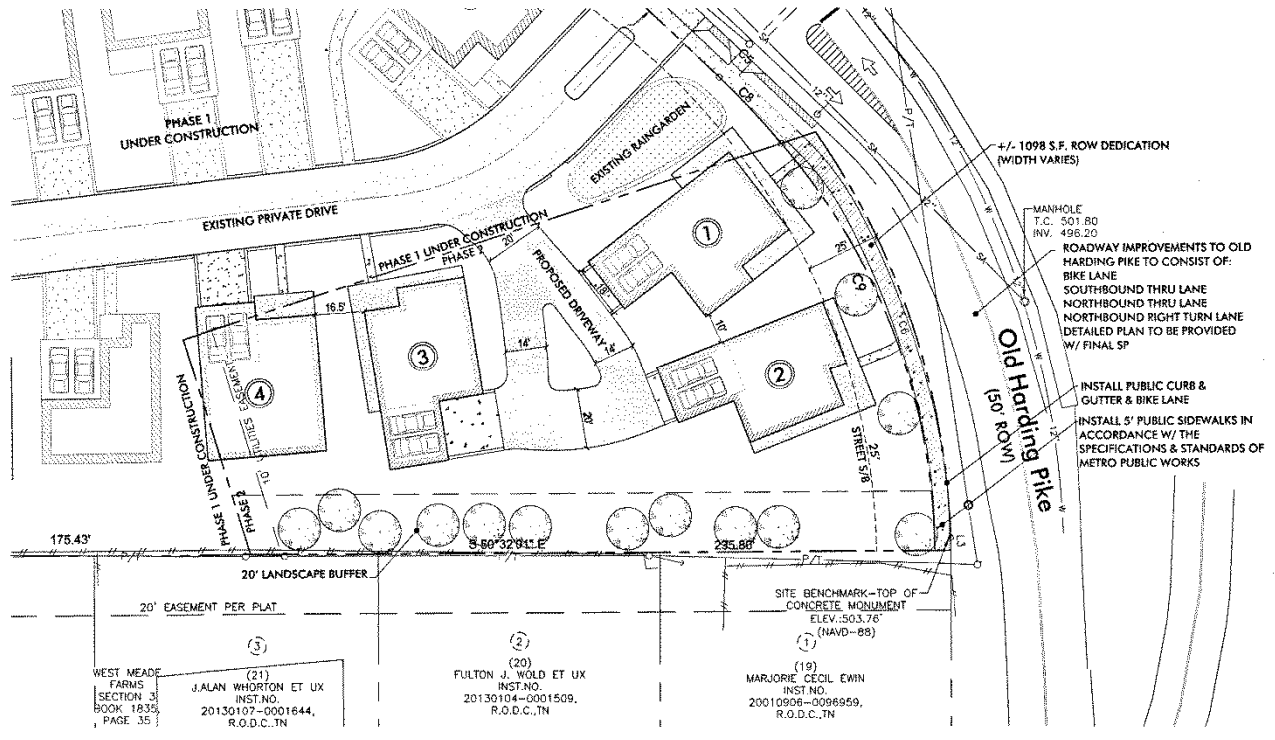
**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods

This proposal meets two critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Sidewalks are being added to create a safer pedestrian environment and encourage walking.



# Metro Planning Commission Meeting of 12/11/2014



## Proposed Site Plan



## Metro Planning Commission Meeting of 12/11/2014

### WEST NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (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.

Special Policy Area 2 is identified as a small pocket of homes at the corner of Sedbery and Post Road. It is intended to provide a transition from the adjacent neighborhood center to the single-family neighborhood to the west and north, and identifies design standards which require front facades along both streets of a corner unit, allow shallower but transitional setbacks, and suggest a slight increase in density.

#### Consistent with Policy?

Yes. The proposed SP zoning is consistent with the T3 Suburban Neighborhood Evolving policy. The plan provides for a development pattern in the classic suburban form with improved connectivity for bicycles and pedestrians. Design standards are included to ensure that the corner unit addresses both streets. The proposed density is consistent with both the NE policy which supports between 4-20 dwelling units per acre, and the Special Policy Area 2 which suggests that density remain on the lower end of the Neighborhood Evolving range.

### PLAN DETAILS

The site is located at 5704 Old Harding Pike, south of Sedberry Road and north of Haverford Road. The site is approximately 0.60 acres in size. The property currently has 1 single-family detached home.

#### Site Plan

The plan proposes Phase 2 of The Post at Rail Station. Phase 1 was approved in March 2014 and allowed for up to 8 detached single-family units. Phase 2 proposes up to 4 additional single-family detached dwelling units. The access for Phase 2 will be from the private drive that was approved with Phase 1 and will amend a small portion of the property included in Phase 1 to allow for driveway connections to the private drive.

The plan includes 2 detached single-family units fronting on Old Harding Pike. These units will have rear garages and no driveway access to Old Harding Pike. Two additional units will face on the private drive. A landscape buffer consistent with the buffer approved with Phase 1 will continue along the southern boundary of Phase 2. Architectural standards consistent with those provided in Phase 1 have been included with the SP. Elevations will be provided with the Final SP.

Sidewalks and a bike lane will be installed along the Old Harding Pike frontage.



## Metro Planning Commission Meeting of 12/11/2014

### ANALYSIS

The plan is consistent with the land use policy for the area and is consistent with the approved Phase 1 of The Post at Rail Station. The plan also creates a more pedestrian friendly environment.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### STORMWATER RECOMMENDATION

#### Approve with conditions

- Storm infrastructure along the ROW may need to be installed by this development.

### WATER SERVICES

#### Approved

- Approved as Prelim SP. Applicant will need to pay required Capacity Fees before approval will be issued at the Final SP stage.

### 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.
- Coordinate the final design of the proposed Old Harding Pk. improvements with MPW prior to Final SP.
- ROW dedication must be recorded prior to building permit signoff.

### TRAFFIC AND PARKING RECOMMENDATION

#### No exceptions taken

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.57	1.08 D	0 U	-	-	-

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.57	-	4 U	39	3	5

Traffic changes between maximum: **RS40** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4 U	+39	+3	+5





## Metro Planning Commission Meeting of 12/11/2014

### METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High

The proposed SP-R will generate no additional students.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to up to 4 detached single-family residential dwelling units.
2. Per the conditions of approval of Phase 1, add the following notes to the corrected copy to be provided to Planning Staff:
  - a. All grading and construction work on the property shall take place between the hours of 7:00 am and 7:00 pm Monday through Friday, and 9:00 am through 7:00 pm on Saturday and Sunday. The Department of Codes Administration shall have the authority to enforce such work hour limitations.
  - b. All construction-related parking and staging shall be onsite. No construction vehicles shall be permitted to use on-street parking
  - c. The exterior façade of all structures shall be constructed using brick, stone, and/or fiber cement siding.
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 RM9 zoning district as of the date of the application request or application.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
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.



# Metro Planning Commission Meeting of 12/11/2014



**2014SP-077-001**

SHELTON & WINDSOR  
Map 072-03, Parcel(s) 343  
05, East Nashville  
07 (Anthony Davis)



<b>Project No.</b>	<b>2014SP-077-001</b>
<b>Project Name</b>	<b>Shelton &amp; Windsor</b>
<b>Council District</b>	7 – Davis
<b>School District</b>	3 – Speering
<b>Requested by</b>	Dale & Associates, Inc., applicant; Jeff Kendig, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Permit three residential dwelling units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Residential (SP-R) zoning for property located at 1126 Shelton Avenue, at the southwest corner of Shelton Avenue and Windsor Avenue, (0.31 acres), to permit up to three detached residential 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 1 unit.*

**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
- Supports a Variety of Transportation Choices

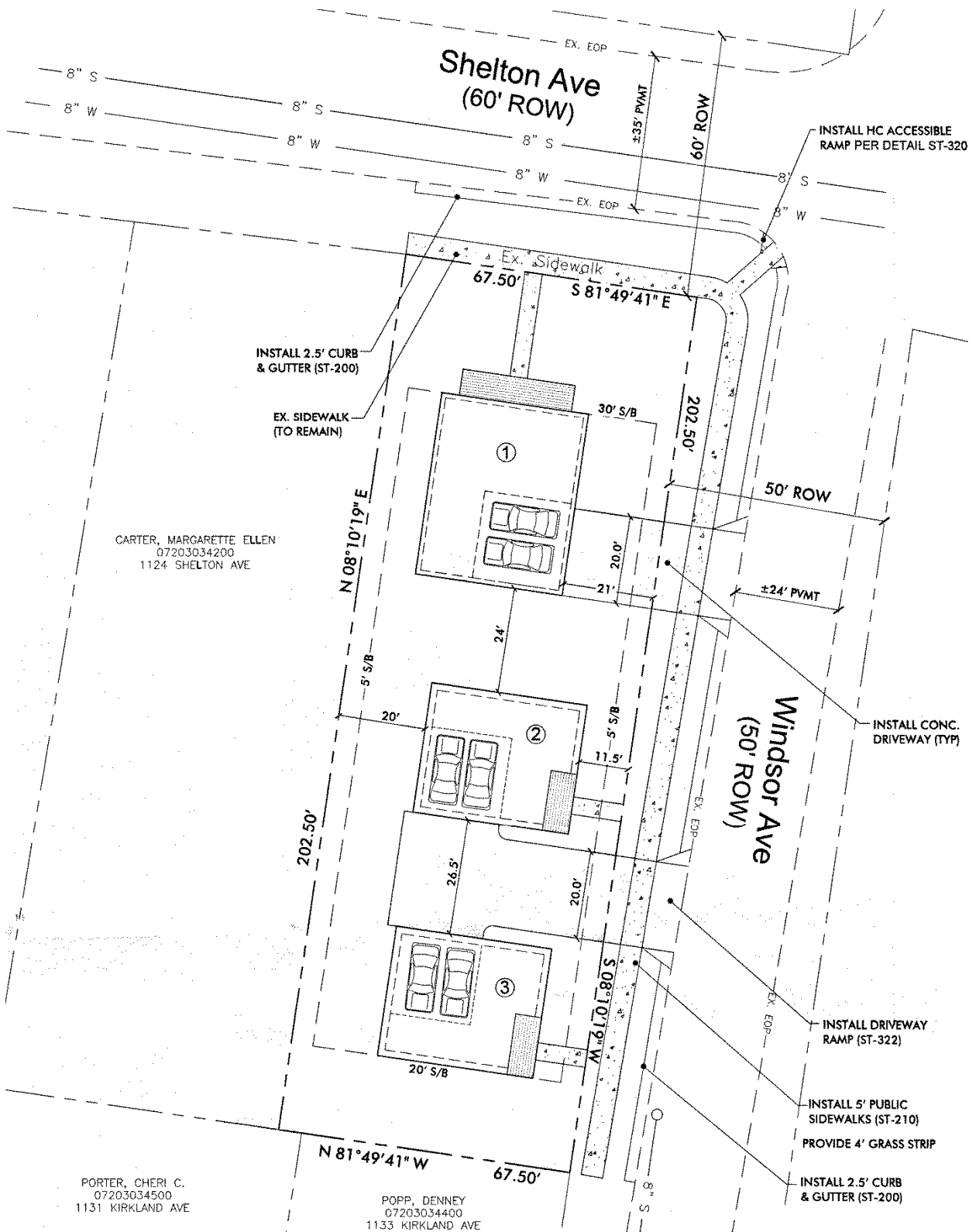
The SP creates an opportunity for infill housing as it adds additional density in an area served by adequate infrastructure. In addition, the site is served by an existing transit routes that runs along Gallatin Pike and Greenfield Avenue which will be supported by the additional density proposed by the SP.

**EAST 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.



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Site Plan**



## Metro Planning Commission Meeting of 12/11/2014

### Consistent with Policy?

Yes, the proposed SP is consistent with the Urban Neighborhood Maintenance policy. The 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. 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.

### **PLAN DETAILS**

The site is located at the southwest corner of the intersection of Shelton Avenue and Windsor Avenue, east of Gallatin Pike. Currently the site is vacant. Surrounding zoning is RS7.5, CL, MUL-A, and PUD, and the area is characterized by a mixture of uses. The site is also located within the Inglewood Place National Register Eligible Historic District.

### Site Plan

The plan proposes three detached residential units. Unit 1 is oriented toward Shelton Avenue and includes a side façade on Windsor Avenue while units 2 and 3 both front Windsor Avenue. The maximum height of the units will be two stories in 35' measured to the roof pitch.

Architectural elevations have not been included with the preliminary SP, but notes that address design are incorporated into the SP. The design notes address doorway placement, glazing, window orientation and porches. Also, EIFS and vinyl siding will not be permitted as building materials. The architectural notes also address the side façade of Unit 1 that fronts on Windsor Avenue; this side façade is also subject to the 25% glazing requirement for front façades.

Vehicular access to the site for all proposed units is from Windsor Avenue. All units include two parking spaces located in individual garages. Existing sidewalks are located along the Shelton Avenue frontage, and the SP proposes to continue the existing sidewalk network along the Windsor Avenue frontage. Interior sidewalks are provided that connect the units to the public sidewalks.

### **ANALYSIS**

The proposed SP is consistent with the Urban Neighborhood Maintenance and meets two critical planning goals. Although Historical Commission staff has recommended disapproval, planning staff finds that the proposed design is appropriate as the site is located at a corner and is in close proximity of a commercial corridor. Therefore, staff recommends approval with conditions and disapproval without all conditions.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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

### **HISTORICAL COMMISSION RECOMMENDATION**

#### **Disapprove with conditions**

- The plan is located within the Inglewood Place National Register--Eligible Historic District. The Metropolitan Historical Commission (MHC) recommends disapproval of the plan as submitted. The MHC would recommend approval of the plan with the following conditions: combine Units 1 and 2 into one principal building oriented to Shelton with the separate, subordinate Unit 3 oriented to Windsor. The principal building should follow the setbacks



## Metro Planning Commission Meeting of 12/11/2014

established by adjacent historic buildings, and both infill buildings should be visually compatible (height, scale, massing, etc.) with adjacent historic buildings to best align with historic development patterns and preserve the historic context of the National Register-Eligible Inglewood Place Historic District.

- The MHC is charged to apply the Secretary of the Interior’s Standards for the Treatment of Historic Properties (the Standards) to all National Register-listed and National Register-eligible properties and districts when reviewing cases. Additionally, the MHC is a Certified Local Government (CLG). The National Register of Historic Places, the CLG program, and the Standards were created through the National Historic Preservation Act of 1966 and subsequent amendments as well as the Tax Reform Act of 1976 and subsequent codified regulations.

### STORMWATER RECOMMENDATION

#### Conditional if approved

- Show a site discharge into an adequate downstream conveyance (if adding pipe, can add note stating that it may be required but will be evaluated during construction drawing review).

### TRAFFIC & PARKING RECOMMENDATION

#### No exception taken

### WATER SERVICES RECOMMENDATION

#### Approved

- Approved as Preliminary SP.
- For Final SP approval, the required public construction plans must be approved, and the required capacity fees (1-year commitment) must be paid.

### 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.

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)	0.31	5.80 D	1U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.31	-	3 U	29	3	4



## Metro Planning Commission Meeting of 12/11/2014

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 2 U	+19	+2	+2

### SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High**

The proposed SP-R zoning district would not generate any more students than what is typically generated under the existing RS7.5 district. Students would attend Dan Mills Elementary School, Isaac Litton Middle School, and Stratford High School. Dan Mills Elementary School has been 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

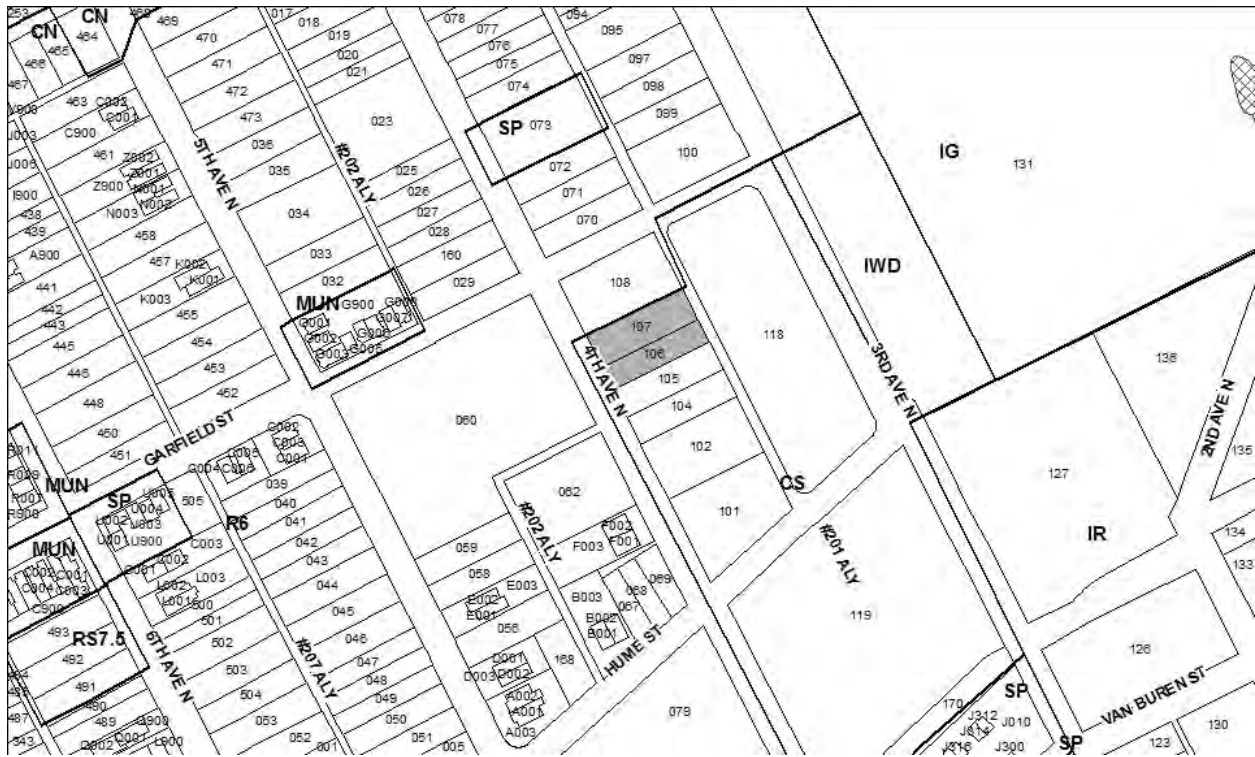
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses within the SP shall be limited to three 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. Uses are limited as described in the Council ordinance.
3. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
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.



