

# Metropolitan Planning Commission



## Staff Reports

**February 13, 2014**



## Metro Planning Commission Meeting of 2/13/2014

*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**

- **Subdivision (Final)**
- **Community Plan Amendments**
- **Specific Plans**
- **Zone Changes**
- **Neighborhood Landmark Overlays**



# Metro Planning Commission Meeting of 2/13/2014



**2013S-233-001**  
CLAIRMONT, RESUB LOT 12, BLK B  
Map 117-12, Parcel(s) 105  
Green Hills - Midtown  
25 - Sean McGuire



**Project No.** Subdivision 2013S-233-001  
**Project Name** Clairmont, Resub Lot 12, Blk B  
**Council District** 25 – McGuire  
**School District** 8 – Hayes  
**Requested by** James Terry & Associates, applicant; Van Christian, owner.

**Deferral** This application was deferred at the January 23, 2014, Planning Commission meeting. The public hearing was held and closed at the January 23, 2014, Planning Commission meeting.

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

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**APPLICANT REQUEST**

**Create two single-family residential lots.**

Final Plat

A request for final plat approval to create two lots on property located at 1510 Clairmont Place, approximately 255 feet east of Belmont Boulevard, zoned Single-Family Residential (RS10) (0.61 acres).

**Existing Zoning**

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

**CRITICAL PLANNING GOALS**

- Supports Infill Development

The subdivision creates additional residential development opportunity consistent with the land use policy in an area where infrastructure and services exist. The subdivision is located in an area well-connected to nearby commercial and employment districts and served well by existing road networks.

**SUBDIVISION REGULATIONS**

At the request of the Planning Commission, this case was presented to the Planning Commission on January 23<sup>rd</sup> and deferred to the February 13, 2014, Planning Commission meeting. This subdivision application was submitted on November 20, 2013. As directed by the MPC on December 12, 2013, the Subdivision Regulations in effect at the time were utilized to review this subdivision request. The following is the applicable regulation:

Section 3-5, Infill Subdivisions. This section applies to subdivision proposals in areas that are predominately developed.





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The first section, Section 3-5.1, requires that new lots in areas that are predominately developed be generally comparable to surrounding lots and is written as follows:

1. *Infill Subdivisions.* In areas previously subdivided and predominately developed, residential lots resulting from a proposed subdivision within the R and RS zoning districts on an existing street shall be generally comparable with surrounding lots.

The subsequent section, Section 3-5.2, refers to criteria for determining comparability which is as follows:

2. **Criteria for Determining Comparability:** The following criteria shall be met to determine comparability of lots within infill subdivisions:
  - a. The resulting density of lots within the RL, RLM and RM land use policies do not exceed the prescribed densities of the policies.
  - b. For lots within NE, NM and NG policies, the lots fit into the community character as defined in Section 7-2 and are consistent with the general plan.
  - c. All minimum standards of the zoning code are met.
  - d. Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto open space.
  - e. The current standards of all reviewing agencies are met.

Staff evaluated, as directed by the MPC, subsections 1 and 2 together and defined comparability by utilizing the language in Subsection 3-5.2. New lots would be comparable in the RL, RLM and RM land use policies if the resulting densities do not exceed the prescribed densities of the policies. Staff also evaluated the resulting density of the lots proposed with the subdivision.

### PLAN DETAILS

**Since January 23, 2014, the existing magnolia tree in the front yard of the site has been added to the plat with a condition requiring it to be preserved. Additionally, notes have been added to restrict a new building on Lot 2 to be limited to a height of 2 stories in 35 feet, as measured to the top of the roof, and to require all surface and garage parking to be located at the rear of the dwelling on Lot 2.**

The subject property is located on the north side of Clairmont Place, one lot east from Belmont Boulevard. This subdivision proposes two single-family residential lots where there is one lot and an existing dwelling. The applicant proposes to keep the existing home and create an additional lot to the east. The site is situated within a predominantly single-family residential neighborhood, though non-conforming duplex uses are located to the east, west and south of the property.

The proposed lots will contain the minimum lot area required by RS10 zoning. The lot areas are as follows:

- Lot 1: 16,604 sq. ft. (0.38 acres);
- Lot 2: 10,369 sq. ft. (0.24 acres).



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### **ANALYSIS**

The land use policy that applies to the existing lot and surrounding area (north, south and east) is Residential Low Medium. The Residential Low Medium policy supports low to medium intensity development with a maximum density of four units per acre. The density for the two proposed lots is approximately 3.23 units per acre (2 units/0.619 acres = 3.23 units per acre). Since the density of the proposed subdivision meets policy, staff recommends that the two proposed lots are comparable.

The proposed subdivision establishes a deeper minimum building setback line than the zoning code requires in an attempt to ensure that future development maintains the setback pattern established along the north side of Clairmont Place.

The site is located within the Urban Services District, therefore sidewalks are required in front of the additional lot along Clairmont Place. However, because there is not an existing sidewalk network surrounding the site, the applicant may elect to contribute to the sidewalk fund in-lieu of constructing the required sidewalks.

### **STORMWATER RECOMMENDATION**

Approve

### **WATER SERVICES RECOMMENDATION**

Approve

### **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.
- If sidewalks are required, then they should be shown on the plan per Public Works standards with the required curb and gutter and grass strip.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions. The proposed subdivision complies with the Subdivision Regulations applicable at the time the application was received.

### **CONDITIONS**

1. Revise the first bullet in Note # 16 to read: 'The existing southern magnolia tree shown hereon is to be preserved until such time that the Metro Urban Forester determines that the tree is no longer viable and/or is threatening a nearby structure and approves the tree's removal in part or in whole.
2. Sidewalks are required along the Clairmont Place frontage of the proposed subdivision. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
  - a. Submit a bond application and post a bond with the Planning Department,
  - b. Construct sidewalk and have it accepted by Public Works,
  - c. Submit contribution in-lieu of construction to the Planning Department, one additional lot will require a \$500 contribution to Pedestrian Benefit Zone 4-B.
  - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or





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- 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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## East Nashville Community Plan Amendment Case # 2014CP-005-002





<b>Project No.</b>	<b>Major Plan Amendment 2014CP-005-002</b>
<b>Project Name</b>	<b>East Nashville Community Plan Amendment</b>
<b>Associated Case</b>	<b>2014SP-003-001</b>
<b>Council District</b>	7 – Davis
<b>School District</b>	5 – Kim
<b>Requested by</b>	Civil Site Design Group, PLLC, applicant; LVH, LLC, owner.
<b>Staff Reviewer</b>	Capewhart
<b>Staff Recommendation</b>	<i>Approve</i>

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**APPLICANT REQUEST**

**Amend land use policy from Residential Low Medium Density policy (RLM) to Suburban Neighborhood Maintenance (T3 NM).**

Minor Plan Amendment

A request to amend the East Nashville Community Plan: 2006 Update to change the Land Use Policy from Residential Low Medium Density Policy (RLM) to Suburban Neighborhood Maintenance Policy (T3 NM) for property located at 1414 Rosebank Avenue.

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**CRITICAL PLANNING GOALS**

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

The application of Suburban Neighborhood Maintenance policy on property located at 1414 Rosebank Avenue creates walkable neighborhoods, provides a range of housing choices, and supports infill development.

The Suburban Neighborhood Maintenance policy creates walkable neighborhoods by encouraging vehicular, bike, and/or pedestrian connectivity to provide residents with multiple modes of travel. The Suburban Neighborhood Maintenance policy also provides a range of housing types, fostering neighborhoods that support aging-in-place, transit, and successful neighborhood market places. Providing a range of housing types is most often facilitated by infill development. Infill development most often utilizes existing infrastructure and should be designed to provide appropriate transitions in massing, height, and scale. The Suburban Neighborhood Maintenance policy supports and provides guidance for infill development by encouraging appropriate transitions so that infill development is compatible with existing development.