# Metro Planning Commission Meeting of 12/11/2014



## **2014SP-079-001**

1614 & 1616 4TH AVENUE NORTH  
Map 082-05, Parcel(s) 106-107  
08, North Nashville  
19 (Erica S. Gilmore)





<b>Project No.</b>	<b>Zone Change 2014SP-079-001</b>
<b>Project Name</b>	<b>1614 &amp; 1616 4<sup>th</sup> Ave. N.</b>
<b>Council District</b>	19 – Gilmore
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale & Associates, applicant; T & J Holdings IV, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit seven residential units.**

Preliminary SP

A request to rezone from Commercial Services (CS) to Specific Plan – Residential (SP-R) zoning for properties located at 1614 and 1616 4th Avenue North, approximately 115 feet south of Garfield Street, (0.4 acres), to permit up to seven detached residential dwelling units.

**Existing Zoning**

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

**Proposed Zoning**

Specific Plan-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
- Provides a Range of Housing Choices
- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices

This area is served by adequate infrastructure, such as roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure. The request provides for an additional housing option in the area. Additional housing options are important to serve a wide range of people with different housing needs. The area is served with a sidewalk network, which provides a safe pedestrian environment, and encourages walking. More intense development fosters walkability and better public transportation because housing, work and conveniences are located within a smaller area, making them more accessible by foot and or public transportation. The immediate area is served by bus service.





## Metro Planning Commission Meeting of 12/11/2014

### **NORTH NASHVILLE COMMUNITY PLAN**

Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots 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.

#### Consistent with Policy?

Yes. The proposed SP is consistent with the T4 NE land use policy. The proposal would create additional density in an urban area where density is appropriate. As proposed units fronting onto 4<sup>th</sup> Avenue have shallower setbacks consistent with a more urban form. Access is limited to the rear alley which also helps preserve a more urban form.

### **PLAN DETAILS**

The subject site consists of two properties totaling approximately 0.04 acres. The land use on the site is currently office. The site is located on the east side of 4<sup>th</sup> Avenue between Garfield Street and Hume. It is directly across the street from Feher Elementary School which is within a Historic Landmark District. The property adjacent the south side of the property is also within the landmark district (Warner House). This stretch of 4<sup>th</sup> Ave. consist of a variety of uses and housing types including two-family and multi-family residential, office, auto body shop and vacant commercial land.

#### Site Plan

Three units front onto 4<sup>th</sup> Avenue and the remaining units sit behind the front three units and face a small open space area.

Structures are limited to two stories in 35 feet. Elevations are not provided; however, the plan provides the following architectural requirements:

- Primary entrances shall be on the street side or courtyard side.
- Glazing shall include at least 25% of the front façade.
- Windows are to be vertically oriented at a ratio of 2:1 or greater.
- EIFIS and vinyl siding are prohibited.
- Finished floor elevations must be elevated between 18” and 30”.
- Porches must be at least six feet deep.

Vehicular access will be from the rear alley. Ten perpendicular parking spaces are shown off the ally. The plan also calls for three on street parking spaces. As proposed the plan calls for a ten foot right-of-way (ROW) dedication which is intended to provide adequate room for on street parking and a five foot sidewalk. The plan also shows a ROW dedication along the alley.



## Metro Planning Commission Meeting of 12/11/2014

### ANALYSIS

Staff recommends approval of the proposed plan. The plan is consistent with the North Nashville Community plan and meets several critical planning goals.

### HISTORIC ZONING COMMISSION

N/A

- No comments, per Historic Zoning Administrator.

### FIRE MARSHAL'S OFFICE

**Approved with conditions**

- Hydrants shall be located within 500' of all parts of every structure via approved hard-surfaced roads. Fire Code issues for the structures will be addressed at permit application review.

### PUBLIC WORKS RECOMMENDATION

**Approved with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Remove striping for parking within ROW.
- Provide parking on site per Metro Code.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.4	0.6 F	10,454 SF	485	16	47

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 (230)	0.4	-	7 U	53	6	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-432	-10	-41

### STORMWATER RECOMMENDATION

**Approved with conditions**

- An offsite storm system will be required for this site (may be eliminated during Construction Drawing review if field conditions warrant removal).

### WATER SERVICES RECOMMENDATION

**Approved**



## Metro Planning Commission Meeting of 12/11/2014

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High**

The proposed development would not generate more students than what would be generated under the existing zoning. Any new student would attend Buena Vista Elementary, John Early Middle School and Pearl – Cohn High School. This information is based upon data from the school board last updated September 2014.

### **STAFF RECOMMENDATION**

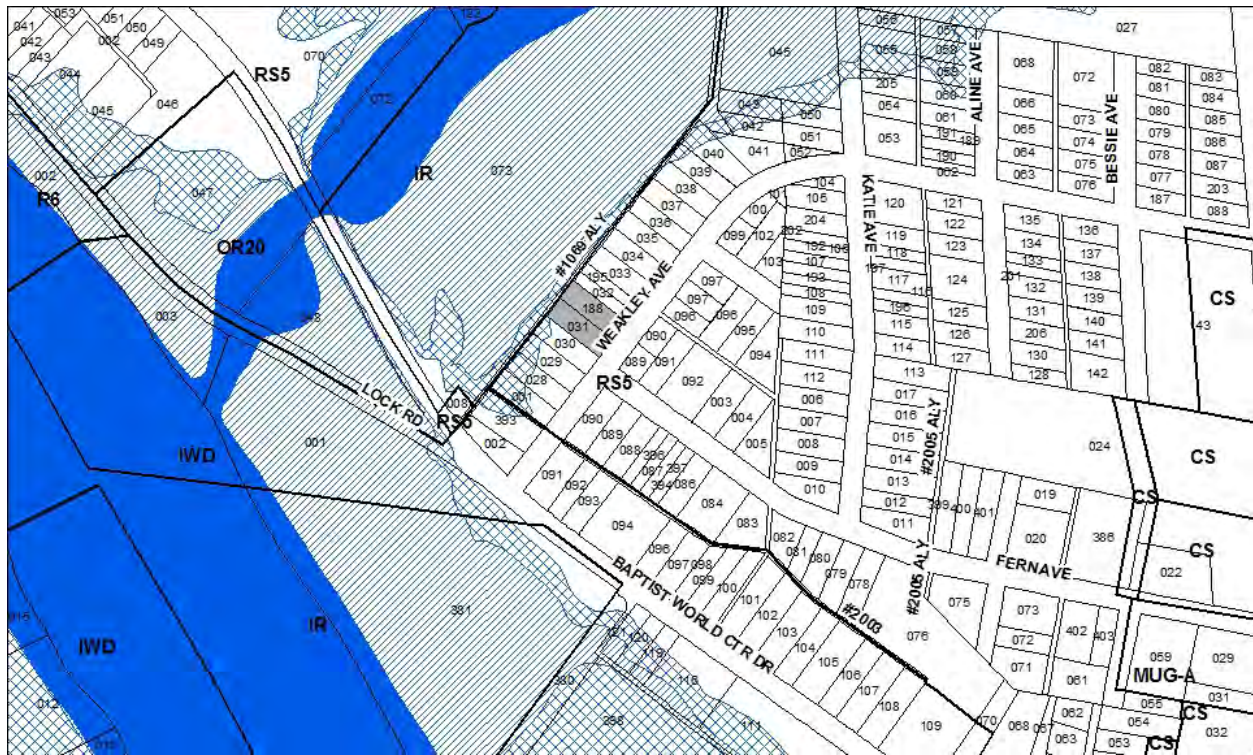
Staff recommends approval with conditions and disapproval without all conditions as it is consistent with the North Nashville Community plan and meets several critical planning goals.

### **CONDITIONS**

1. Use in the SP is limited to up to 7 residential units.
2. 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 RM15 zoning district as of the date of the applicable request or application.
3. 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.
4. 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 12/11/2014



**2014SP-084-001**  
519 & 521 WEAKLEY AVENUE  
Map 071-10, Parcel(s) 031, 188  
03, Bordeaux - Whites Creek  
02 (Frank R. Harrison)



<b>Project No.</b>	<b>2014SP-084-001</b>
<b>Project Name</b>	<b>519 &amp; 521 Weakley Avenue</b>
<b>Council District</b>	2 – Harrison
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Ben Jordan, applicant; Margurita Jackson, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to 4 residential units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for properties located at 519 and 521 Weakley Avenue, opposite Fern Avenue, (0.34 acres), to permit up to four residential dwelling units.

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 2 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**BORDEAUX-WHITES CREEK COMMUNITY PLAN**

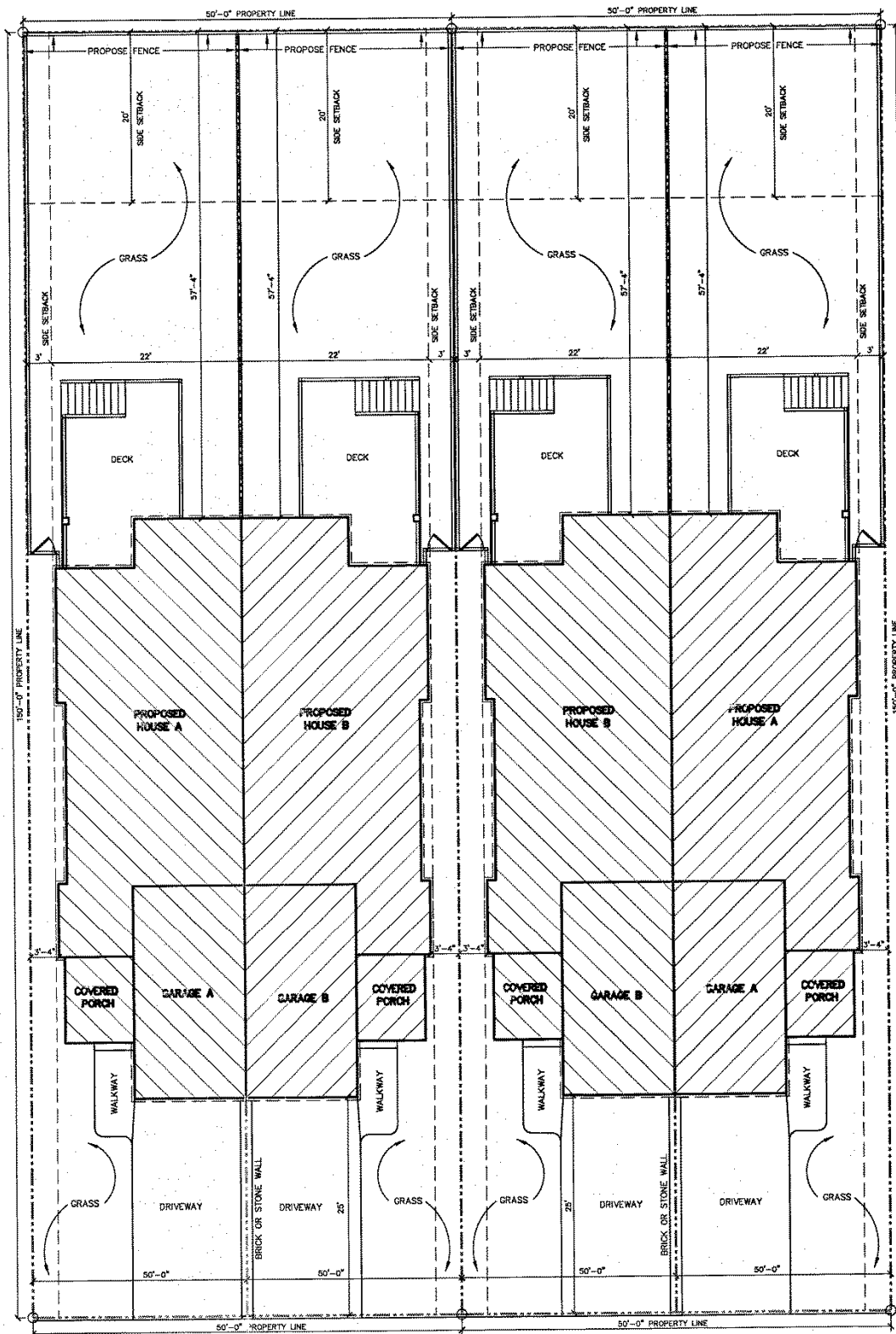
Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots 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.

Consistent with Policy?

No. The Urban Neighborhood Evolving policy is intended to create and enhance the character of the existing neighborhood in terms of its development pattern, building form, land use and the public realm. The policy also emphasizes a high level of pedestrian connectivity. While the proposed residential use is consistent with the Urban Neighborhood Evolving policy, the design of the SP ignores the policy objective to enhance the pedestrian environment. The plan proposes front loaded garages with individual driveways for all four units. This creates an environment that is auto-centric



# Metro Planning Commission Meeting of 12/11/2014



521-A & 521-B

519-A & 519-B

**Proposed Site Plan**





## Metro Planning Commission Meeting of 12/11/2014

and fails to foster pedestrian connectivity. Staff recommends incorporating one shared driveway which will not only reduce the amount of pavement but also reduce the extent of conflicts between pedestrians and automobiles.

### **PLAN DETAILS**

The site is located at 519 and 521 Weakley Avenue, northeast of Baptist World Center Drive and opposite Fern Avenue. Surrounding zoning includes RS5, IWD and IR, and the area is characterized by a variety of land uses. Access to the site is from Weakley Avenue. Alley # 1069 is unbuilt.

#### Site Plan

The plan proposes two attached duplexes for a total of 4 residential units. The maximum height for all units is 3 stories in 22' at the front setback and 40' maximum.

Access and parking for the units are provided by individual front loaded garages which create two 27' curb cuts that are separated by 23' of grass between the structures. Staff finds that the proposed curb cuts are excessive and do not help to create a pedestrian friendly environment. Furthermore, staff recommends incorporating only one driveway that will serve all units and relocating parking to the rear. The plan could utilize the existing topography which slopes down from the street to provide tuck under garages behind the structures which would provide an alternative to the proposed front loaded garages.

Existing sidewalks are located on the east side of Weakley Avenue; installation of a sidewalk in front of the subject property is not proposed with the SP.

### **ANALYSIS**

The SP includes several design elements that do not align with the goals of the Urban Neighborhood Evolving land use policy. The proposed front loaded garages and individual driveways along with the scale and massing fail to provide a consistent streetscape that enhances pedestrian connectivity. Staff recommends incorporating a shared driveway and parking in the rear to minimize negative impacts on the pedestrian environment. As the SP is not consistent with the goals of the Urban Neighborhood Evolving policy to create and enhance the pedestrian environment, staff recommends disapproval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Returned**

- Comply with road section conditions.

### **WATER SERVICES RECOMMENDATION**

#### **Approve**



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Architectural Elevations**



## Metro Planning Commission Meeting of 12/11/2014

### PUBLIC WORKS RECOMMENDATION

#### Returned

- 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.
- Submit plan to scale. Scale listed appears to be incorrect.
- Indicate that driveway connections to Weakley are to be per ST-323. Driveways are to be a maximum of 22' wide each, at the ROW.
- Indicate only one driveway per lot.
- Submit vertical and horizontal sight distance for the driveway connections for each lot.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.34	8.71 D	2 U	20	2	3

#### 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)	0.34	-	4 U	39	3	5

#### Traffic changes between maximum: **RS5** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 2 U	+19	+1	+2

### SCHOOL BOARD REPORT

**Projected student generation existing RS5 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 RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated October 2014.

### STAFF RECOMMENDATION

Staff recommends disapproval of the SP as it is not consistent with the goals of the Urban Neighborhood Evolving land use policy.



## Metro Planning Commission Meeting of 12/11/2014

### CONDITIONS (if approved)

1. Uses within the SP shall be limited to 4 residential units.
2. Correct purpose note: "The purpose of this SP is to permit up to 4 residential units."
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
5. The preliminary SP plan approved by the metropolitan council is of such detail that the executive director of the planning department or his designee may waive the submittal of a final site plan.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/11/2014



**2014SP-085-001**

2208 EASTLAND AVENUE

Map 083-07, Parcel(s) 300

Map 083-11, Parcel(s) 076, 209

05, East Nashville

06 (Peter Westerholm)



<b>Project No.</b>	<b>2014SP-085-001</b>
<b>Project Name</b>	<b>2208 Eastland Avenue</b>
<b>Council District</b>	6 – Westerholm
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dale and Associates, applicant; Upside, LLC, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to 25 residential units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Residential (SP-R) zoning for properties located at 2208 Eastland Avenue and Skyview Drive (unnumbered), approximately 775 feet west of Riverside Drive, (3.27 acres), to permit up to 25 detached 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 16 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
- Supports a Variety of Transportation Choices

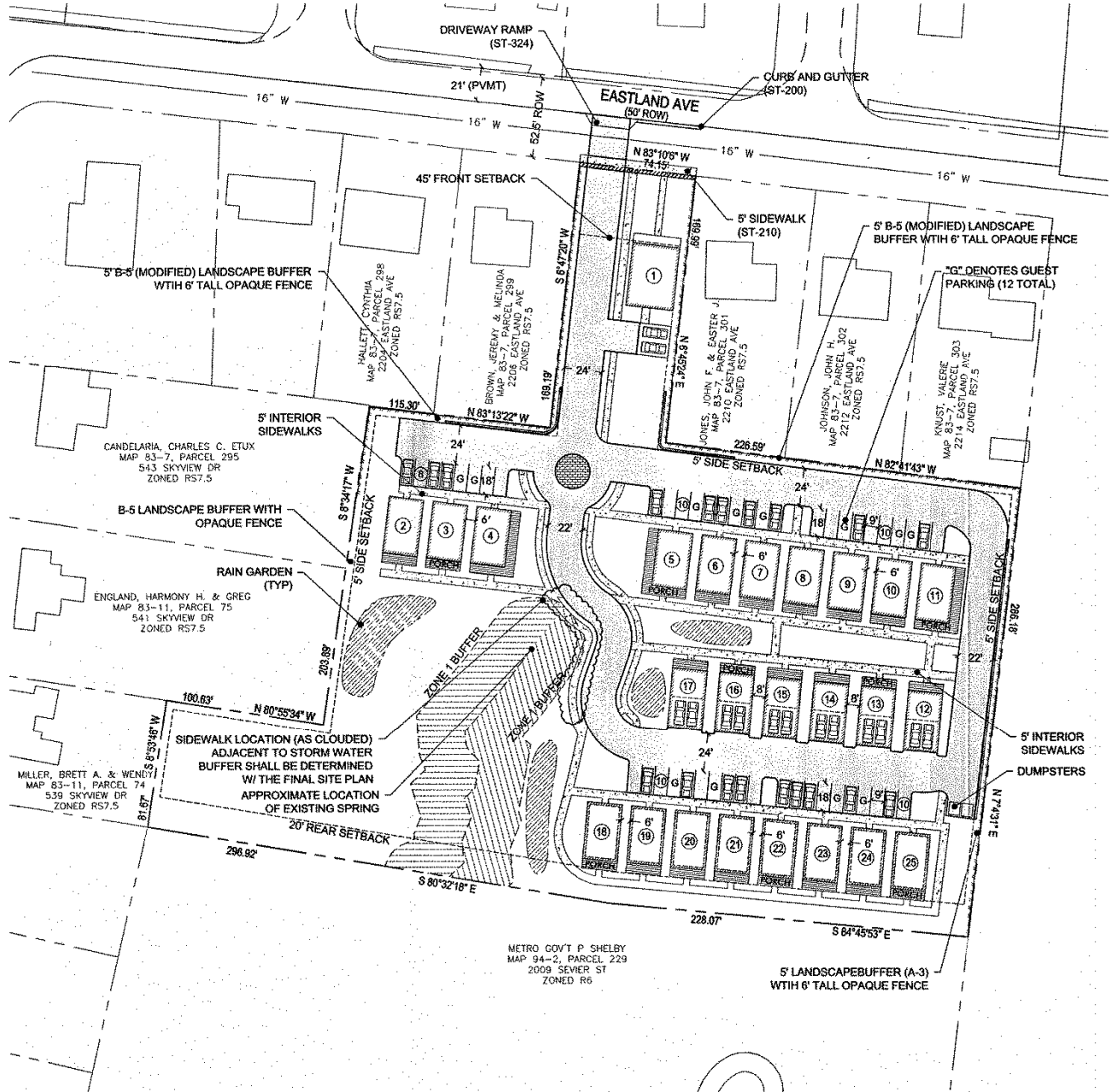
The proposed SP supports development that is consistent with the character of surrounding development and creates an opportunity for infill housing. In addition, the site is served by an existing bus and bicycle routes that run along Eastland Avenue which will be supported by the additional density proposed by the SP.

**EAST NASHVILLE COMMUNITY PLAN**

Urban Neighborhood Maintenance (T4 NM) policy 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.



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Site Plan**





## Metro Planning Commission Meeting of 12/11/2014

### Consistent with Policy?

Yes. The proposed SP is consistent with the Urban Neighborhood Maintenance policy which is intended to preserve the character of the existing neighborhood. The SP proposes detached dwelling units, which reflects the predominant development pattern in the area and maintains the existing context on Eastland Avenue. 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.

### **PLAN DETAILS**

The site is located at 2208 Eastland Avenue which is east of Skyview Drive and north of the Shelby Golf Course. Surrounding zoning includes RS7.5, R6 and R10, and the area is predominantly characterized by single-family residential development. Access to the site is from one driveway proposed on Eastland Avenue.

### Site Plan

The plan proposes 25 detached residential units. The maximum height for all units except Unit 1 is 3 stories in 42'. The height of Unit 1 shall be limited to 2 stories in 35' to maintain the existing context along Eastland Avenue. Type B-5 landscape buffers are proposed along all property boundaries that are adjacent to existing residential.

The overall site layout includes one unit that fronts on Eastland Avenue and 24 units that are oriented toward either a courtyard or open space. The unit oriented toward Eastland Avenue incorporates a 45' front setback helps to maintain the existing rhythm of buildings along the street. 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.

Parking is provided via a mixture of garages and surface parking and includes ample guest parking. The SP is in close proximity to an existing transit line that runs along Eastland Avenue. Sidewalks are currently located on the north side of Eastland Avenue, but not on the south side. The SP proposes to construct sidewalks along the Eastland Avenue frontage of the site, and interior sidewalks are provided throughout the site to connect the units to the proposed sidewalk network.

### **ANALYSIS**

The site for the SP is a unique property located in a predominately developed area. The subject property is a large, undeveloped property that is constrained as it has only about 75' of street frontage available. In addition, the site includes environmentally sensitive features and is located adjacent to the Shelby Golf Course. The proposed SP manages to work in concert with these challenges to create a plan where the character is consistent with the Urban Neighborhood Maintenance policy, while also protecting the environmentally sensitive portions of the site and providing a transition to the surrounding open space. The proposed detached dwelling units reflect the predominant development pattern in the area and maintain the existing context on Eastland Avenue. As the proposed SP is consistent with the Urban Neighborhood Maintenance land use policy, and the plan meets two critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 12/11/2014

### FIRE MARSHAL RECOMMENDATION

#### Approved with conditions

- Fire Code issues for the structures will be addressed at permit application review. Radius on turns to meet the requirements of Appendix D of the 2006 IFC

### STORMWATER RECOMMENDATION

#### Conditional if approved

- Obtain MWS approval, during construction drawing review, for a bioretention area over a sewer line.

### TRAFFIC & PARKING RECOMMENDATION

#### No exception taken

### WATER SERVICES RECOMMENDATION

#### Approve

- Approved as Prelim SP. Applicant will need to pay required Capacity Fees and have Approved Construction Plans before approval will be issued at the Final SP stage.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Coordinate with MPW prior to Final SP for appropriate roadside cross section on Eastland Ave, i.e. curb placement, grass strip, sidewalk, drainage, infrastructure, utilities, etc.
- ROW dedication must be recorded prior to MPW sign off on the building permit.

#### 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)	3.27	5.80 D	18 U	173	14	19

#### 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 (230)	3.27	-	25 U	193	18	20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 7 U	+20	+4	+1



## Metro Planning Commission Meeting of 12/11/2014

### SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 district: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-R district: 2 Elementary 1 Middle 1 High**

The proposed SP-R zoning district would generate one more student than what is typically generated under the existing RS7.5 district. Students would attend Warner 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 October 2014.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Interior sidewalk from southeast side of Unit 4 to sidewalk shown north of Unit 16 to be determined with final site plan.
2. Coordinate with Metro Public Works prior to Final SP for appropriate roadside cross section on Eastland Ave, i.e. curb placement, grass strip, sidewalk, drainage, infrastructure, utilities, etc.
3. Right of Way dedication must be recorded prior to Metro Public Works sign off on the building permit.
4. Obtain Metro Water Services approval, during construction drawing review, for a bioretention area over a sewer line.
5. Uses within the SP shall be limited to 25 detached residential units.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 12/11/2014



**2014SP-086-001**

204 BEN ALLEN SP

Map 060, Parcel(s) 050

05, East Nashville

08 (Karen Bennett)



<b>Project No.</b>	<b>2014SP-086-001</b>
<b>Project Name</b>	<b>204 Ben Allen SP</b>
<b>Council District</b>	8 – Bennett
<b>School District</b>	3 – Speering
<b>Requested by</b>	Dale and Associates, applicant; Teesdale Properties, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit up to 17 residential units.**

Preliminary SP

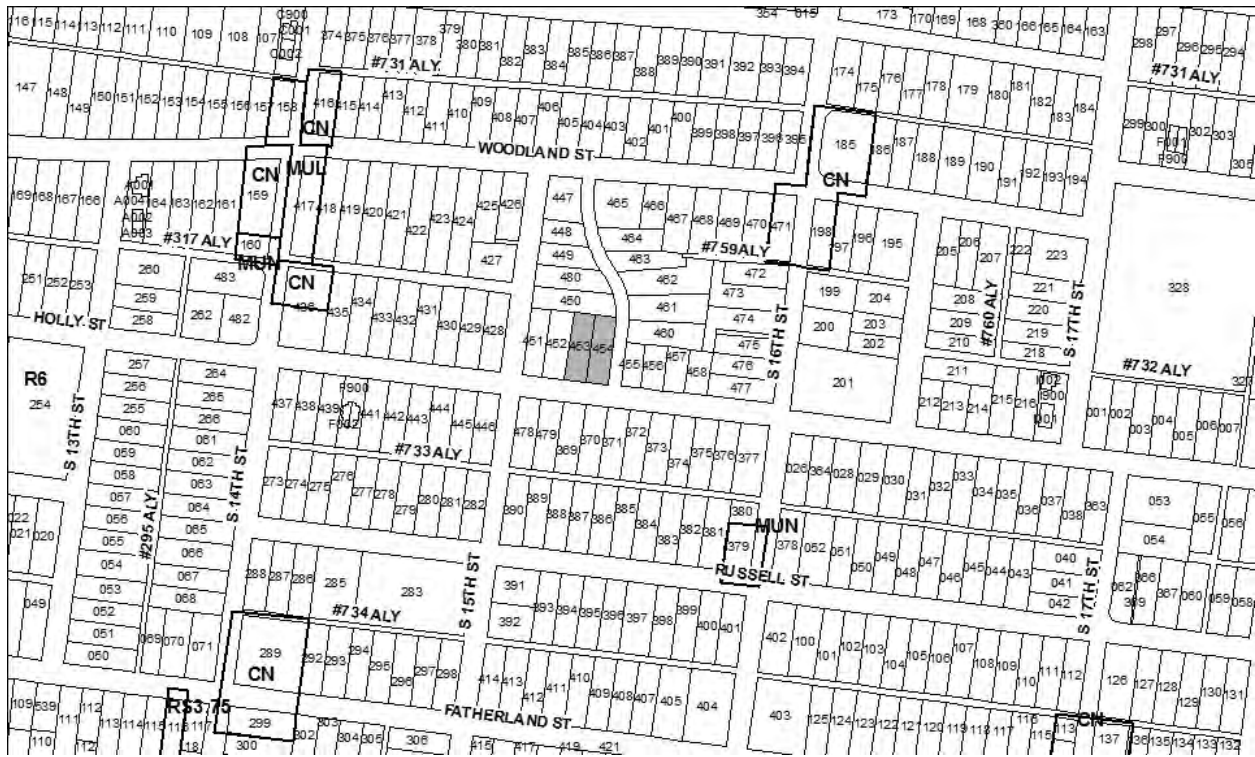
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for property located at 204 Ben Allen Road, approximately 990 feet east of Dickerson Pike, (4.18 acres), to permit up to 17 dwelling units.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 12/11/2014



**2014SP-087-001**

**HAWKEYE HILL**

Map 083-09, Parcel(s) 453-454

05, East Nashville

06 (Peter Westerholm)



<b>Project No.</b>	<b>2014SP-087-001</b>
<b>Project Name</b>	<b>Hawkeye Hill</b>
<b>Council District</b>	6 – Westerholm
<b>School District</b>	5 – Kim
<b>Requested by</b>	rem3 studio, applicant; Allen and Janice Williams and Hawkeye Realty, LLC, owners.
<b>Staff Reviewer</b>	Nalbantyan
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions, including a variance for sidewalks along Lindsley Park Drive.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to four 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 1505 and 1507 Holly Street, at the northwest corner of Holly Street and Lindsley Park Drive and located within the Lockeland Springs-East End Neighborhood Conservation Overlay District, (0.34 acres), to permit up to four dwelling units on three individual lots, including an existing two-family lot and single-family lot, in addition to a new lot for a single-family dwelling.

**Existing Zoning**

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

**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 two residential building types.

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods

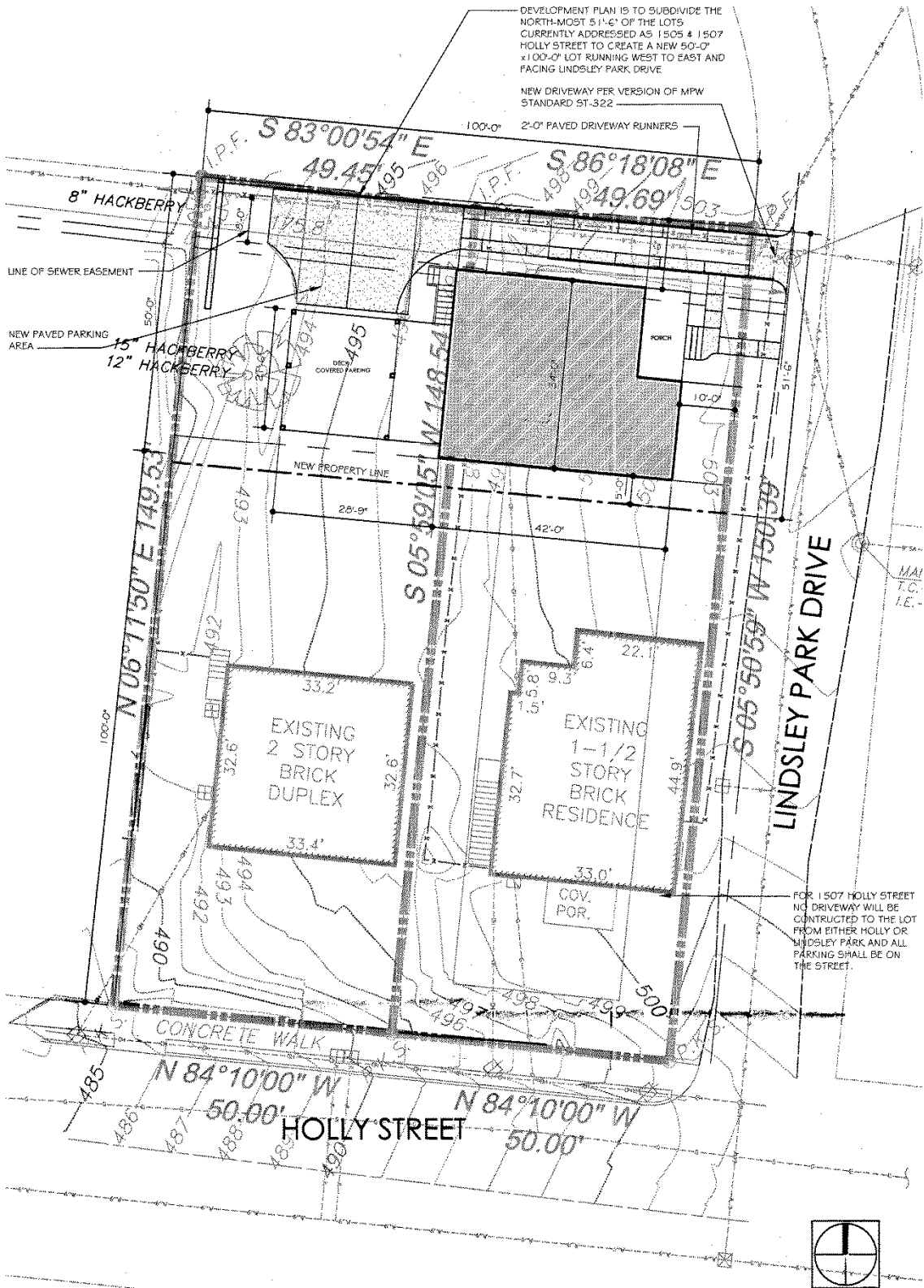
**SUBDIVISION REGULATIONS**

The properties at 1505 and 1507 Holly Street are located within the Lockeland Springs-East End Neighborhood Conservation Overlay District. Under Section 3-5.4 of the Subdivision Regulations, the Metropolitan Historical Commission or its designee shall provide a recommendation for the consideration of the Commission as to whether or not the proposed subdivision is consistent with the historical development pattern of the district and compatible with the character of the district in terms of lot size, lot frontage and lot orientation.

The subdivision shall meet the current standards of reviewing agencies including Metro Public Works, Stormwater and Water Services.