**EAST NASHVILLE COMMUNITY PLAN**

**Current Policy**

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



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### **Proposed Policy**

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

### **BACKGROUND**

The companion to this case, 2014SP-003-001, considers a zone change from R10 district to SP-R district on property located at 1414 Riverside Avenue. The proposed density of the SP-R zone district is inconsistent with the density range of RLM policy. RLM policy supports two to four dwelling units per acre and the proposed SP-R zone district proposes 8.7 dwelling units per acre. The applicant requests a plan amendment to Suburban Neighborhood Maintenance so that the land use policy will be consistent with the proposed zone change with regard to density.

### **COMMUNITY PARTICIPATION**

An early postcard notification announcing the plan amendment and a regular notice communicating the time and date of the Planning Commission Public Hearing was sent to property owners within 500 feet of the potential plan amendment area. A community meeting was not required for this plan amendment request.

### **ANALYSIS**

#### **Physical Site Conditions**

The subject property has steep slopes on the back portion of the property (roughly .42 acres) that should be avoided during future development of this site. The remainder of site has no other topographical constraints, and there is no floodplain or floodway.

#### **Land Use**

The subject property is currently classified as a vacant. Land uses adjacent to the subject property include single family residential and civic/institutional (Nashville Electric Services (NES) Substation). Two- and three- family residential land uses are located sporadically throughout the area surrounding the subject property.

#### **Existing Development Pattern**

The development pattern is suburban, characterized by moderately sized lots and buildings with moderate setbacks. Properties in the area are generally equal to or greater than 10,000 square feet (0.23 acres) while the subject property is larger at 3.68 acres. The subject property shares the Rosebank Avenue block face, where building setbacks are generally between 90 and 120 feet in depth.



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### **Access**

There is a gap in Rosecliff Drive creating an eastern and western segment. The subject property and the NES Substation are accessed from the eastern segment of Rosecliff Drive. There no sidewalks or bikeways in the area.

### **Historic Features**

This property is not identified as a historic feature, nor are there any historic features in the immediate area.

### **Summary**

The Suburban Neighborhood Maintenance policy supports the creation of walkable neighborhoods, increased housing choice, and infill development. Under the guidance of Suburban Neighborhood Maintenance policy, these goals may be achieved through infill development. Appropriate locations for infill development in Suburban Neighborhood Maintenance areas may include corridors internal to the neighborhood or near centers and corridors adjacent to the neighborhood.

The subject property is an appropriate location for infill development under the guidance of Suburban Neighborhood Maintenance policy. Located along Rosebank Avenue, a neighborhood corridor, the 3.86 acres site is large enough to accommodate varied building types (to enhance housing choice) and varied building orientation without impacting the character of surrounding development. To further protect the character of surrounding development, appropriate transitions with regard to massing, scale, setbacks, and building orientation should be provided along the property's edges. Walkability and connectivity may be achieved through future development by either connecting both segments of Rosecliff Drive to provide vehicular, bicycle and pedestrian connectivity.

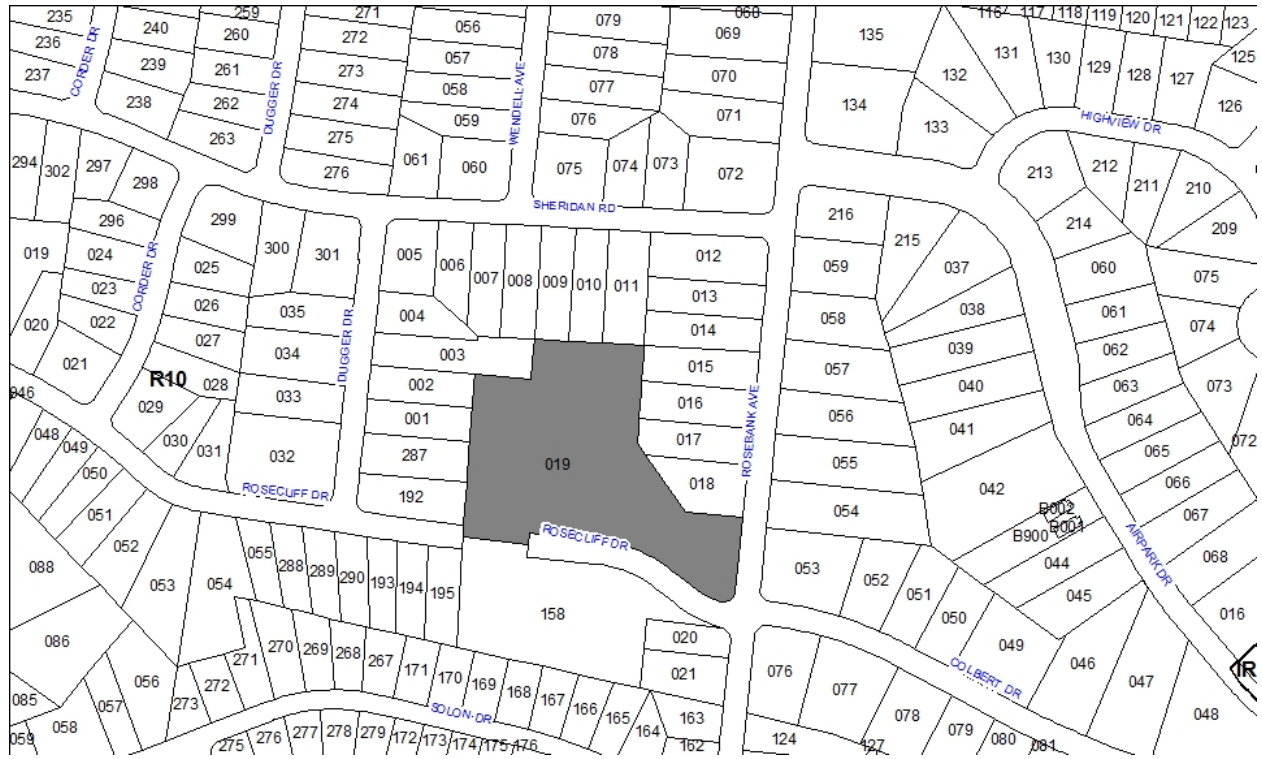
In summary, future development on this site, under the guidance of the Suburban Neighborhood Maintenance policy, should create an appropriate transition along Rosebank Avenue, and enhance walkability and connectivity through either appropriate vehicular, bike, and pedestrian facilities.

### **STAFF RECOMMENDATION**

Staff recommends approval.



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**2014SP-003-001**  
1414 ROSEBANK  
Map 084-01, Parcel(s) 019  
05, East Nashville  
07 (Anthony Davis)



**Project No.** 2014SP-003-001  
**Project Name** 1414 Rosebank  
**Associated Case** 2014CP-005-002  
**Council District** 7 – A. Davis  
**School District** 5 – Kim  
**Requested by** Civil Site Design Group, PLLC, applicant  
LVH, LLC, owner.

**Deferral** This application was deferred at the January 9, 2014, Planning Commission meeting.

**Staff Reviewer** Sajid  
**Staff Recommendation** *If the associated policy amendment is approved, staff recommends approval of the SP with conditions and disapproval without all conditions. If the associated policy amendment is not approved, the staff recommends disapproval.*

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**APPLICANT REQUEST**

**Preliminary SP to permit 30 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan-Residential (SP-R) zoning for property located at 1414 Rosebank Avenue, at the northwest corner of Rosecliff Drive and Rosebank Avenue (3.68 acres), to permit up to 30 residential dwelling units.