# Metro Planning Commission Meeting of 12/11/2014



Proposed Site Plan





## Metro Planning Commission Meeting of 12/11/2014

### PLAN DETAILS

The request proposes to create one additional lot from the rear yards of the existing two lots for a new single-family home. Lots 1 and 2 are oriented towards Holly Street and have frontage of 50 feet. The new Lot 3 would orient towards Lindsley Park Drive and have frontage of 51.6 feet. Lot 3 will have access from Lindsley Park Drive.

There is an existing sidewalk along Holly Street but not on Lindsley Park Drive. Due to Infill Subdivision Regulations Section 3-8 2.b.3. which states, "*Existing sidewalk present on the same block face.* New sidewalk shall be constructed on all streets abutting the property wherever sidewalk(s) already exists on any block face that includes the proposed subdivision," the applicant is required to extend the sidewalk along the side of Lot 2 and the front of Lot 3 along Lindsley Park Drive. Width constraints of Lindsley Park Drive present a unique hardship; therefore, the applicant requested a subdivision variance to Section 3-8 2.b.3 and proposes to build the same length of sidewalk in an alternate location within Pedestrian Benefit Zone 4, which is a condition of approval.

### METROPOLITAN HISTORIC ZONING COMMISSION RECOMMENDATION

The Metropolitan Historic Zoning Commission recommended approval at the October 2014 meeting of subdivision of 1505 and 1507 Holly Street with the condition that final construction plans shall be reviewed by MHZC.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### STORMWATER RECOMMENDATION

#### Approve with conditions

Preliminary SP approved with conditions (Stormwater):

- Site will be required to meet the Stormwater Infill Ordinance.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Per the note on the plans, prior to Final SP submit engineered sidewalk construction plans for the offsite sidewalk construction to MPW for review.

### TRAFFIC AND PARKING RECOMMENDATION

#### No exceptions taken

### METRO WATER RECOMMENDATION

#### Approved

Approved as a Preliminary SP only. The following items need to be addressed by the Final SP:

- 1) Certain proposed construction within a public utility/sewer easement requires an approved easement encroachment. It appears permanent construction features will be built on top of MWS public sewer. Please submit for an encroachment with the Property Services Division of Metro Water Services.



## Metro Planning Commission Meeting of 12/11/2014

2) A minimum amount of cover (typically 48 inches under paved surfaces, 30 inches unpaved) must be left on top of all public sewer. Please take this into account with all on-site grading work.

3) No proposed buildings shall be placed on top of existing private sewer service lines that are active. Also, if the proposed building will be parceled off into a separate lot, than two private service line easements must cross this northern lot to serve the two southern lots with sewer. These easements are 5-feet offset the alignment of the private service lines, meaning two 10-foot swaths of land must run clear across this new lot to the northern property line.

**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)	0.34	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
Single-Family Residential (210)	0.34	-	3 U	29	3	4

**Traffic changes between maximum: R6 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	- 1 U	-10	0	-1

### SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High**

The proposed SP-R will generate no additional students.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions, including a variance for sidewalks on Lindsley Park Drive.

### CONDITIONS (if approved)

1. 150 linear feet of sidewalk shall be required in an alternate location where it would extend an existing sidewalk network within Pedestrian Benefit Zone 4. Construction plans for the sidewalk consistent with Public Works standards shall be submitted with the SP final site plan. Sidewalk shall be constructed or bonded prior to recordation of the final plat.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/11/2014



**2014SP-088-001**

**BURCHWOOD BUNGALOW**

Map 072-10, Parcel(s) 063

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2014SP-088-001</b>
<b>Project Name</b>	<b>Burchwood Bungalow</b>
<b>Council District</b>	5 - Davis
<b>School District</b>	5 - Kim
<b>Requested by</b>	SEC, Inc, applicant; Chiquita Hall, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change to permit eight detached dwelling units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) and Commercial Service (CS) to Specific Plan-Residential (SP-R) zoning for property located at 1033 Burchwood Avenue, approximately 140 feet west of Gallatin Pike, (0.47 acres), to permit up to eight detached 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. *Half of the lot (.235 acres) is zoned R6 and would permit a maximum of 1 lot with 1 duplex lots for a total of 2 units.*

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

**Proposed Zoning**

Specific Plan-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.

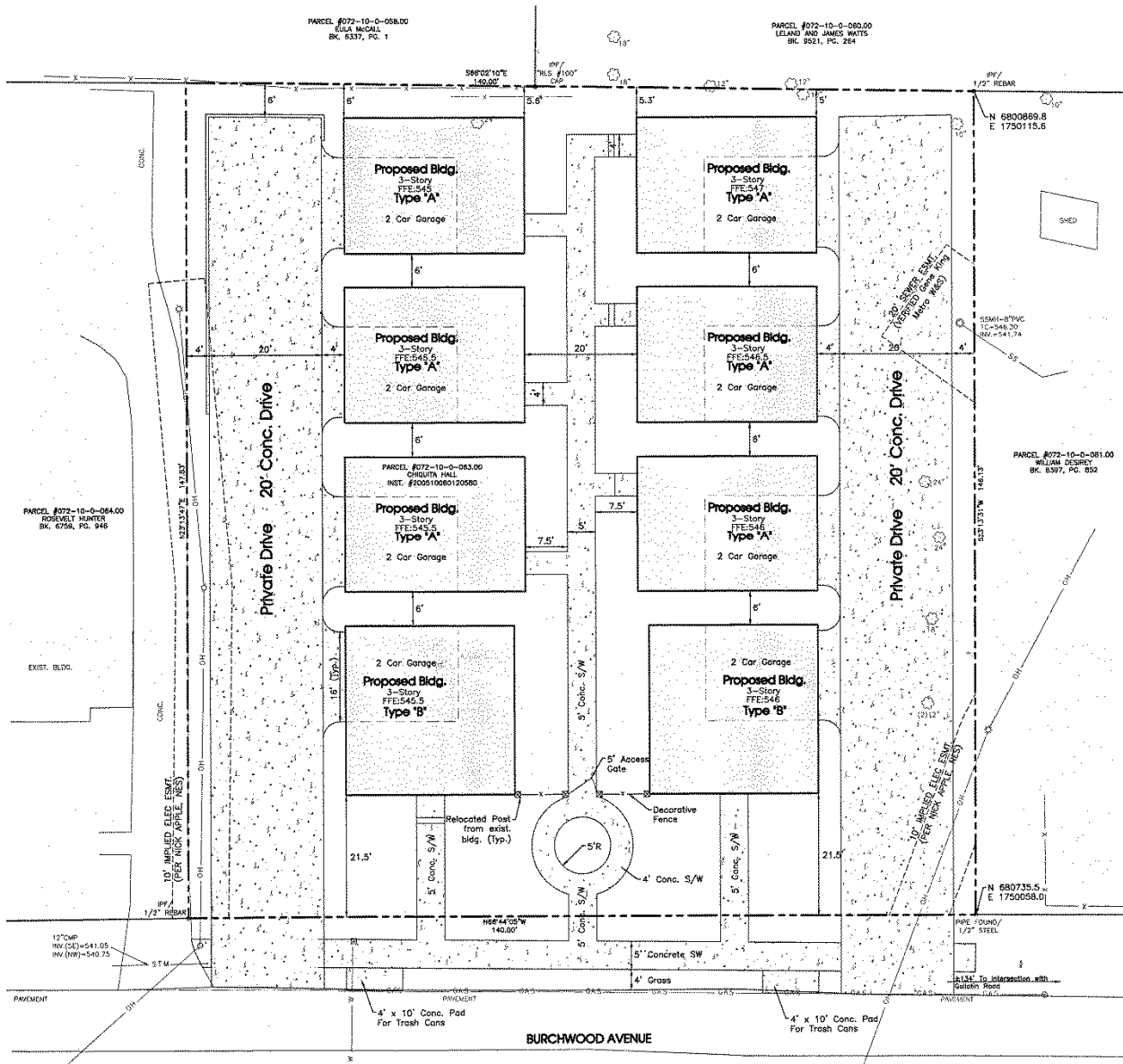
**CRITICAL PLANNING GOALS**

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

The proposal meets several critical planning goals based on its location and design. 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. Bus service is present along Gallatin Pike, one block away. Increased density through infill development makes bus service and similar transit services more feasible because it



# Metro Planning Commission Meeting of 12/11/2014



## Proposed Site Plan



## Metro Planning Commission Meeting of 12/11/2014

generates more riders. The proposal includes a much needed sidewalk to help provide an improved pedestrian connection to Gallatin Pike.

### **EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Community Center (T4 CC) policy is intended to preserve, enhance, and create urban community centers encouraging their development and redevelopment as intense mixed use areas that are compatible with the general character of urban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T4 Urban Community Centers are pedestrian friendly areas, generally located at intersections of prominent urban streets. T4 Urban Community Centers serve urban communities within a 5 minute drive or a 5 to 10 minute walk.

T4 Urban Neighborhood Maintenance (T4 NM) policy 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.

### Consistent with Policy?

Yes. The property is split between T4 Urban Community Center policy on the portion closest to Gallatin Pike and T4 Urban Neighborhood Maintenance Policy on the portion furthest from Gallatin Pike. The Detailed Land Use Policies contained in the East Hill, Renraw, and South Inglewood (West) Detailed Neighborhood Design Plan (DNDDP) identifies Mixed Use on the east side of the parcel, and Single Family Detached, on the west side of the parcel. This plan identifies the need to redevelop properties with a mixture of retail, office and residential uses within. The proposed detached residential units provide a mixture of single-family housing types in a strategic location within Subdistrict 1 and 4. New housing in this location will support the businesses along Gallatin Pike and established transit service, while providing a transition to the established residential neighborhood.

### **PLAN DETAILS**

The site is located along Burchwood Avenue, west of Gallatin Pike in East Nashville. The proposed plan permits up to eight detached residential units. The existing structure is noted as being worthy of conservation; the applicant is not retaining the structure. The dwelling units will have vehicular access from Burchwood Avenue served by two, 20 foot private drives. Each dwelling unit will have two car garages, meeting the parking requirement for the units.

The proposed SP provides a sidewalk along the frontage of 1033 Burchwood Avenue and unit will have a connection to the new sidewalk. A six foot tall wooden (opaque) shadowbox fence shall be required along the west and north sides of the parcel. The applicant has provided some landscaping along the property lines. However, staff recommends that a Type "B" landscape buffer yard be established along the west and north property line to buffer the surrounding residential buildings. Additional landscaping will be placed within the courtyard the SP.



## **Metro Planning Commission Meeting of 12/11/2014**

Conceptual building elevation drawings have been submitted and architectural standards been included on the plan. Final elevation drawings shall be provided with the final site plan. The standards include that buildings shall have façade requirements on all facades fronting a street, courtyard and parking area. The front facades for type “B” buildings shall include porches. The proposed residential units shall have a maximum height limitation of 38 feet, measured to roofline.

### **ANALYSIS**

The SP is consistent with the proposed community character policy and meets several critical planning goals. Metro Historic Zoning Commission has identified this building as Worthy of Conservation. Currently the building on the site is not protected by a historic overlay and could be demolished to permit new development consistent with the existing R6 and CS zoning districts. Metro Historic Zoning Staff is recommending approval of the project and encouraging the applicant to consider salvaging some of the elements of the house.

The proposed SP supports both polices by allowing more density, in an ideal location, that will support the commercial uses along Gallatin Pike and the existing transit service. The proposed detached residential units will also provide a strategic transition from a major corridor to the existing detached residential structures along Burchwood Avenue.

### **HISTORIC ZONING COMMISSION RECOMMENDATION**

#### **Approved**

- The project will result in the demolition of a Worth of Conservation property. Staff encourages the applicant to consider salvage of some elements of the house.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Received revised plans showing a 20' wide FD access road as required. Hydrants shall be located within 500' of all parts of every structure via approved hard-surfaced roads. Water flow requirements for single-family homes that do not exceed 3600 sq. ft. is a minimum of 1000 gpm @ 20 psi. Provide this data to pre-approve the future homes.

### **STORMWATER RECOMMENDATION**

#### **Approved with comments**

- Detention may be required (to be determined during construction drawing review).
- Downstream improvements may be required (to be determined during construction drawing review).

### **WATER SERVICES RECOMMENDATION**

#### **Approved**

- Approved as Preliminary SP. Applicant will need to pay required Capacity Fees and have approved Construction Plans before the Final SP can be approved.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

- Post no parking along Burchwood frontage. Parking restriction may require T&P approval.





## Metro Planning Commission Meeting of 12/11/2014

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

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

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)	0.235	7.26 D	2 U*	20	2	3

\*Based on one two-family lot.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.235	0.6 F	6,141 SF	301	13	37

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.47	-	8 U	77	6	9

Traffic changes between maximum: **R6** and **CS** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-244	-9	-31

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 and CS 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 could generate 3 more students than what is typically generated under the existing R6 and CS zoning district. Students would attend Hattie Cotton Elementary, Gra- Mar Middle School, and Maplewood High School. Hattie Cotton Elementary has been 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 2014.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP is consistent with the T4 Urban Community Center and T4 Neighborhood Maintenance of the East Nashville Community Plan.



## Metro Planning Commission Meeting of 12/11/2014

### CONDITIONS

1. No structure shall be more than three stories and shall be limited to a maximum height of 38 feet, measured to the roofline. Building elevations for all street facades shall be provided with the final site plan. Each of the proposed street facades shall have a distinct design and composition. The following standards shall be met:
  - a. Building facades fronting a street, courtyard and parking area shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing. Type "B" buildings shall have front porches facing Burchwood Avenue.
  - b. Windows shall be vertically oriented at a ratio of 2:1 or greater.
  - c. EIFS and vinyl siding shall be prohibited.
2. Type "B" landscape buffer yard shall be required along the west and north property lines.
3. A 6 foot opaque fence shall be required along the west and north property lines. Fence elevations shall be submitted with the final site plan.
4. Uses within this SP shall be limited to a maximum of eight residential units.
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 RM20-A zoning district as of the date of the applicable request or application.
6. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
7. Add the following note to plan: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
11. ) In association with the final site plan application, architectural elevations shall be submitted and approved by the Planning Department showing units facing the courtyard and Burchwood to be consistent with the elevations submitted on November 17, 2014, and consistent with all other conditions of approval. The recommended approval for the preliminary SP does not include the architectural elevations submitted December 8, 2014.

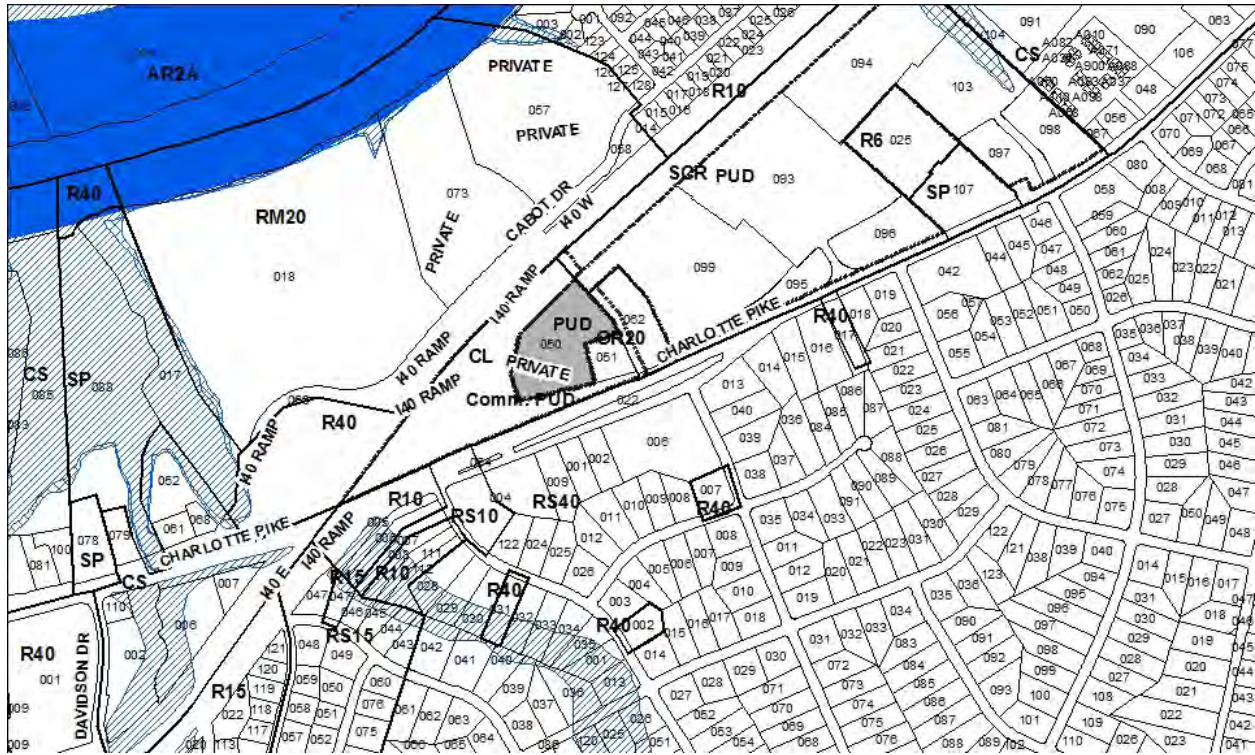


## **PLANNING COMMISSION ACTIONS**

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



# Metro Planning Commission Meeting of 12/11/2014



**144-66P-003**

OVERLOOK AT NASHVILLE WEST (REVISION & FINAL, PHASE 1)

Map 102, Parcel(s) 050

07, West Nashville

20 (Buddy Baker)



<b>Project No.</b>	<b>Planned Unit Development 144-66P-003</b>
<b>Project Name</b>	<b>Overlook at Nashville West (Rev. &amp; Final)</b>
<b>Council District</b>	20 – Baker
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Littlejohn, applicant; Nashville West Shopping Center, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revision and final to a portion of a Planned Unit Development to permit 9,800 SF of restaurant uses and 70,000 SF of hotel uses.**

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 Overlook at Nashville West Commercial Planned Unit Development Overlay District for property located at 6834 Charlotte Pike, approximately 525 feet west of Templeton Drive, zoned Commercial Limited (CL), (6.04 acres), to revise a portion of the approved PUD and for final site plan to permit 9,800 SF of restaurant uses and 70,000 SF of hotel uses where 10,101 square feet of restaurant uses and 70,000 SF of hotel uses were previously approved.

**Existing Zoning**

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

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

**CRITICAL PLANNING GOALS**

N/A

**PLAN DETAILS**

The site is located on the north side of Charlotte Pike abutting I-40 to the north. Nashville West is just to the east. Abandoned buildings including an old hotel and old restaurant sit on the subject site. The Planned Unit Development (PUD) was originally approved in 1966 for various commercial uses. In 2009, the Planning Commission approved a revision and final site plan for a 10,101 square foot restaurant and a 70,000 square foot hotel. The 2009 approval is the last approved plan.





## Metro Planning Commission Meeting of 12/11/2014

### Site Plan

The plan identifies two phases. Phase 1 includes two buildings that are identified as restaurants. The total floor area between the buildings is 9,800 square feet. Phase 2 includes a 70,000 square foot, 117 room hotel.

Primary access into the site will be from Charlotte Pike. Access is also proposed to Nashville West. Parking is provided as required by Code. Sidewalks are shown along Charlotte Pike. An internal sidewalk network is also shown.

### **ANALYSIS**

The primary change to the plan is to the area currently approved for a restaurant. The plan calls for two smaller buildings where one larger building is approved. There is little to no change proposed elsewhere on the plan. Being minor in nature, staff finds that the proposal is consistent with the overall plan approved by Council. Since the request does not propose any major changes then staff finds the request can be approved as a revision not requiring Council approval.

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

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

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



## Metro Planning Commission Meeting of 12/11/2014

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

### **FIRE MARSHAL'S OFFICE**

#### **Approved with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Prior to any construction within the ROW on Charlotte, submit TDOT approval letter to MPW. Revisions to the plan may be requested to obtain TDOT approval. Identify existing eastbound merge striping area on Charlotte Pk from 2 lanes to 1 lane section on the road construction plan.
- Remove the proposed steps from within the ROW prior to building permit approval.





## Metro Planning Commission Meeting of 12/11/2014

### STORMWATER RECOMMENDATION

#### Approve with conditions

1. Please succinctly verify the area of disturbance in this phase of the project. It will affect the plan review fee, grading permit fee, calculations, and the technical review comments.
2. Please verify the plan review and grading permit fees and remit payment for both.
3. Submit executed Long Term Maintenance Plan documents and associated fees (\$5/page + \$2 flat fee).
4. Provide documentation that clearly demonstrates the BMPs proposed will (bioretention, ponds) treat the first inch of water that falls to your site and remove 80% TSS. The engineering report and segmenting of the site is confusing.
  - a. Provide a cogent executive summary or some similar report. Include:
    - i. Calculations showing the flows to the site for each design storm
    - ii. Proportions of the flow handled by each BMP and the equivalent volumetric flow
    - iii. The modified land use characteristics: CN, Tv required, Tv provided.
5. Clean silt fences at 1/3 full not 1/2.
6. Stabilize steep slopes within 15 days, not 20.
7. No dirt is allowed to be tracked from the site. See C1 Note 13.
8. Are you planning to disturb off-site areas? See C1 note 4.
9. No inlet protection is allowed in the right of way.
10. Add headwalls to the culvert beneath the construction entrance
11. Add riprap to all headwall outlets.
12. Modify the sedimentation basin to meet TDEC Standards. Provide calculations to support sizing.
  - a. See page 222/406 of the pdf version of the Erosion Control Handbook by TDEC
  - b. Add a forebay
  - c. Check the volumes and elevations
  - d. Modify the design to obtain the 4:1 length to width ratio
    - i. Add a baffle if necessary
    - ii. Move the outlet if necessary
13. In general:
  - a. All pipe connected to MWS infrastructure is to be RCP or CMP 15" or larger.
14. All storm sewer pipe runs 50' or less shall be 15". Longer runs shall be 18" diameter or equivalent or larger. See MWS Volume 2 Section 6.1.4 for details. Update drainage structures on C4.0 accordingly.
15. On drawing C4.0, I could not
  - a. Locate B3, B4, and F2.
  - b. Identify: D3, O3, or C5
16. Drawing C4.0 shows storm flow spread over the footpaths. Please follow-up with Public Works on this issue.
17. The detail on drawing C6.2 for downspout collectors references lead and oakum caulk. These materials are not permitted.
18. Limit spread to 8'. See SWMM Vol. 2.
19. Provide elevations showing the hydraulic grade lines and the grade elevations. Make sure there is 1' minimum between them.
20. RCP and CMP pipe are required in all Metro right of ways. Plastic storm pipe is not permitted.
21. C4.1 shows a note regarding pervious pavement. I did not see calculations or details for this pavement elsewhere. Please provide details.



## Metro Planning Commission Meeting of 12/11/2014

22. All stone to be prewashed and free of fines.
23. Use the MWS standard proportions for bioretention media and show it on drawing C6.1
24. The bottom storage stone layer is to be flat.
25. Resize the underdrain to meet Volume 4.
26. Provide a list of plantings showing ratio of trees to shrubs, quantities, and species used.
27. Provide a landscape plan on drawing L1.
28. Provide citation for the Metro requirements in the engineer's report.
29. Submit a certification from the BMPs manufacturer stating that they chose the model and sized the proprietary unit according to MWS standards.

### **WATER SERVICES**

#### **Approved with conditions**

- This approval only applies if Phase 1 and Phase 2 are contained on the same lot. If Phase 2 is to be parcelled off from Phase 1 as a separate lot, than public construction plans will be required for Phase 2. Separate lots may not share private water or sewer service lines.
- The required capacity fees are paid at Permits stage.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

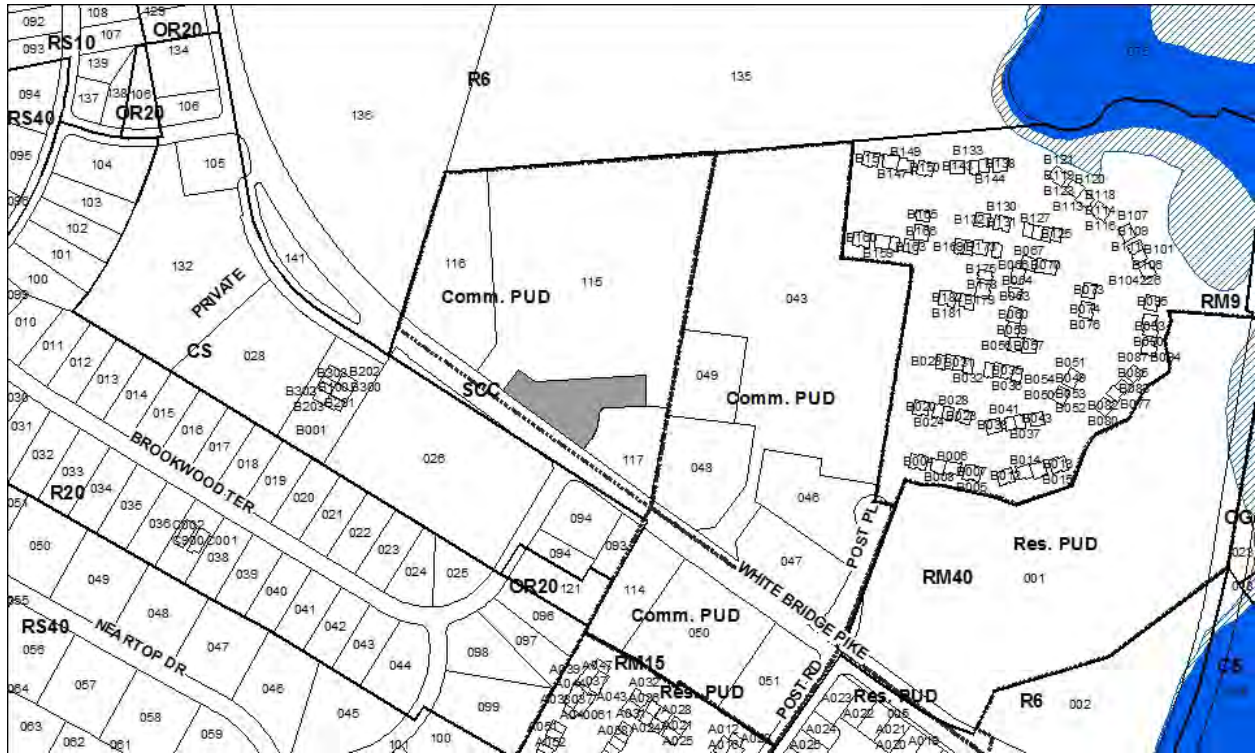
1. The Nashville West PUD must be revised to include the connection identified on the plan. The current approval is for the portion of the drive located within the subject PUD only.
2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. 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.
4. 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. Billboards are prohibited.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. 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.
7. 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/11/2014



**154-79P-001**

**LIONS HEAD VILLAGE WEST (PARKING LOT REVISIONS)**

Map 103-14, Parcel(s) 115

07, West Nashville

24 (Jason Holleman)



<b>Project No.</b>	<b>Planned Unit Development 154-79P-001</b>
<b>Project Name</b>	<b>Lions Head Village West (Parking Lot Revisions)</b>
<b>Council District</b>	24 – Holleman
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Kimley-Horn, applicant; Dayton-Hudson, Corp., owner.
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise preliminary plan and final site plan approval for portion of Lions Head Village West PUD.**

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 Lions Head Village West Planned Unit Development Overlay District for property located at 26 White Bridge Pike, opposite Brookwood Terrace, zoned Shopping Center Community (SCC) (9.24 acres), to add a traffic signal at an existing entrance location and to permit a revised parking lot layout to accommodate the proposed traffic signal.

**Existing Zoning**

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

**CRITICAL PLANNING GOALS**

N/A

**ANALYSIS**

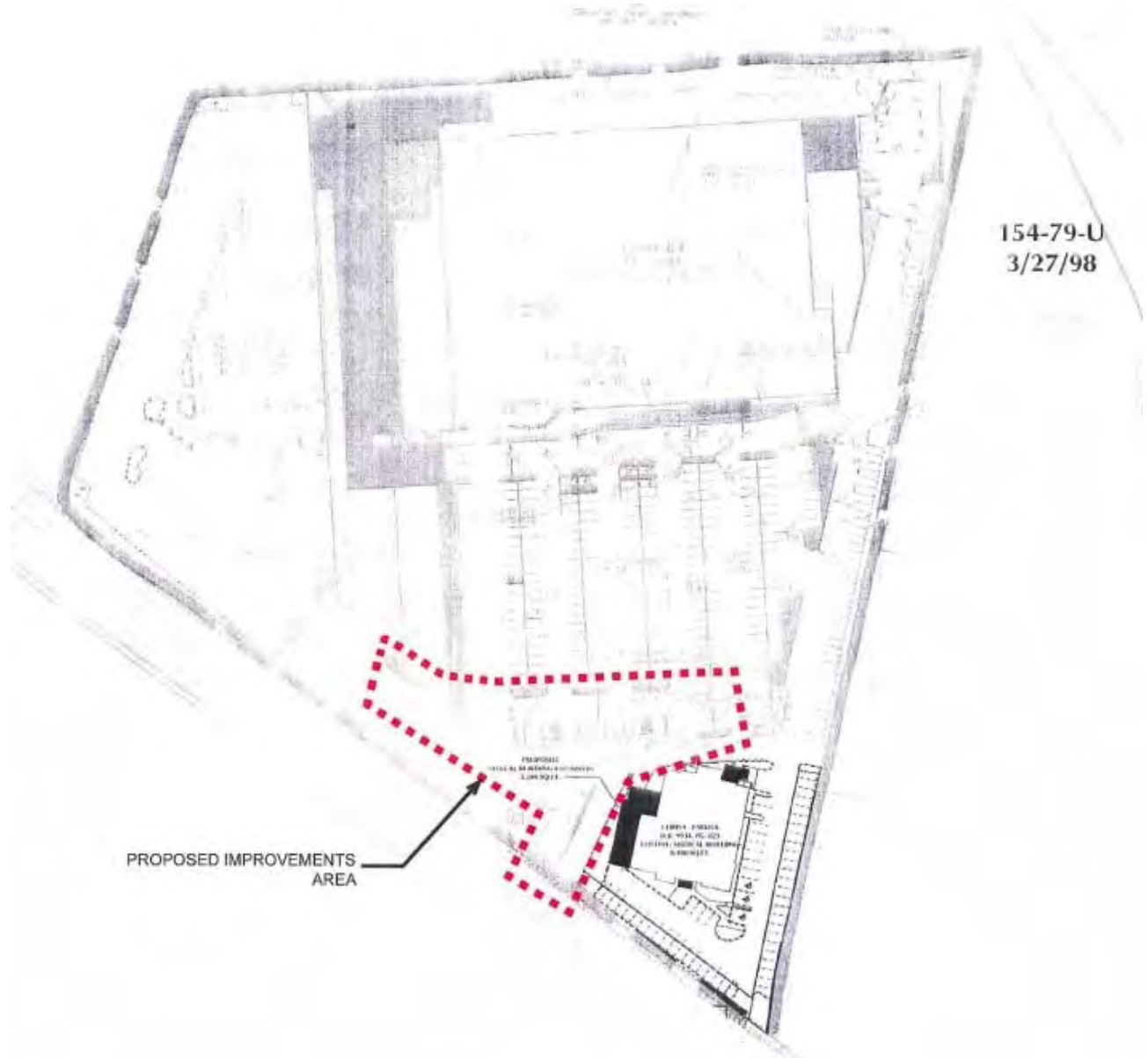
The Lions Head Village West PUD is located on the north side of White Bridge Road, opposite Brookwood Terrace. The PUD was approved by Council in 1979 to allow for retail and office uses. The most recent revision in July 2005 was to allow for an expansion of the retail building.

The requested revision is to add a traffic signal at an existing entrance location and to revise the parking lot layout to accommodate the proposed traffic signal. The number of parking spaces will be reduced from 502 to 469. Even with the reduction, the number of spaces provided will exceed the minimum required by the Zoning Ordinance by 50 spaces.

No changes are being proposed that conflict with the concept of the Council approved plan. No additional building area is being added and no uses are being added. Consequently, staff finds that the proposed revision is a minor modification.



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Improvements Area**



## Metro Planning Commission Meeting of 12/11/2014

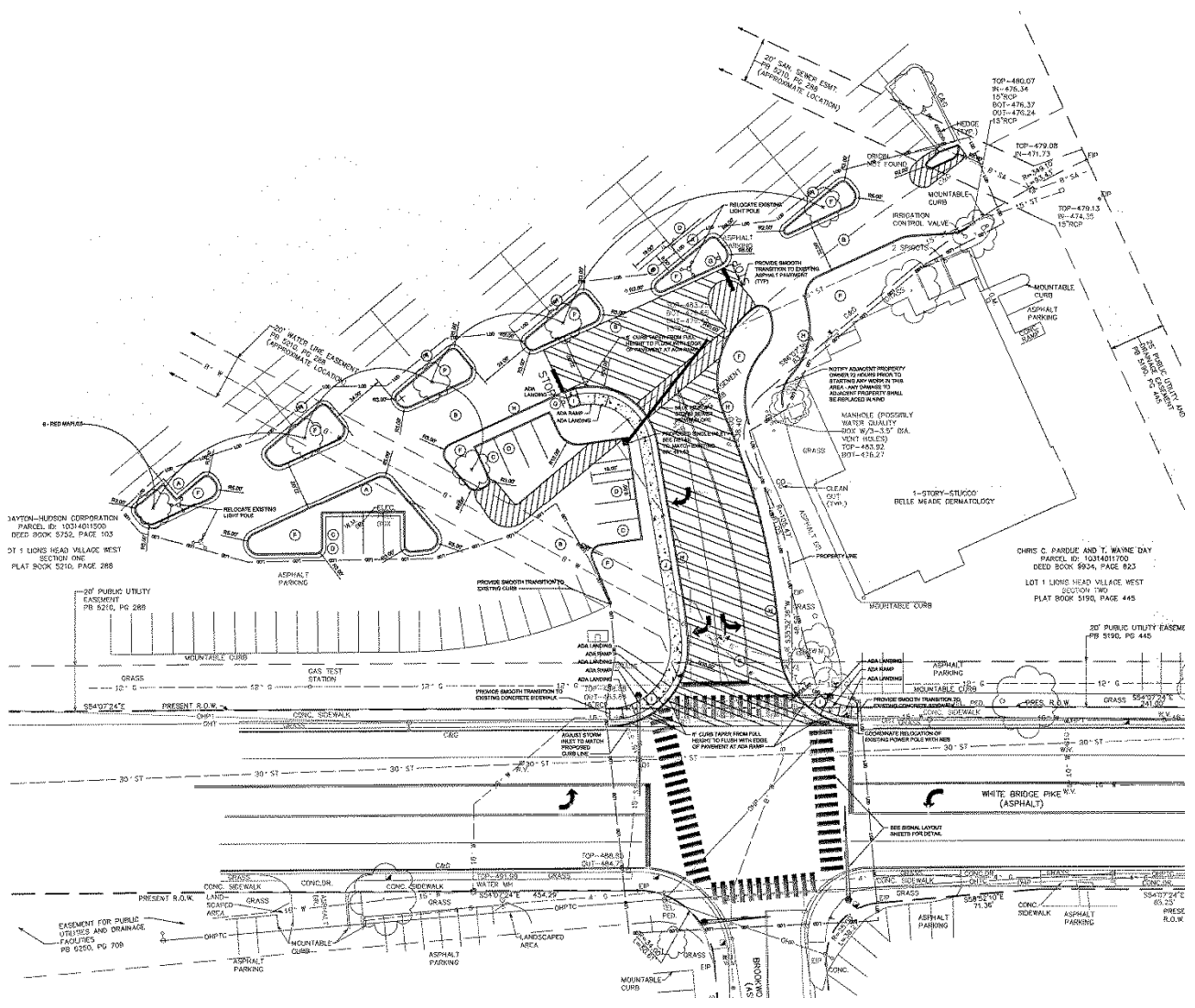
Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, and is provided below for review.