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *With a cluster lot subdivision, R10 would permit a maximum of 13 lots with 3 duplex lots for a total of 16 units. With a regular subdivision, the R10 zoning would permit a maximum of 16 lots with 4 duplex lots for a total of 20 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.

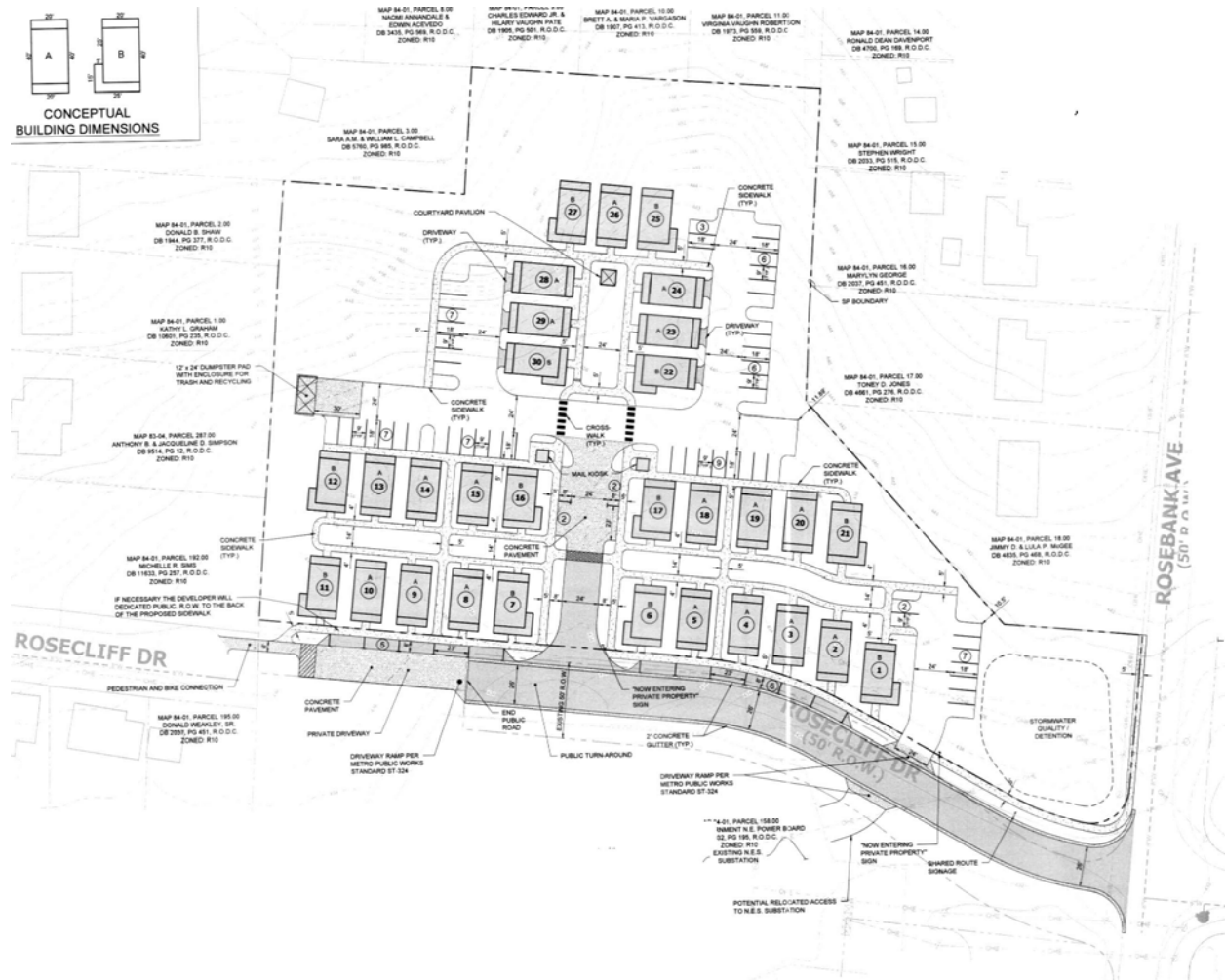
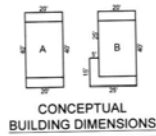
**CRITICAL PLANNING GOALS**

- Provides a Range of Housing Choices
- Supports Infill Development

This request adds additional density in an area served by adequate infrastructure, which will reduce the long-term costs of providing additional infrastructure to the area. Also, the proposed



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Proposed SP Plan





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development will not generate significant numbers of additional students for schools. Therefore, this development will have little impact on school capacity. Rosebank Elementary School, Bailey Middle School and Stratford High School all have the additional capacity. In addition to supporting infill development, the proposed cottage-style development will enhance the available choices of housing stock in the area. The site is located adjacent to Rosebank Avenue, which is a collector street and would support the increased density of this development. The proposed SP includes a bicycle and pedestrian connection at Rosecliff Drive, which provides a direct route to a Metro Park.

### **EAST NASHVILLE COMMUNITY PLAN**

#### **Existing Policy**

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

#### **Proposed Policy**

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

#### Consistent with Policy?

The proposed SP is not consistent with the existing policy. RLM would support a maximum density of 4 units per acre whereas the SP proposes 8.15 units per acre. However, a Community Plan amendment (2014CP-005-002) has been requested to change the policy from Residential Low Medium Density (RLM) to Suburban Neighborhood Maintenance (T3 NM) which would allow densities up to 20 units per acre with appropriate site and building design.

The proposed SP is consistent with the T3 NM policy. As proposed, the request reflects the predominant use in the area (single-family residential), and increased connectivity is proposed with the bicycle and pedestrian path that is proposed on Rosecliff Drive. In addition, the proposed development is located adjacent to a collector street, which could support greater residential density.

### **PLAN DETAILS**

The site is located at the northwest corner of the intersection of Rosebank Avenue and Rosecliff Drive and consists of one vacant lot. All adjacent zoning is R10, and the primary use in the area is single-family residential. However, Nashville Electric Service's Rosebank substation is located to the south of the site, across Rosecliff Drive. Sidewalks are not currently located along Rosebank Avenue or Rosecliff Drive. Currently, Rosecliff Drive only serves as access to the substation.

#### Site Plan

The plan proposes 30 detached single-family residential units. The units are all two-stories and are 35' to the top of the roof. Steep slopes are present along the northern property lines. The site grading plan indicates that these portions of the site will be graded to a gentler slope in the building



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areas. Type B Landscape buffers, using existing trees where possible, are proposed along all property lines adjacent to existing single-family residential.

The overall site layout includes courtyards that are accessible by all units. The units located along Rosecliff Drive incorporate front façades along Rosecliff Drive, as well as front porches and walk-up entries that face the courtyards to the rear of the units. All other units will incorporate front porches and walk-up entries on the façades facing the courtyard to provide direct access to the open space. Representative architectural images have been provided. The plan notes that brick, cast stone, stone, cultured stone, stucco, wood and cementitious siding may be used.

Rosecliff Drive will serve as primary access to the site. The site plan proposes a bicycle/pedestrian path to connect to the existing Young's Valley subdivision to the west.

Sidewalks are proposed along Rosebank Avenue and Rosecliff Drive with additional sidewalk connections throughout the site that connect the proposed units to the interior courtyards as well as the streets. A total of 71 parking spaces are provided including eleven on-street spaces located along Rosecliff Drive and six individual unit garages. A stormwater detention facility is proposed to be located at the corner of Rosebank Avenue and Rosecliff Drive. Due the location, it is important that the proposed stormwater detention facility is designed in a way that enhances the development and provides screening for the row of parking located to the east of Unit 1.

### **ANALYSIS**

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

### **FIRE MARSHAL RECOMMENDATION**

- N/A
- Current flow data will be required for final.

### **STORMWATER RECOMMENDATION**

- Existing swales from Rosecliff and Rosebank shall be adequately conveyed through the site.

### **TRAFFIC & PARKING RECOMMENDATION**

- Provide adequate sight distance at access driveways.

### **NASHVILLE ELECTRIC SERVICE RECOMMENDATION**

- Approve with conditions
  - Existing NES facilities will need to be relocated at the developer's expense or the plan may change in order to avoid relocating existing NES facilities.
  - If the survey for the final site plan indicates that the property boundaries are different than what is shown on the approved preliminary SP and NES property is impacted, the final site plan shall be appropriately adjusted, which may cause the site layout to change and the number of units to be reduced.



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### PUBLIC WORKS RECOMMENDATION

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Prior to the SP Final Site Plan, provide a survey that indicates closed contours; submit a geotechnical study prepared by a licensed geotechnical engineer.
- Prior to Final SP record ROW dedication to locate proposed sidewalks within ROW.
- Remove the parallel parking stalls shown on the "private drive" at the terminus of Rosecliff Drive, these spaces do not provide an adequate turn around.
- Staff recognizes the need for connectivity and, ideally, it would be good for Rosecliff Drive to connect, but since the ROW was already abandoned several years ago, it is not possible for that to be connected today short of condemnation.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Residential (210)	3.68	4.63 D	16 L	154	12	17

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.68	-	32 U	318	20	36

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+16 U	+164	+8	+19

### SCHOOL BOARD REPORT

**Projected student generation existing R10 district: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-R district: 3 Elementary 2 Middle 2 High**

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

### STAFF RECOMMENDATION

If the associated policy amendment is approved, staff recommends approval of the SP with conditions and disapproval without all conditions. If the associated policy amendment is not approved, the staff recommends disapproval.

### CONDITIONS

1. Uses within the SP shall be limited to 30 detached residential units.



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2. The SP Final Site Plan shall include landscaping to screen the row of parking located east of unit 1 to reduce visibility of the parking area from Rosebank Avenue.
3. The SP Final Site Plan shall include a sidewalk connection from the parking area north of Unit 12 to the proposed sidewalk on Rosecliff Drive, including a connection to the internal sidewalk between Units 11 and 12.
4. The final site plan shall include detailed landscape plan demonstrating that the retention/detention area at the corner of Rosebank Avenue and Rosecliff Drive enhances the development and is designed in a manner that minimizes concrete infrastructure and maximizes LID elements (i.e. similar to a raingarden). Prior to Final Site Plan submittal, the applicant shall evaluate whether small raingardens throughout the site can be utilized to reduce the size of the retention/detention area at the corner of Rosebank Avenue and Rosecliff Drive and submit findings to Planning staff and Metro Stormwater staff to review.
5. The SP Final Site Plan shall include additional parking spaces, where possible without significant retaining walls being created, on the site.
6. If the survey for the final site plan indicates that the property boundaries are different than what is shown on the approved preliminary SP, the final site plan shall be appropriately adjusted, which may cause the site layout to change and the number of units to be reduced. Changes to the layout of the units shall be consistent with the Community Plan's land use policy.
7. The SP Final Site Plan shall include a revised density calculation in the site data table to reflect the reduction in total number of units.
8. 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.
9. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions 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 SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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.
13. Prior to the SP Final Site Plan, a survey shall be provided that indicates closed contours, and a geotechnical study shall be prepared by a licensed geotechnical engineer.



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14. Prior to Final SP, record ROW dedication to locate proposed sidewalks within ROW.





**Project No.** Zone Change 2013SP-036-001  
**Project Name** Ashton Park  
**Council District** 12 – Glover  
**School District** 4 – Shepherd  
**Requested by** Anderson, Delk, Epps & Associates, Inc., applicant;  
Campbell Carter and Chris Pardue, owners.

**Deferrals** This application was deferred at the January 23, 2014, Planning Commission meeting.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the February 27, 2014, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Preliminary SP

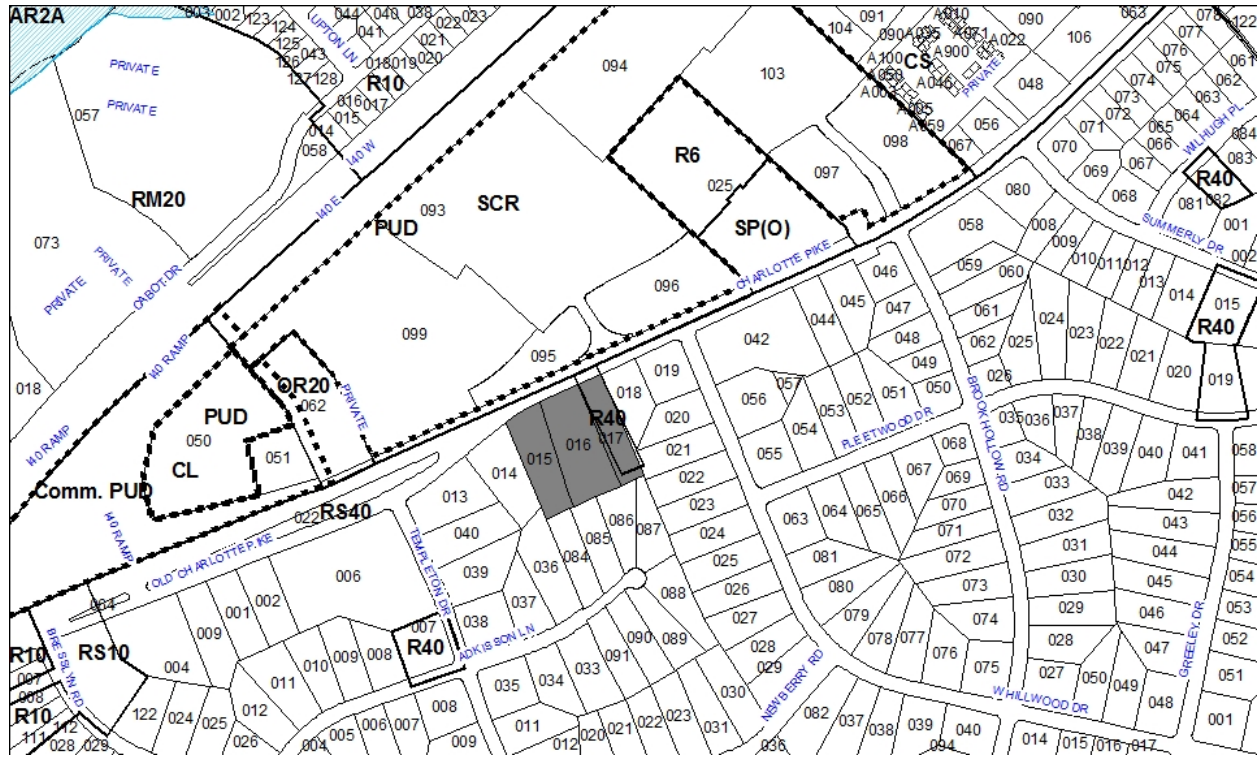
A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning for properties located at 4619 Hessey Road and 3375 Earhart Road and for a portion of property located at 3391 Earhart Road, at the northeast corner of Hessey Road and Earhart Road, (44.8 acres), to permit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

**STAFF RECOMMENDATION**

Staff recommends that the request be deferred to the February 27, 2014, MPC agenda.