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;
  - 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.



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Site Plan**





## Metro Planning Commission Meeting of 12/11/2014

- 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.

The proposal is for a revision to the preliminary plan and for final site plan approval to add a traffic signal at an existing entrance location and to revise the parking lot layout to accommodate the proposed traffic signal. As the proposed revision keeps with the overall intent of the PUD and the final site plan is consistent with the Zoning Code, planning staff recommends approval of the request.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

Ignore

### **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.
- Prior to initiation of construction submit verification of TDOT approval to MPW.
- Signal Plans must be approved by the Metro Traffic and Parking Commission.

### **TRAFFIC & PARKING RECOMMENDATION**

**Approve with conditions**

- Signal plans will require approval by Metro traffic engineer and T&P commission.

### **WATER SERVICES**

**Approved with conditions**

- Add the following note to the plans: Concerning paving work, casting adjustments shall be made on all public water and sewer infrastructure, if needed, according to Metro Water requirements. Anything added to the new parking islands shall not interfere with the operation and maintenance of public water and sewer infrastructure underneath.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



## Metro Planning Commission Meeting of 12/11/2014

### CONDITIONS

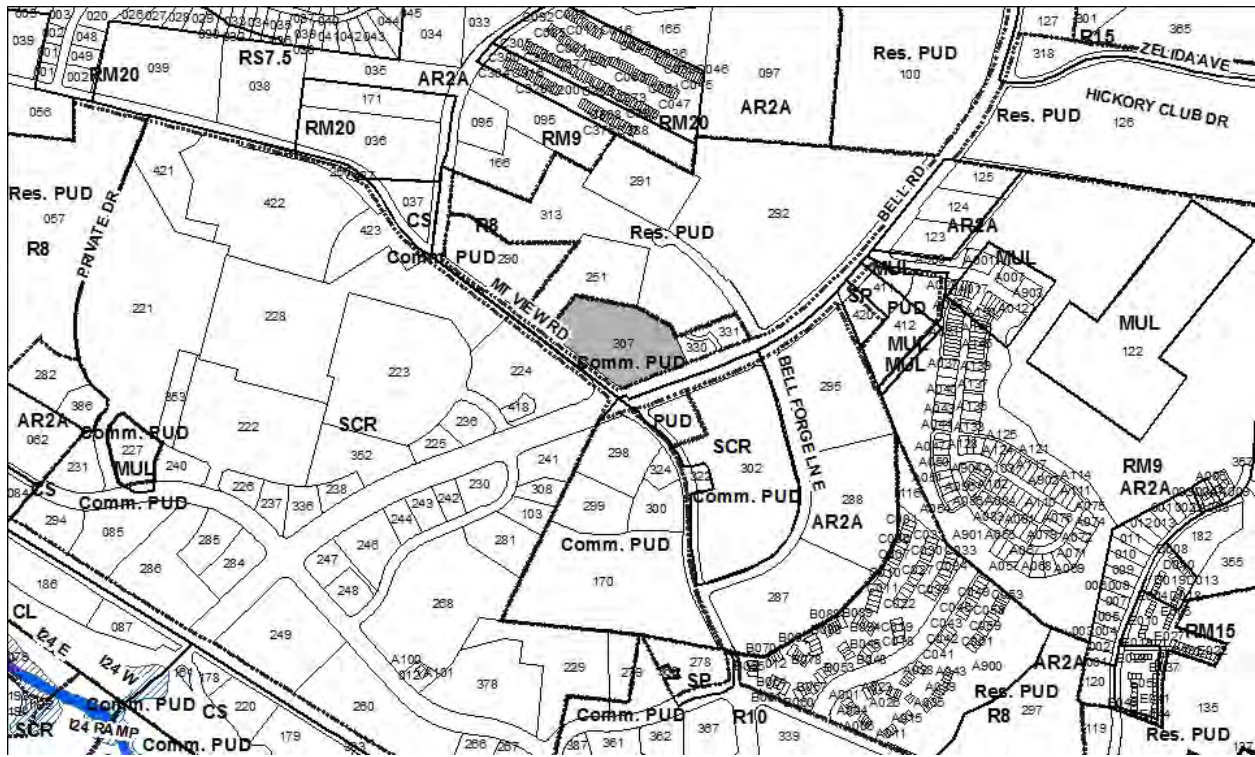
1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. 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 Stormwater Management division of Water Services.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. 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.
7. 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/11/2014



**158-77P-005**

**HICKORY HOLLOW RETAIL CENTER (PERIODIC REVIEW)**

Map 163, Parcel(s) 307

13, Antioch - Priest Lake

32 (Jacobia Dowell)



<b>Project No.</b>	<b>Planned Unit Development 158-77P-005</b>
<b>Project Name</b>	<b>Hickory Hollow Retail PUD Review</b>
<b>Council District</b>	32 – Dowell
<b>School District</b>	6 – Hunter
<b>Requested by</b>	Councilwoman Jacobia Dowell
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Withdraw.</i>

---

**APPLICANT REQUEST**

**Periodic review of a portion of a Planned Unit Development.**

Periodic PUD Review

A request to the Metro Planning Department for a periodic review of a portion of a Planned Unit Development Overlay District, located at 771 Bell Road, at the corner of Bell Road and Mt. View Road, zoned One and Two-Family Residential (R8) (5.87 acres), approved for commercial development.

**STAFF RECOMMENDATION**

Staff recommends that the request be withdrawn, as requested by the applicant.





<b>Project No.</b>	<b>Planned Unit Development 74-79P-012</b>
<b>Project Name</b>	<b>Nashboro Village (The Golf Retreat At Nashville)</b>
<b>Council District</b>	29 – Johnson
<b>School District</b>	6 – Hunter
<b>Requested by</b>	Wamble & Associates, PLLC, applicant; Nashboro Golf Course, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise a portion of a Planned Unit Development to permit 20 residential units.**

Revise Preliminary PUD and Final Site Plan

A request to revise a portion of the preliminary plan for the Nashboro Village Planned Unit Development Overlay District for a portion of property located at 171 Bell Road, approximately 1,000 feet south of Nashboro Boulevard, zoned One and Two-Family Residential (R10) (1.2 acres), to permit up to 20 residential units where a 100-unit, five-story building was previously approved.

**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. *Uses including density on this site is 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 site is part of a larger PUD that permits a variety of residential types including nonresidential uses. The subject site is approved for 100 residential units.*

**CRITICAL PLANNING GOALS**

N/A

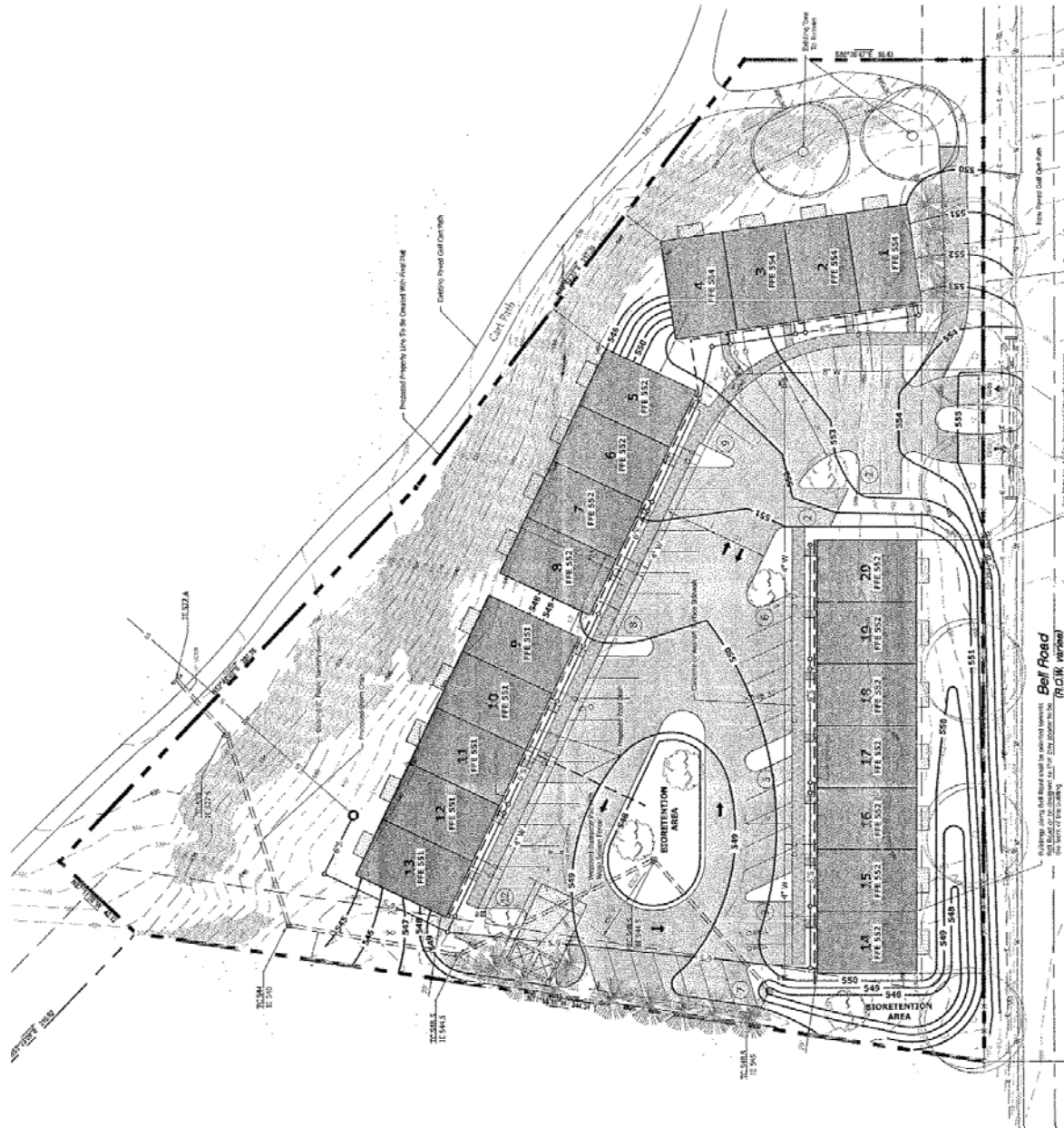
**PLAN DETAILS**

The Nashboro Village PUD is located between Murfreesboro Pike and Bell Road south of Smith Springs Road in the Antioch area of Davidson County. The PUD was originally approved by the Metro Council in 1979 for a range of housing types, commercial uses, recreational facilities and a day care center. The PUD was divided into 28 development sites and these have been developed in





# Metro Planning Commission Meeting of 12/11/2014



**Proposed Site Plan**





## Metro Planning Commission Meeting of 12/11/2014

phases over time. Portions of the PUD have been revised and the master plan updated a number of times. The main recreational facilities include a golf course, which is the central feature of the PUD, and a tennis facility.

A maintenance building for the golf course is currently on this site. The site is currently approved for a five story multi-family building with a maximum of 100 units. In 2012, a periodic review of the subject site was initiated by the District Councilmember. The Commission determined that it was inactive. The Commission recommended that the PUD be amended to remove the five story building but permit development that is in scale with other development along Bell Road not exceeding 100 units. Furthermore, the Commission indicated in the resolution that this change could be considered as a revision. The PUD was not amended as recommended by the Commission.

### Site Plan

The plan calls for a total of 20 multi-family townhome units. Units are divided into four separate pods. Access into the site will be from a single, gated drive from Bell Road. The plan provides a cart pathway to the existing cart pathway located on the neighboring golf course.

### **ANALYSIS**

The plan is consistent with the Commission's previous recommendation to Council and the changes are minor in nature and do not require Council approval. Sidewalks are required for this project. Sidewalks shall be required on site along Bell Road, off site at an appropriate location or a payment may be made in lieu of constructing the sidewalks. If off site sidewalks are the preferred option of the applicant, then the developer shall work with Planning and Public Works to determine the appropriate location for the required 404 feet of sidewalk. Construction plans for any off site sidewalks shall be approved by the Planning Department and the Public Works prior to the approval of any final site plan. The contribution shall be \$38,784 and must be paid prior to the approval of any final site plan.

Staff finds that the proposal is a minor revision and does not require Council approval. Section 17.40.120.G permits the Planning Commission to approve "minor modifications" under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, which is provided below for review.

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

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



## Metro Planning Commission Meeting of 12/11/2014

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.

### **FIRE MARSHAL'S OFFICE**

#### **Approved with conditions**

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



## **Metro Planning Commission Meeting of 12/11/2014**

### **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.
- Prior to building permit approval, add note to the plans indicating that the developer may be required to remove vegetation along the ROW to ensure adequate sight distance for the proposed driveway.
- Gates shall be located a minimum of 40 Ft. from Bell Road. Remove median in driveway.

### **STORMWATER RECOMMENDATION**

#### **Approved with conditions**

- All roof drains / pavement shall be routed to the water quality feature.

### **WATER SERVICES**

#### **Approved**

### **STAFF RECOMMENDATION**

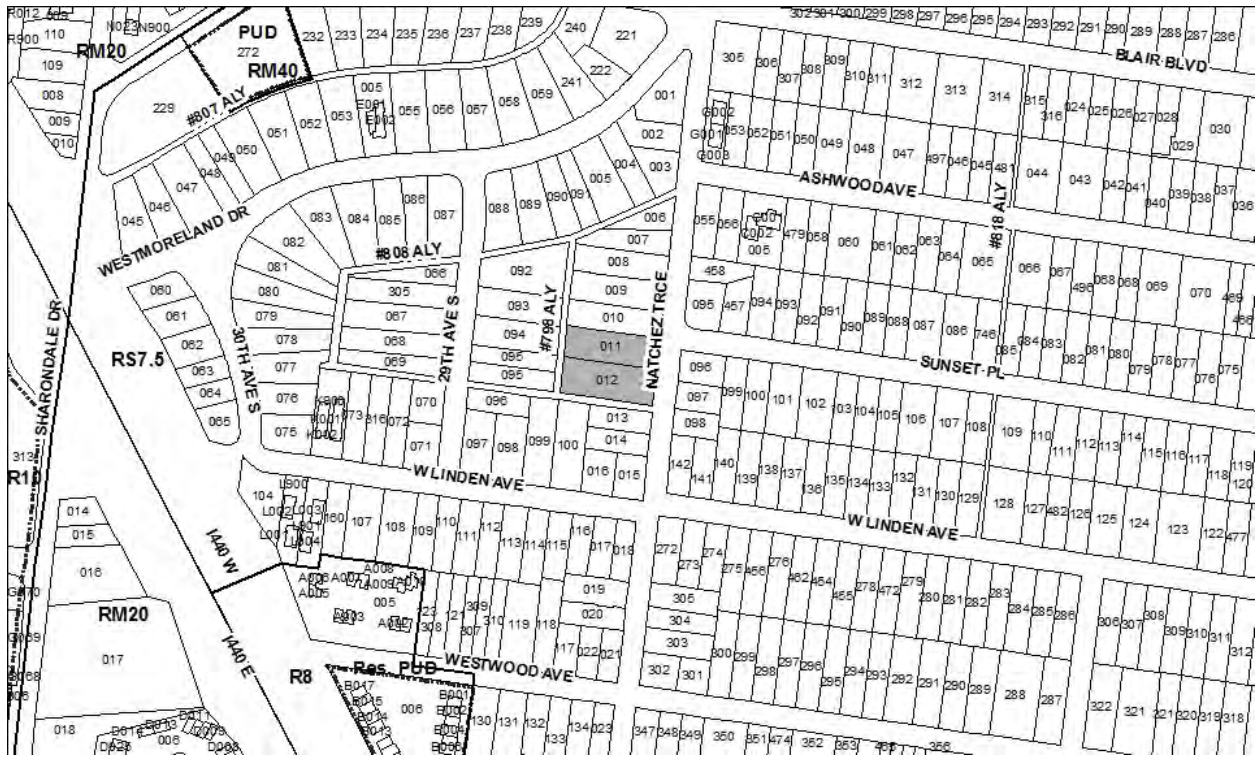
Staff recommends approval with conditions.