# Metro Planning Commission Meeting of 2/13/2014



**2013SP-048-001**  
HILLWOOD COURT AT NASHVILLE WEST  
Map 102-11, Parcel(s) 015-017  
West Nashville  
23 - Emily Evans





<b>Project No.</b>	<b>Zone Change 2013SP-048-001</b>
<b>Project Name</b>	<b>Hillwood Court at Nashville West</b>
<b>Council District</b>	23 – Evans
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Dale and Associates, applicant; Jack and Kathleen M. Canady, Charles Melvin and Edwinna Neely and Lola Bryant, William and Smith Hill et al, owners.
<b>Deferral</b>	This application was deferred at the January 9, 2014, Planning Commission meeting.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer Indefinitely</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit 64 residential dwellings.**

Preliminary SP

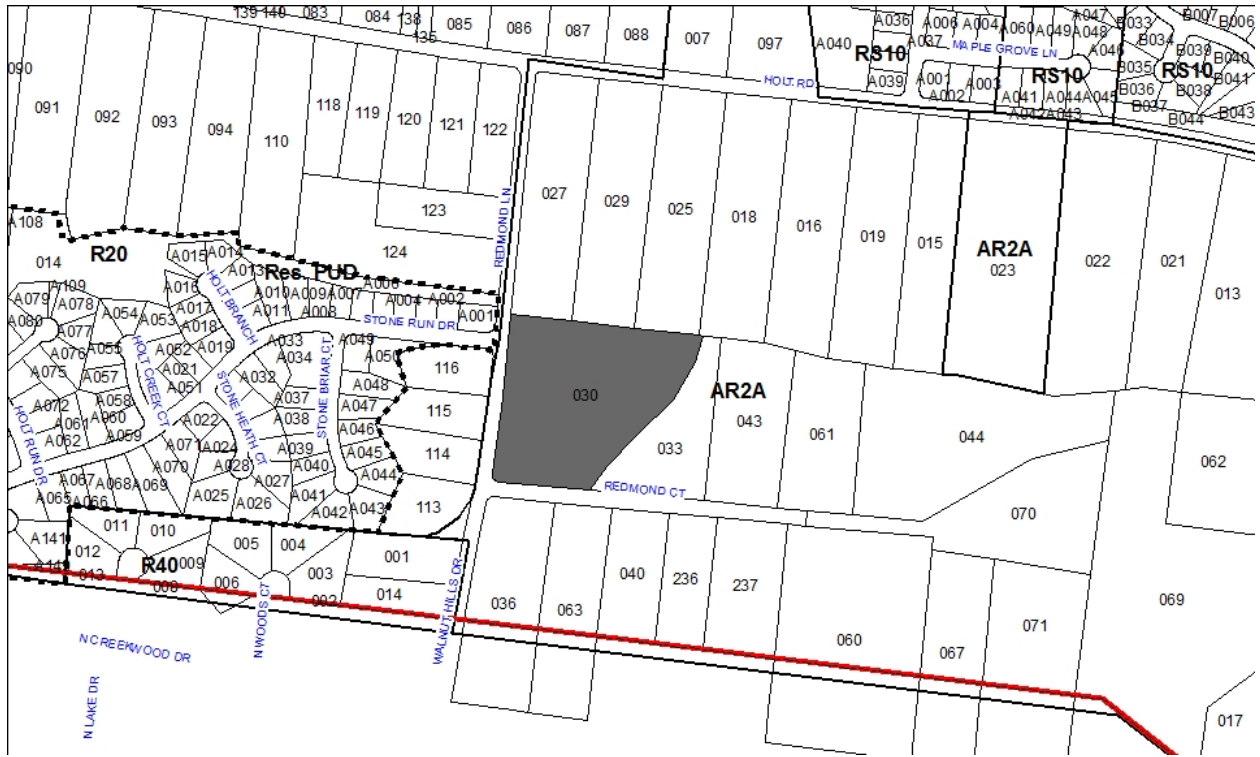
A request to rezone from Single-Family Residential (RS40) and One and Two-Family Residential (R40) to Specific Plan – Mixed Residential (SP-MR) zoning for properties located at 6809, 6813 and 6817 Charlotte Pike, at the southwest corner of Charlotte Pike and Old Charlotte Pike, (4.04 Acres), to permit up to 64 dwelling units.

**STAFF RECOMMENDATION**

Staff Recommends indefinite deferral as requested by the applicant.



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**2014Z-006PR-001**  
6541 REDMOND LANE  
Map 180, Parcel(s) 030  
Southeast  
04 - Brady Banks



**Project No.** Zone Change 2014Z-006 PR-001  
**Council District** 4 – Banks  
**School District** 2 – Brannon  
**Requested by** Infill Nashville, applicant; Betsy Carroll, owner.

**Deferral** This application was deferred at the January 9, 2014, and the January 23, 2014, Planning Commission meetings at the request of the applicant.

**Staff Reviewer** Swaggart  
**Staff Recommendation** Approve

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**APPLICANT REQUEST**

**Zone change from AR2a to RS15.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS15) zoning for property located at 6541 Redmond Lane, at the northeast corner of Redmond Lane and Redmond Court (6.65 acres).

**Existing Zoning**

Agricultural/Residential requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 3 residential units.*

**Proposed Zoning**

Single-Family Residential RS15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 19 single-family lots.*

**CRITICAL PLANNING GOALS**

N/A

**SOUTHEAST COMMUNITY PLAN**

**Existing Policy**

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

Consistent with Policy?

Yes. The proposed RS15 is consistent with the RLM policy. The proposed RS15 district will permit residential uses with a density at the low end of the RLM policy.

**PUBLIC WORKS RECOMMENDATION**

A traffic study may be required at time of development.



# Metro Planning Commission Meeting of 2/13/2014

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	6.65	0.5 D	3 L	29	3	4

Maximum Uses in Proposed Zoning District: **RS15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	6.65	2.47	16 L	154	12	17

Traffic changes between maximum: **AR2a** and proposed **RS15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+13	+125	+9	+13

## METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 1 Elementary 1 Middle 0 High**

**Projected student generation proposed RS15 district: 2 Elementary 2 Middle 1 High**

The proposed RS15 zoning district could generate 3 more students than what is typically generated under the existing AR2a zoning district.

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

### Fiscal Liability

The fiscal liability of one new elementary school student is \$21,500 and one new middle school students is \$26,000. This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

Staff recommends that the RS15 district be approved as it is consistent with the sites RLM land use policy.



**Metro Planning Commission Meeting of 2/13/2014**

**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/13/2014



**2012NL-001-002**  
**SMOKIN' THIGHS (DEVELOPMENT PLAN)**  
 Map 105-11, Parcel(s) 238-239  
 South Nashville  
 17 - Sandra Moore



**Project No.** Neighborhood Landmark 2012NL-001-002  
**Project Name** Smokin' Thighs (Development Plan)  
**Council District** 17 – Moore  
**School District** 7 – Pinkston  
**Requested by** Matthew Carney, applicant, Kenneth M. Ballew and Louise and Robert Armstrong, owners.

**Deferrals** This request was deferred from the August 23, 2012, Planning Commission meeting.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Approve with conditions*

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**APPLICANT REQUEST**

**Neighborhood Landmark Development Plan to permit a full service restaurant.**

Neighborhood Landmark Development Plan

A request for approval of a Neighborhood Landmark Development Plan for properties located at 609 and 611 Wedgewood Avenue, approximately 260 feet west of Bransford Avenue (0.41 acres), zoned One and Two-Family Residential (R6), to permit a full service restaurant.

**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% duplex lots.

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.

**HISTORY**

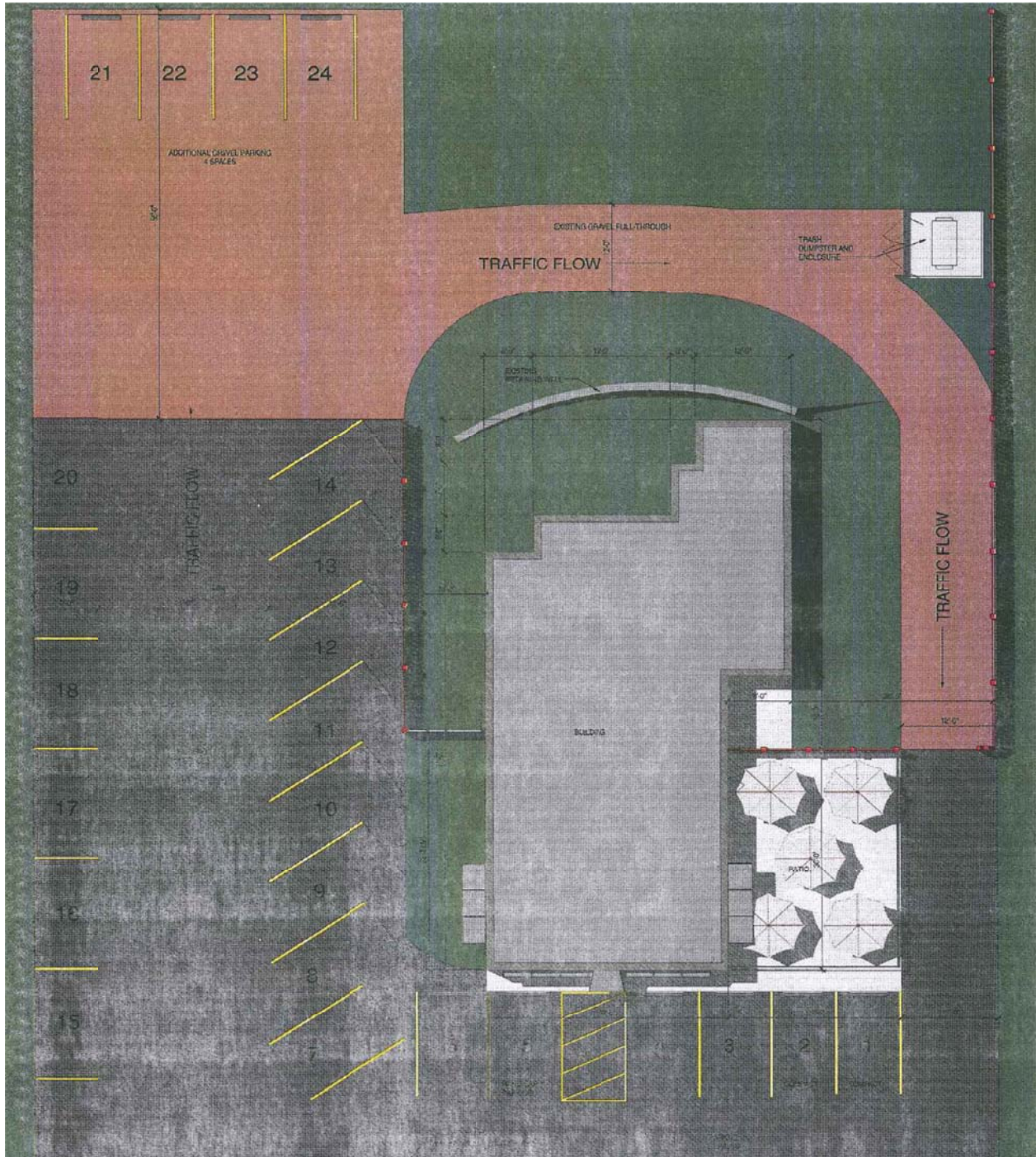
On May 10, 2012, the Planning Commission recommended that Council approve the Neighborhood Landmark Overlay District. Council subsequently approved the overlay on July 12, 2012. The site consists of a small building and large parking area. According to the 2012, staff report the existing building was originally a small, family-run grocery store that opened in the late 1940s and operated as a grocery store until early 2000. The building was later occupied by a restaurant, which was operating illegally. While used as a restaurant, the facade of the original building was substantially altered. The property is currently vacant.

**PLAN DETAILS**

The establishment of the Neighborhood Landmark District requires the approval of Council. The development plan, to implement the overlay district, requires the approval of the Planning Commission only.



# Metro Planning Commission Meeting of 2/13/2014



**Proposed Neighborhood Landmark**





## Metro Planning Commission Meeting of 2/13/2014

This development proposes to utilize the existing 2,165 square foot existing structure for a full service restaurant. While the building is 2,165 square feet in size, the proposed dining area within the building is 1,200 square feet. The plan also identifies a 657 foot patio along the west side of the building. The plan proposes to remove the previous exterior alterations to the building in order to bring the appearance closer to the original building.

### Parking

Parking will be provided on the existing surface, and a gravel addition will be at the rear of the site. A total of 24 formal parking spaces are shown on the plan. Six spaces are located along the front of the building and the remaining 18 spaces are located along the eastern side of the site.

### Signage

The plan proposes a total of 15.25 square feet of signage. The signage will be located along the front of the building and will include the name of the business and the business logo. "Smokin" will be over the left window and "Thighs" will be over the right window. The logo will be on the right side of the right window. Gooseneck lighting is proposed.

### Other Details

The plan prohibits any form of live entertainment. The proposed hours of operation are 10 AM to 10 PM.

### **ANALYSIS**

With this development, the building will be brought back closer to its original appearance. While the current Zoning Code requires that parking areas with five or more spaces be surfaced with asphalt, concrete or other hard-surfaced dustless material, the Code grants the Planning Commission the ability to approve alternative design standards for parking. A condition is included that would permit the Zoning Administrator the ability to require the parking area to be brought into compliance with all parking requirements of the Metro Zoning Code if it ever becomes an issue. Staff has concerns with the proposed weekly hours.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

- The minimum parking space requirements must conform to Metro Code. All other parking provisions are per Metro Zoning Department and Metro Planning Department.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES RECOMMENDATION**

#### **Approved**

### **STAFF RECOMMENDATION**

Staff recommends the proposed development plan be approved with conditions and disapproved without all staff conditions.



## **Metro Planning Commission Meeting of 2/13/2014**

### **CONDITIONS**

1. Any gravel surfaces shall be converted to a hard dustless surface consistent with Code requirements at the property owner's expense should the Zoning Administrator find that there are issues with the gravel surface. The Zoning Administrator shall establish a reasonable time period for the property owner to bring the site into full compliance with the Code requirements.
2. An opaque fence of at least six feet in height shall be provided along the east property line. The fence shall begin 25 feet from the front property line and extend to the rear property line.
3. Hours of operation shall be limited to 10 AM to 10 PM.
4. Ground signage and billboards are prohibited. Free standing signage