### **CONDITIONS**

1. Any entrance gate shall be located a minimum of 40 feet from Bell Road.
2. Sidewalks are required for this project. Sidewalks shall be required on site along Bell Road, off site at an appropriate location or a payment may be made in lieu of constructing the sidewalks. If off site sidewalks are the preferred option of the applicant, then the developer shall work with Planning and Public Works to determine the appropriate location for the required 404 feet of sidewalk. Construction plans for any off site sidewalks shall be approved by the Planning Department and the Public Works prior to the approval of any final site plan. The contribution shall be \$38,784 and must be paid prior to the approval of any final site plan.
3. All units along Bell Road (11 – 20) shall front onto Bell Road, including doors and windows.
4. 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.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



# Metro Planning Commission Meeting of 12/11/2014



**2013S-123-002**

WESTMORELAND PLACE, RESUB LOTS 70-71 & PART OF LOT 72

Map 104-15, Parcel(s) 011-012

10, Green Hills - Midtown

18 (Burkley Allen)



<b>Project No.</b>	<b>Subdivision 2013S-123-002</b>
<b>Project Name</b>	<b>Westmoreland Place, Resub. Lots 70-71</b>
<b>Council District</b>	18 – Allen
<b>School District</b>	8 – Pierce
<b>Requested by</b>	Greenway Avenue Investors, LLC, owner; HFR Design, Inc., applicant.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Final plat to create three lots.**

Final Plat

A request for final plat approval to create three lots within the Hillsboro-West End Neighborhood Conservation Overlay District on properties located at 2509 and 2511 Natchez Trace, approximately 375 feet south of Ashwood Avenue, zoned Single-Family Residential (RS7.5) (0.7 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 4 lots.*

**CRITICAL PLANNING GOALS**

N/A

**PLAN DETAILS**

The plat proposes three single-family lots located at 2509 and 2511 Natchez Trace. The proposed subdivision is considered an infill subdivision and also is located in the Hillsboro-West End Neighborhood Conservation Overlay. Therefore, the subdivision is reviewed against the criteria for determining compatibility for designated historic districts that is outlined in Section 3-5.4 of the Subdivision Regulations.

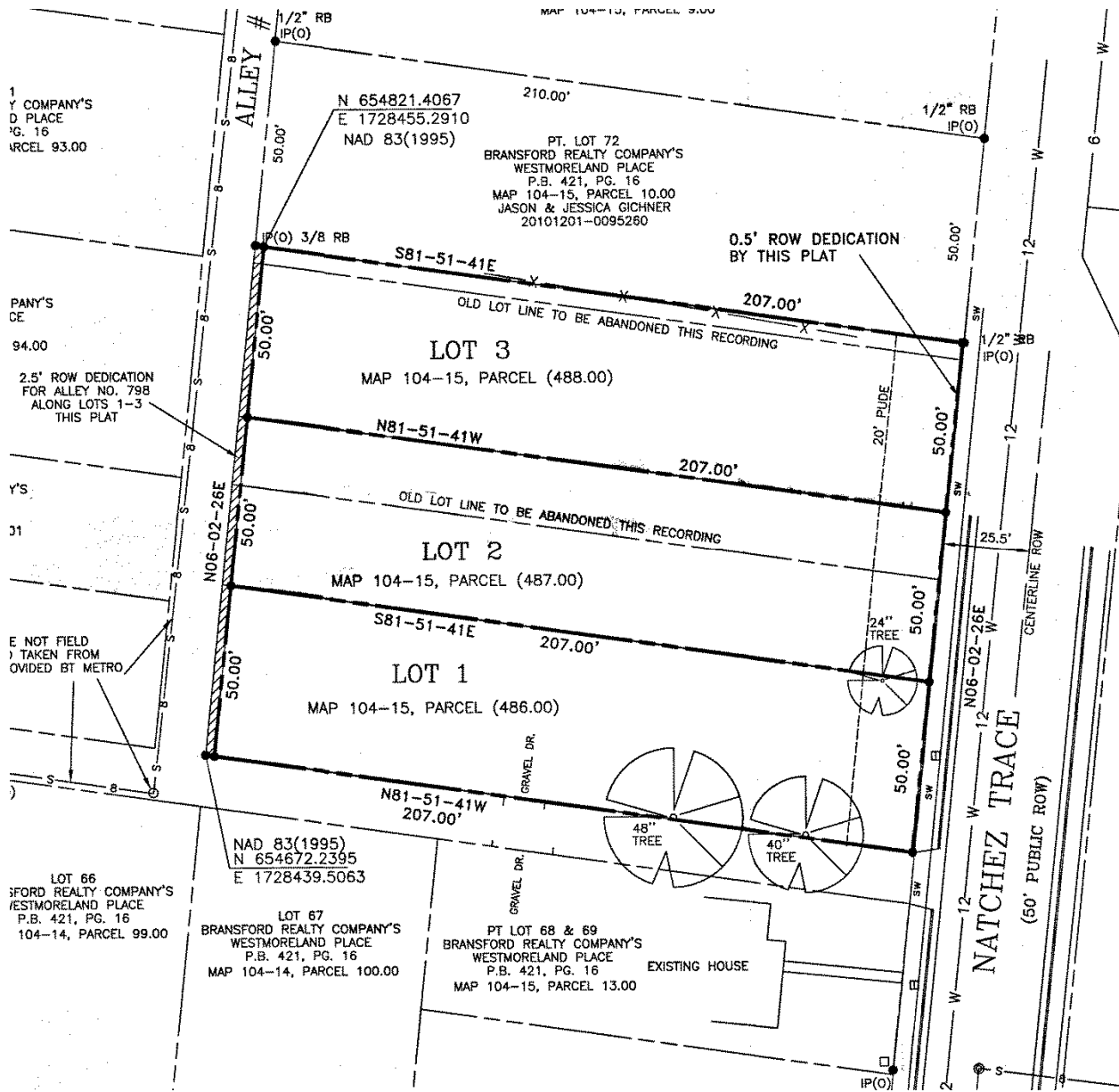
The subdivision is served by an improved alley located to the west of the site, and the plat includes a note restricting vehicular access to the alley and prohibiting vehicular access from Natchez Trace. An existing sidewalk network is located along the Natchez Trace frontage.

The existing two lots encompass approximately 0.7 acres and are proposed to be subdivided into three single-family lots with the following areas and street frontages:

- Lot 1: 10,468 Sq. Ft., (0.24 Acres), and 50 Ft. of frontage;
- Lot 2: 10,468 Sq. Ft., (0.24 Acres), and 50 Ft. of frontage;
- Lot 3: 10,468 Sq. Ft., (0.24 Acres), and 50 Ft. of frontage.



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Subdivision**



## Metro Planning Commission Meeting of 12/11/2014

### **ANALYSIS**

#### Lot Compatibility

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

#### Designated Historic Districts

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

#### Zoning Code

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

#### Historic Zoning Commission Recommendation

The Historic Zoning Commission has reviewed the subdivision and recommends approval.

#### Agency Review

All reviewing agencies recommend approval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **HISTORIC ZONING RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **No exception taken**

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions of the subdivision as the Metro Historic Zoning Commission recommends approval and it is consistent with the Subdivision Regulations.

### **CONDITIONS**

1. Correct case number on the plat – 2013S-123-002.



# Metro Planning Commission Meeting of 12/11/2014



**2014S-224-001**  
TENNESSEE AVENUE (UNNUMBERED)  
Map 091-07, Parcel(s) 384  
07, West Nashville  
20 (Buddy Baker)





<b>Project No.</b>	<b>2014S-224-001</b>
<b>Project Name</b>	<b>Tennessee Avenue (unnumbered)</b>
<b>Council District</b>	20 – Baker
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Campbell, McRae & Associates Surveying, Inc., applicant; West Nashville Development Co., LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

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**APPLICANT REQUEST**

**Create two lots.**

Final Plat

A request for final plat approval to create two lots on property located at Tennessee Avenue (unnumbered), approximately 325 feet east of 51st Avenue North, zoned Single-Family Residential District (RS3.75) (0.21 acres).

**Existing Zoning**

Single-Family Residential District (RS3.75) requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 9.87 dwelling units per acre. *RS3.75 would permit a maximum of 2 units.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development

The proposed subdivision creates infill housing opportunity in an area that served by existing 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 subdivision requires a minimum building setback line and a height limitation that will ensure infill development compatible with the surrounding character of the community.

**PLAN DETAILS**

In March 2004, the Council closed a portion of 50<sup>th</sup> Avenue North between Tennessee Avenue and Kentucky Avenue. Twenty-five (25) feet, of the fifty (50) foot right-of-way, was dedicated to the parcel to the west. In May 2013, the Council abandoned the easement rights for the former right-of-way of 50<sup>th</sup> Avenue North. In early 2014, the Planning Commission and Council approved a rezoning to the existing parcel from R6 to RS3.75. With the right-of-way and easements abandoned, the final plat proposes two lots with frontage on Tennessee Avenue. Both lots will only have access via the improved alley to the south of the property.





## Metro Planning Commission Meeting of 12/11/2014

The proposed subdivision does not meet the infill compatibility analysis that is outlined in Section 3-5.2 of the Subdivision Regulations because Lot 1 and Lot 2 do not meet the area requirement calculated from the surrounding parcels to determine compatibility. 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: 4,500 Sq. Ft., (0.105 Acres), and 30.00 Ft of frontage
- Lot 2: 4,500 Sq. Ft., (0.105 Acres), and 30.00 Ft of frontage

### 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 Tennessee Drive, excluding the church located at 4905 Tennessee Avenue. Both proposed lots meet the required frontage, but do not meet the required area. Both proposed lots are six square feet short of the 4,506 square feet required.

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 RS37.5 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 9.92 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.

<b>Lot 1 Frontage Analysis</b>	
Minimum Proposed	30.00'
<b>70% of Average</b>	<b>29.16'</b>
Smallest Surrounding Parcel	25'

<b>Lot 2 Frontage Analysis</b>	
Minimum Proposed	30.00'
<b>70% of Average</b>	<b>29.16'</b>
Smallest Surrounding Parcel	25'



## Metro Planning Commission Meeting of 12/11/2014

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.

Lot 1 Size Analysis		Lot 2 Size Analysis	
Minimum Proposed	4,500 SF	Minimum Proposed	4,500 SF
<b>70% of Average</b>	<b>4,506 SF</b>	<b>70% of Average</b>	<b>4,506 SF</b>
Smallest Surrounding Parcel	3,920.40 SF	Smallest Surrounding Parcel	3,920.40 SF

3. Street Setback: Lot 1 and Lot 2 shall have a minimum building setback of 20 feet, consistent with the neighboring houses. No parking shall be permitted between Tennessee Avenue and future structures.

4. Lot Orientation: Lot 1 and Lot 2 will be orientated to Tennessee Avenue.

To make the development harmonious with the surrounding community character, the applicant has agreed to the following conditions: Lot 1 and Lot 2 shall have a minimum setback of 20 feet, which is consistent with the surrounding setbacks. Lot 1 and Lot 2 shall only have access via the existing alley. No access to Tennessee Avenue is permitted. No parking shall be permitted in the front setback and a maximum of one driveway point per lot. Parking, driveways and all other impervious services in the required street setback shall not exceed 12 feet in width. The maximum of all structures shall not exceed 35 feet in height, to the roofline.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

#### **Conditions if approved**

- Prior to recording the final plat, add to the beginning of the title "Plan of West Nashville Subdivision."

### **STORMWATER RECOMMENDATION**

**Approved**

### **WATER SERVICES RECOMMENDATION**

**Approved**

- As all our previous issues have been addressed on the latest re-plat (stamped received Dec 1 2014), including payment of capacity fees, we recommend approval.



## Metro Planning Commission Meeting of 12/11/2014

### STAFF RECOMMENDATION

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

### CONDITIONS

1. Lot 1 and 2 shall have a minimum front setback of 20 feet. The minimum setback line shall be depicted on the plat.
2. The maximum of all structures shall not exceed 35 feet in height, to the roofline.
3. Add Note No. 16 "Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width." Add "See Note 16" to Lot 1 and Lot 2.
4. Sidewalks are required. The total payment for this proposal is \$5,760.00 (\$ 96 per linear foot x 60 feet) and would apply to Pedestrian Benefit Zone 1-A. Prior to the plat being recorded one of the following must take place:
  - Submit bond application for the sidewalk and post bond with the Planning Department.
  - Submit payment in-lieu of construction to the Planning Department (please see above for details on required fee).
  - Construct sidewalk and have it accepted by Public Works.
  - Construct an equal length of sidewalk within the same Pedestrian Benefit Zone (1-A), in a location to be determined in consultation with the Public Works Department.



# Metro Planning Commission Meeting of 12/11/2014



**2014S-234-001**

**BUSH SPAIN SUBDIVISION RESUB LOT 29**

Map 072-09, Parcel(s) 154

05, East Nashville

05 (Scott Davis)



**Project No.** 2014S-234-001  
**Project Name** Bush Spain Subdivision, Resub Lot 29  
**Council District** 5 – S. Davis  
**School District** 5 – Kim  
**Requested by** Doyle Elkins, applicant; Anne House, owner.

**Staff Reviewer** Sajid  
**Staff Recommendation** Approve with conditions.

**APPLICANT REQUEST**

**Create two lots.**

Final Plat

A request for final plat approval to create two lots on property located at 906 Spain Avenue, approximately 165 feet east of Gear Street, zoned One and Two-Family Residential (R6) (0.37 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 2 lots with 2 duplex lots for a total of 4 units.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development

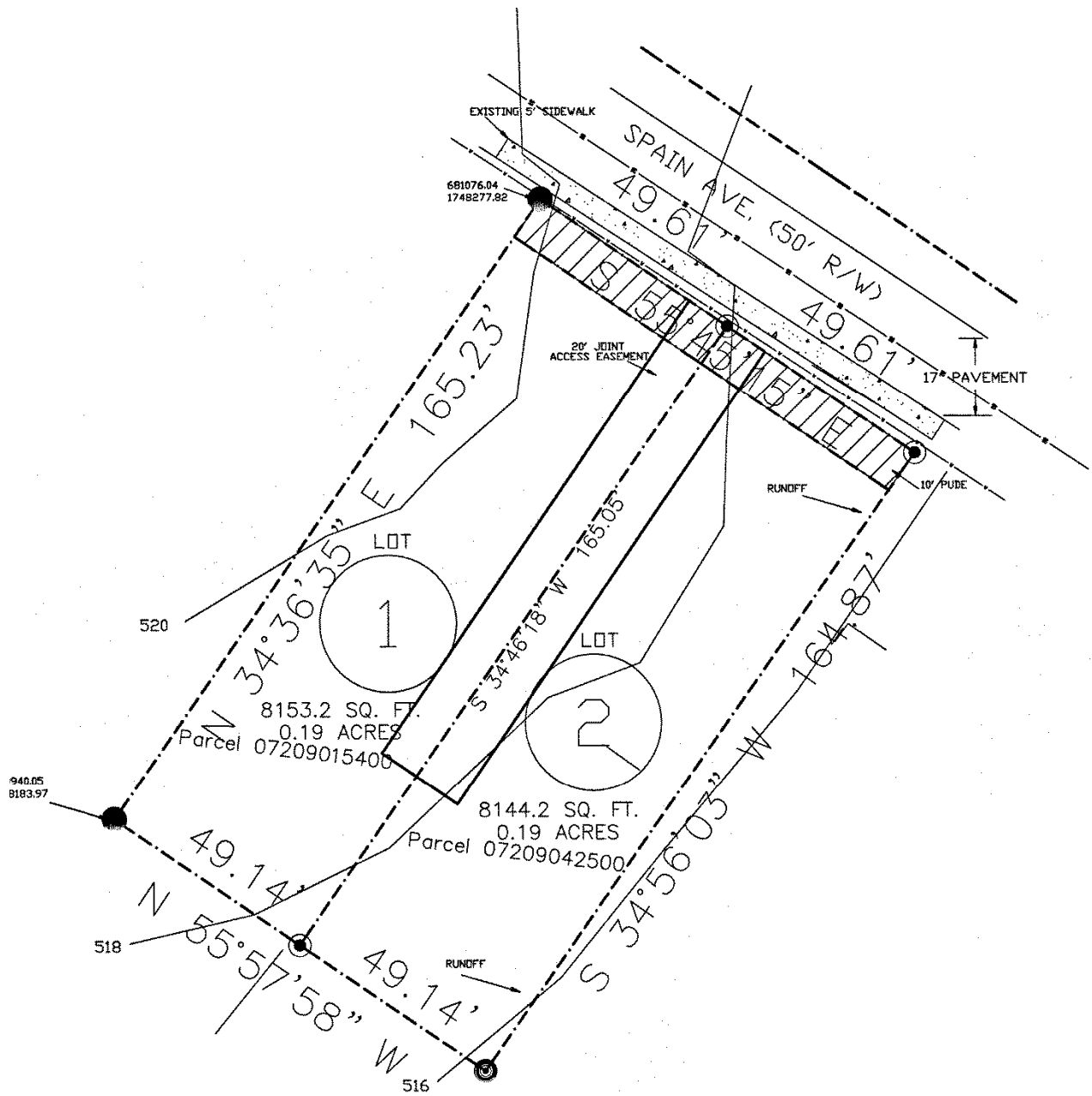
**PLAN DETAILS**

The applicant requests final plat approval for a two lot subdivision of property located on Spain Avenue in the East Nashville community plan area. The existing single-family structure on the site is proposed to be demolished to permit the development of detached duplexes on both proposed lots. The proposed subdivision is located in an Urban Neighborhood Maintenance policy area and also falls under the Single-Family Detached Special Policy. 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.