**Metro Planning Commission Meeting of 2/13/2014**

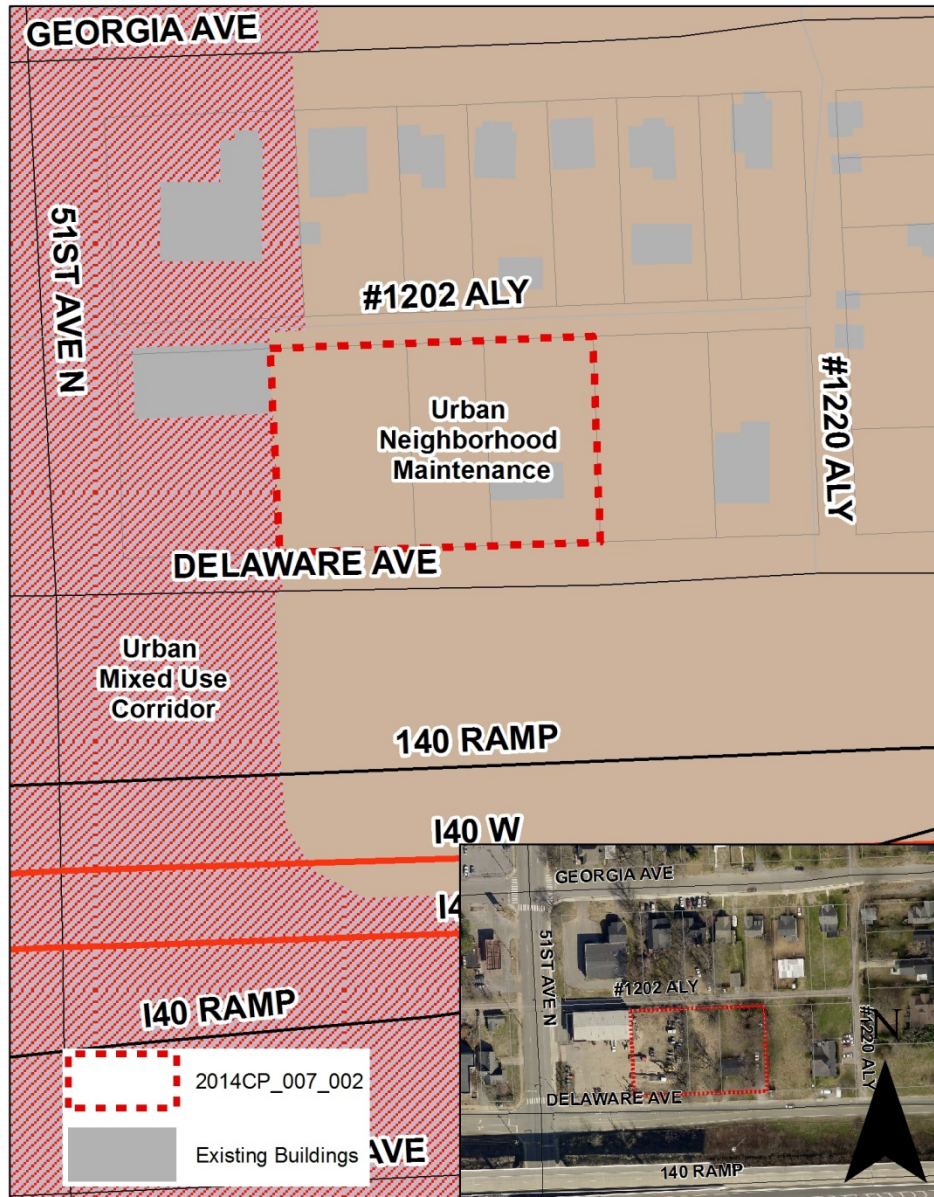
# **COMMUNITY PLAN POLICY CHANGES and ASSOCIATED CASES**

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



# Metro Planning Commission Meeting of 2/13/2014

West Nashville Community Plan Amendment  
Case # 2014CP-007-002





<b>Project No.</b>	<b>Major Plan Amendment 2014CP-007-002</b>
<b>Project Name</b>	<b>West Nashville Community Plan Amendment</b>
<b>Associated Case</b>	<b>2014SP-008-001</b>
<b>Council District</b>	20 – Baker
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, Inc., Applicant; Ken Petty, owner.
<b>Staff Reviewer</b>	Capehart
<b>Staff Recommendation</b>	<i>Approve</i>

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**APPLICANT REQUEST**

**Amend land use policy from Urban Neighborhood Maintenance policy (T4 NM) to Urban Mixed Use Corridor (T4 CM).**

Major Plan Amendment

A request to amend the West Nashville Community Plan: 2009 Update to change the Land Use Policy from Urban Neighborhood Maintenance Policy (T4 NM) to Urban Mixed Use Corridor Policy (T4 CM) for properties located at 604 51<sup>st</sup> Avenue North, 5000 and 5002 Delaware Avenue.

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**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Supports Infill Development

The application of Urban Mixed Use Corridor policy on properties located at 604 52<sup>nd</sup> Avenue North, 5000 and 5002 Delaware Avenue creates walkable neighborhoods and supports infill development.

The Urban Mixed Use Corridor policy creates walkable neighborhoods by encouraging the improvement of the pedestrian environment; removing curb-cuts that cause conflict points between the pedestrian and vehicles and enhancing the street scape with landscaping and fencing. The Urban Mixed Use policy also supports infill development by encouraging development that utilizes existing infrastructure while providing appropriate transitions in massing, height, and scale to neighboring land uses.

**WEST NASHVILLE COMMUNITY PLAN**

**Current Policy**

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 2/13/2014**

### **Proposed Policy**

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

### **BACKGROUND**

The companion to this case, 2014SP-008-001, considers a zone change from CS, R6, and RM40 districts to SP-C district on properties located at 604 52st Avenue North, 5000 and 5002 Delaware Avenue. The proposed land uses are inconsistent with the land uses supported by the T4 NM policy. T4 NM policy supports residential land uses, and commercial and office land uses are proposed.

### **COMMUNITY PARTICIPATION**

An early postcard notification announcing the plan amendment was sent to property owners within 1,300 feet of the potential plan amendment area. A notice communicating the time and date of the community meeting and Planning Commission Public Hearing was sent to property owners within 1,300 feet of the potential plan amendment area.

A community meeting was held on Thursday January 30, 2014 at the Richland Park Library (4711 Charlotte Avenue, Nashville, TN 37209) from 6:00 p.m. to 7:00 p.m. There were three attendees at the meeting. The attendees were amenable to expanding the Urban Mixed Use Corridor policy. One attendee noted that while the expansion of the Urban Mixed Use Corridor policy was appropriate, the companion zone change was not. The attendee noted that the community would like to see the 51<sup>st</sup> Avenue corridor transition with a more diverse mixture of uses and that the proposed zoning should accommodate mixed-use development if the property should ever redevelop in the future, rather than being solely commercial or office.

### **ANALYSIS**

#### **Physical Site Conditions**

The subject properties have no topographical constraints and there is no floodplain or floodway.

#### **Land Use**

The subject properties are classified as commercial, vacant, and two- to three- unit residential. Land uses adjacent to the subject properties include single family residential and commercial. A greater mixture of land uses (single family, multifamily, office, commercial) is located along 51<sup>st</sup> Avenue North. Single and two- family land uses are predominate in the neighborhoods adjacent to the corridor.

#### **Existing Development Pattern**

The development pattern is urban, characterized by a gridded street pattern and moderately sized lots. Residential properties in the area are generally equal to or less than 10,000 square feet (0.23 acres) while commercial properties along 51<sup>st</sup> Avenue North are roughly half an acre in size. The subject properties combined are 1.19 acres.



## **Metro Planning Commission Meeting of 2/13/2014**

### **Access**

The subject properties currently have access from 51<sup>st</sup> Avenue North (an arterial street) and Delaware Avenue (a collector street). There is an alley along the northern boundary of the properties. The properties 5000 and 5002 Delaware Avenue currently have access from the existing alley while the property 604 51<sup>st</sup> Avenue North currently does not have access from alley.

### **Historic Features**

This property is not identified as an historic feature. There are properties to the east located on 49<sup>th</sup> Avenue North that are identified as Worthy of Conservation.