The existing lot is 16,297 square feet and has 98.28’ feet of frontage on Spain Avenue and is proposed to be subdivided into two lots with the following areas and street frontages:



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Subdivision**





## Metro Planning Commission Meeting of 12/11/2014

- Lot 1: 8,153 Sq. Ft., (0.187 Acres), and 49.14 Ft. of frontage;
- Lot 2: 8,144 Sq. Ft., (0.189 Acres), and 49.14 Ft. of frontage.

The applicant proposes to limit development to detached duplexes, incorporate a contextual street setback of 43.3 feet, and provide joint access for the lot as required by the Subdivision Regulations.

### 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

Both lots meet the minimum standards of the R6 zoning district.

#### Street Frontage

Both 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 10.3 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 50 ft which is the smallest frontage of the surrounding parcels. The proposed subdivision does not meet the lot frontage requirement.

<b>Lot Frontage Analysis</b>	
Minimum Proposed	49.14'
70% of Average	40.83'
<b>Smallest Surrounding Parcel</b>	<b>50'</b>

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 7,819 square feet, which is the lot area of the smallest surrounding parcel. The proposed subdivision meets the lot size requirement.

<b>Lot Size Analysis</b>	
Minimum Proposed	8,144 SF
70% of Average	6,684 SF
<b>Smallest Surrounding Parcel</b>	<b>7,819 SF</b>



## Metro Planning Commission Meeting of 12/11/2014

3. Street setback: A contextual front setback of 43.3 feet is proposed.

4. Lot orientation: Both proposed lots are orientated toward Spain Avenue which is consistent with the existing lot pattern.

### Agency Review

All reviewing 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 meet this provision: platting a contextual front setback and limiting access to a joint access easement on Spain Avenue. Staff finds that the conditions proposed by the applicant overcome the incompatibility of the proposed lots with regard to lot frontage to provide for the harmonious development of the community.

### Special Policy

The proposed subdivision is consistent with the Single-Family Detached Special Policy. Both lots are duplex eligible, and the applicant proposes limiting development to detached duplexes which maintains a single-family context at the street.

### **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 subdivision provides for the harmonious development of the community as the conditions proposed by the applicant overcome the incompatibility of the proposed lots with regard to lot frontage. Therefore, staff recommends approval with conditions.

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

1. Prior to recordation a note shall be added stating: "Any two-family residential development shall be limited to detached duplexes."
2. Prior to recordation a note shall be added stating: "Parking pads shall not be permitted within the front setback."
3. The existing house shall be demolished and removed from the plat prior to recordation.
4. Prior to recordation, the existing curb cuts shall be consolidated and only one curb cut shall be permitted for access.



## **Metro Planning Commission Meeting of 12/11/2014**

5. Prior to recordation, the plat shall show proposed front setback on the lots.
6. Prior to recordation, all references to side and rear setbacks shall be removed from the plat.



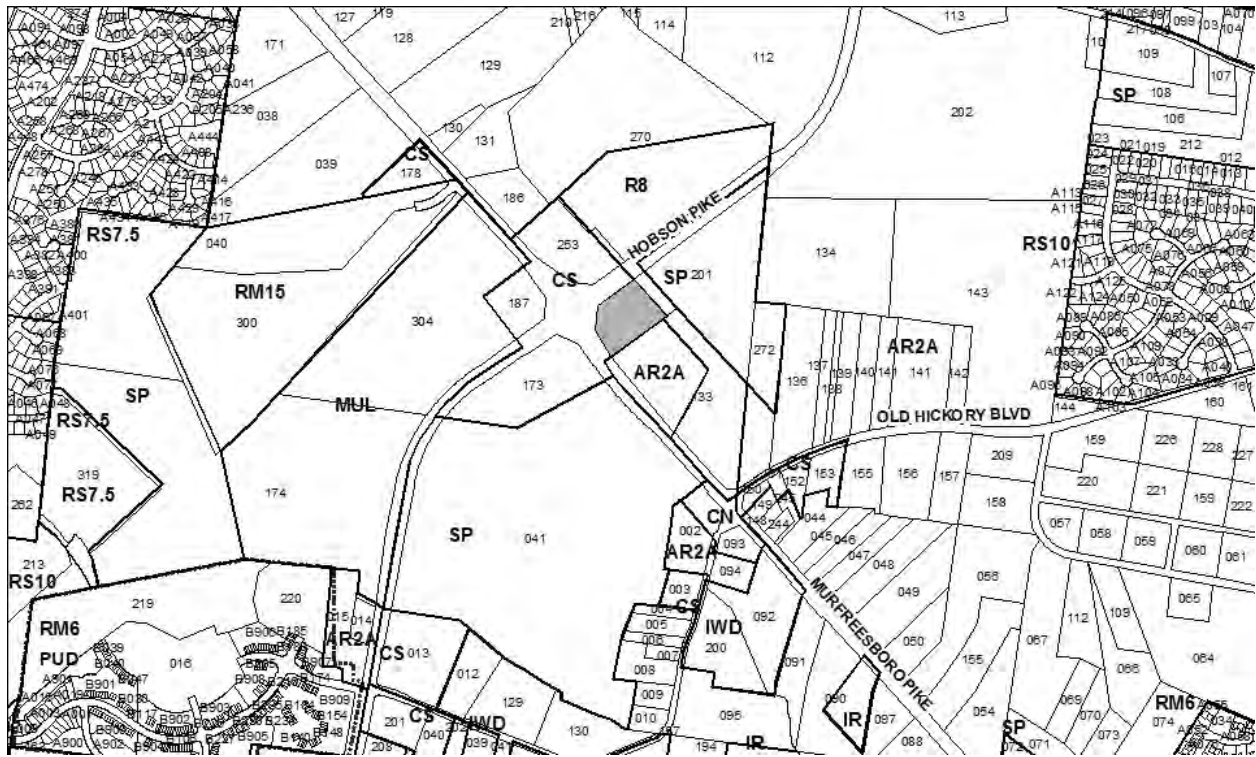
**SEE NEXT PAGE**



# **UDO MODIFICATION**



# Metro Planning Commission Meeting of 12/11/2014



**2013UD-002-002**

**MURFREESBORO PIKE UDO (MODIFICATION: MAPCO MART)**

Map 164, Parcel(s) 201

13, Antioch - Priest Lake

33 (Robert Duvall)



<b>Project No.</b>	<b>UDO Major Modification</b>
	<b>2013UD-002-002</b>
<b>Project Name</b>	<b>MAPCO Mart Murfreesboro Pike UDO</b>
<b>Council District</b>	33 – Duvall
<b>School District</b>	06 – Hunter
<b>Requested by</b>	Randy Harper, Perry Engineering, LLC, applicant; Belz-McDowell Properties, owner.
<b>Staff Reviewer</b>	Diaz
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**UDO modifications for landscaping and setback requirements.**

Modification

**A request for a modification to the Murfreesboro Pike Urban Design Overlay District standards for property located at Murfreesboro Pike (unnumbered), at the corner of Murfreesboro Pike and Hobson Pike, zoned Commercial Service (CS), to permit a modification of the front setback and the perimeter landscaping requirements.**

Modification Details

A request for a Modification to the Murfreesboro Pike Urban Design Overlay (UDO) front setback and the perimeter landscaping requirements for the property to permit an additional 16’ to the maximum front setback requirement of 80’ and a reduction in the perimeter landscape strip for 140’ of the perimeter from 10’ to 0’.

**Existing Zoning**

Commercial Service (CS) is the underlying base zoning and is intended for a diverse range of commercial uses that include retail trade and consumer services, automobile sales and repair, small scale custom assembly, restaurants, entertainment and amusement establishments, financial, consulting and administrative services.

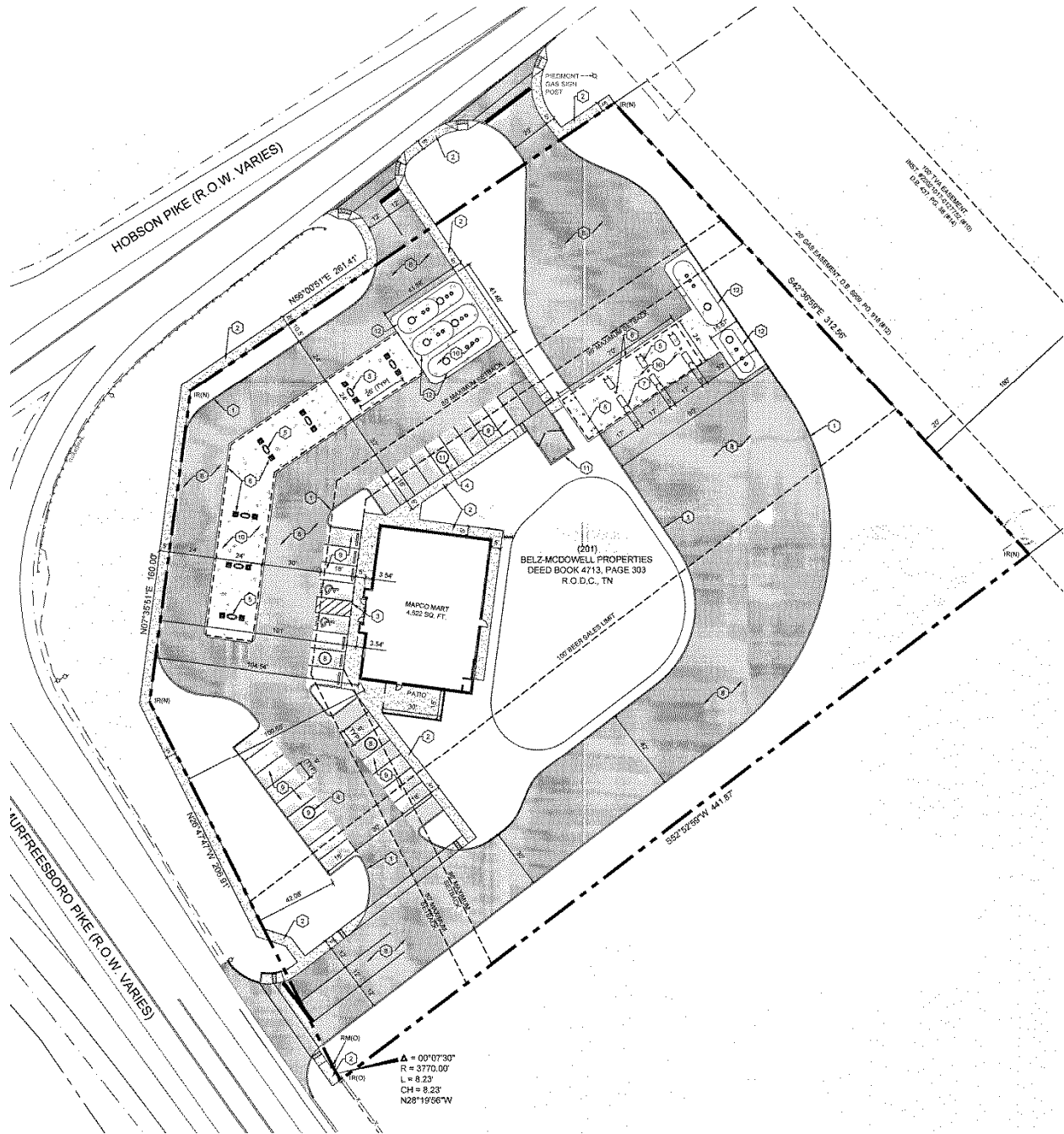
Murfreesboro Pike UDO: the intent of the Urban Design Overlay is to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design.

**CRITICAL PLANNING GOALS FROM THE MURFREESBORO UDO**

- Goal 1. Enhance values along Murfreesboro Pike corridor through high-quality design and cohesive placemaking.
- Goal 2. Provide accommodations for all transit modes including vehicular, bicycle, transit, and pedestrians with the design of the site.
- Goal 3. Utilize stormwater best management practices to reduce/eliminate stormwater run-off from the site, reduce impervious surfaces, and enhance overall water quality.
- Goal 4. Provide high-quality landscaping on the site, enhancing the site aesthetically, reducing the heat island effect and providing adequate buffers for cars, adjacent properties and unsightly site elements.



# Metro Planning Commission Meeting of 12/11/2014



**Proposed Site Plan**





## Metro Planning Commission Meeting of 12/11/2014

Goal 5. Reduce the visual impact of surface parking lots and provide cross-access easements connecting to future development on adjacent properties.

Goal 6. Provide high-quality architecture and place the building(s) so that Murfreesboro Pike is addressed prominently.

Goal 7. Design signage as an integral part of the overall building design.

### MODIFICATION REQUEST DETAILS

The following modifications to the front setback and perimeter landscape of the Murfreesboro Pike UDO are being requested by the applicant:

#### 1) Front Setback

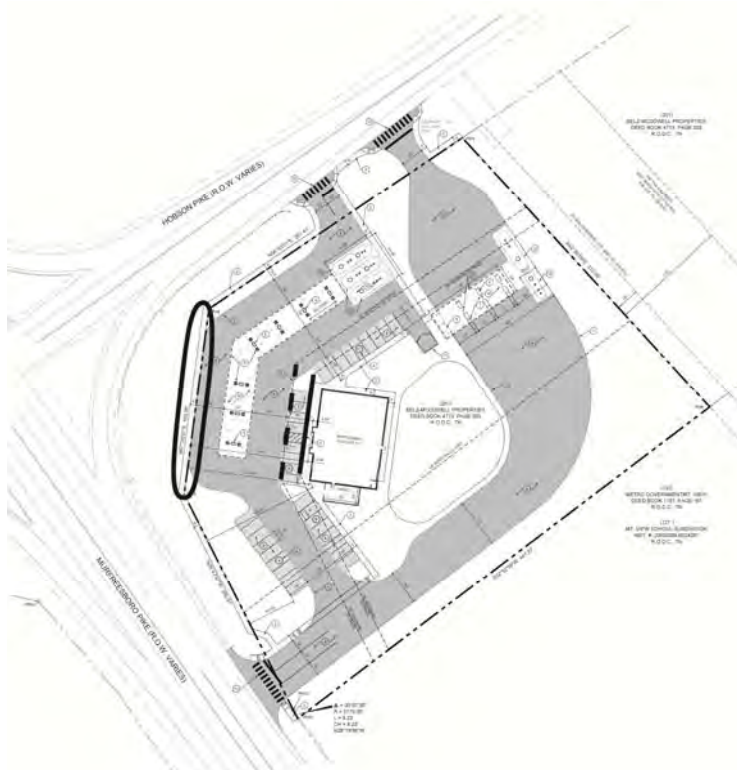
UDO Requirement: 0' minimum and maximum of 80' shown in the dashed thick black line in the graphic below.

Modification Request: Up to 16 ft. of additional front setback along the Murfreesboro Pike frontage shown in the thick black line in the graphic below.

#### 2) Perimeter Landscape Strip

UDO Requirement: Parking areas and driveways shall be separated from the edge of the right-of-way by a perimeter landscape strip a minimum of 10 feet wide and planted with evergreen shrubs to screen parking area.

Modification Request: Reduce the perimeter landscape strip from 10' to 0' for 140' of the perimeter at the corner of the site shown in the outlined oval in the graphic below.





## Metro Planning Commission Meeting of 12/11/2014

### ANALYSIS

1. **Front Setback.** The Modification request consists of additional 16' (for a total of 96') to the maximum front setback from Murfreesboro Pike and Hobson Pike, where a maximum of 80' is allowed. The right-of-way at the site exceeds the built roadway on both Hobson Pike and on Murfreesboro Pike. With 66' of excess right-of-way between the property line and the roadway at the corner, the proposed building still wouldn't have a strong street presence even if it were constructed at the maximum 80' front setback in the UDO. The proposed plan alleviates disconnection with the street through a network of sidewalks in the right-of-way adjacent to the property line to provide pedestrian connectivity to adjacent sites.
2. **Perimeter Landscape Strip.** The second modification request consists of reducing the perimeter landscape strip from 10' to 0'. The 10' perimeter landscape strip is required to serve as a buffer between the sidewalk and any driveway or parking lot. The modification is requested for 140' of the perimeter at the corner of the site where the existing right-of-way is 66' above what is designated in the Major and Collector Street Plan. The 66' of excess right-of-way will serve as a buffer between the proposed sidewalk and the roads following the UDO's goal to protect pedestrians from vehicles and busy streets.

The modification requests are considered in keeping with the UDO's goals and the Antioch-Priest Lake Community Plan to provide a walkable and pedestrian friendly site while establishing quality suburban design that supports suburban development. The site plan proposal also provides high-quality landscaping to buffer the site and pedestrians from cars and a busy intersection at Murfreesboro Pike and Hobson Pike.

### PUBLIC WORKS RECOMMENDATION

For Modification:

- No issues related to the setback amendment.

For any Final Site Plan Stage:

- Applicant should work with MPW prior final site plan design for roadside cross section design and traffic mitigations. MPW Traffic Engineer has requested a TIS prior to final site plan design.

### WATER SERVICES RECOMMENDATION

NA

### STORMWATER RECOMMENDATION

NA

### STAFF RECOMMENDATION

Staff recommends approval of both modifications with conditions. The requested modifications are consistent with the Murfreesboro UDO's vision for walkable and pedestrian friendly development, and are unique to this individual site due to its location and excess right-of-way condition.

### CONDITIONS

1. The modification decision in no way infers final site plan approval for the project. The applicant shall apply for a final site plan approval, submitting the required application and all required drawings, for review through the development review process with all pertinent agencies.