### **Summary**

The Urban Mixed Use Corridor policy supports the creation of walkable neighborhoods and infill development. Under the guidance of Urban Mixed Use Corridor policy, the aforementioned may be achieved through enhancing the pedestrian environment and implementing infill development by utilizing locations with existing infrastructure.

The subject properties are located at the corner of 51<sup>st</sup> Avenue North and Delaware Avenue; both identified as major streets in the Major and Collector Street Plan. The Urban Mixed Use Corridor policy (along with the Major and Collector Street Plan) encourages complete streets that provide multiple mobility options. Vehicular and pedestrian are the current mobility options along the corridor; there are no bike lanes and transit stops are .12 miles to the south and .5 miles to the north. Enhancements to the pedestrian environment would immediately improve walkability near the subject sites, improving a pedestrian's access to transit stops. Enhancements to the pedestrian environment are best facilitated by infill development, whereby existing infrastructure is improved and utilized. Infill development on the subject properties would also provide an appropriate transition from Delaware Avenue (which interfaces with Interstate 40) to the residential neighborhood to the north and east.

Under the guidance of the Urban Mixed Use Corridor policy, future development on the subject properties should enhance the pedestrian environment to increase walkability, and provide appropriate transitions from Delaware Avenue to the surrounding neighborhoods.

### **STAFF RECOMMENDATION**

Staff recommends approval.

### **PROPOSED POLICY**

The application of Urban Mixed Use Corridor policy is proposed for the property outlined in the dashed line on the map above.



# Metro Planning Commission Meeting of 2/13/2014



**2014SP-008-001**  
**TENNESSEE CORNER**  
 Map 091-11, Parcel(s) 268-269, 328  
 West Nashville  
 20 - Buddy Baker





**Project No.** 2014SP-008-001  
**Project Name** Tennessee Corner  
**Associated Case** 2014CP-007-002  
**Council District** 20 – Baker  
**School District** 1 – Gentry  
**Requested by** Dale & Associates, Inc., applicant  
Kenneth Petty and Ted Lawrence et al, owners.

**Staff Reviewer** Sajid  
**Staff Recommendation** *If the associated policy amendment is approved, staff recommends approval of the SP with conditions and disapproval without all conditions. If the associated policy amendment is not approved, the staff recommends disapproval.*

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**APPLICANT REQUEST**

**Preliminary SP to permit the expansion of an existing contractor supply sales/construction rental facility retail facility and office and retail uses.**

Preliminary SP

A request to rezone from Commercial Service (CS), One and Two-Family Residential (R6) and Multi-Family Residential (RM40) to Specific Plan-Commercial (SP-C) zoning for properties located at 5000 and 5002 Delaware Avenue and 604 51<sup>st</sup> Avenue North, at the northeast corner of 51<sup>st</sup> Avenue North and Delaware Avenue (1.17 acres), to permit the expansion of an existing contractor supply sales/construction rental facility and office and retail uses.

**Existing Zoning**

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

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 1 lot with 1 duplex lot for a total of 2 units.*

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *RM40 would permit a maximum of 25 units.*

**Proposed Zoning**

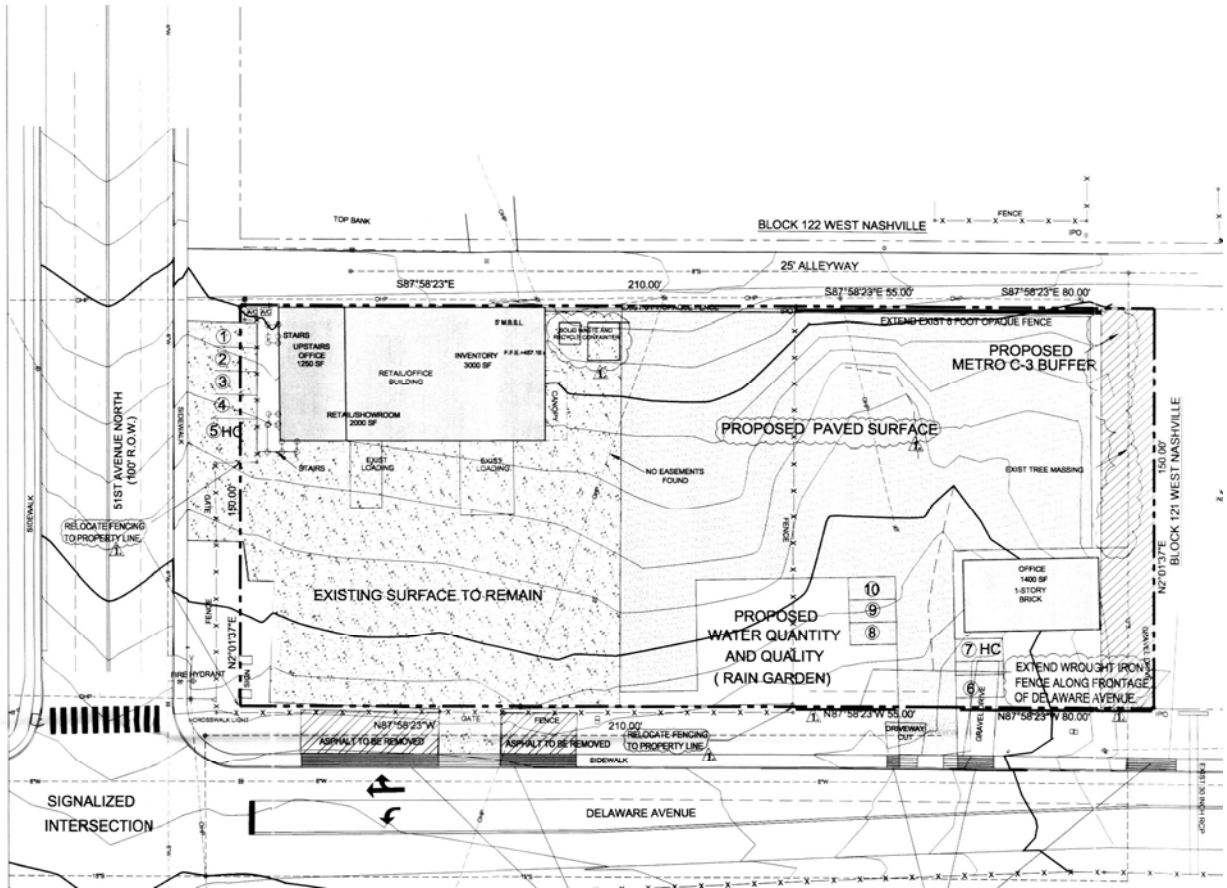
Specific Plan-Commercial (SP-C) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods



# Metro Planning Commission Meeting of 2/13/2014



**Proposed Preliminary Specific Plan**



## Metro Planning Commission Meeting of 2/13/2014

If approved with staff conditions, this development creates walkable neighborhoods by encouraging the improvement of the pedestrian environment; removing curb-cuts that cause conflict points between the pedestrian and vehicles and enhancing the street scape with landscaping and fencing.

### WEST NASHVILLE COMMUNITY PLAN

#### Existing Policy

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.

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

The property on 51<sup>st</sup> Avenue North is in T4 CM policy, while the remainder of the site along Delaware Avenue is T4 NM. The accompanying Community Plan Amendment (2014CP-007-002) would apply T4 CM to the entire subject site.

#### Proposed Policy

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

#### Consistent with Policy?

The proposed SP is not consistent with the existing Urban Neighborhood Maintenance policy. Urban Neighborhood Maintenance policy intends for future development to preserve the existing development pattern and refers primarily to residential uses. The applicant proposes to expand an existing commercial use that is already adjacent to existing residential uses.

The proposed SP is consistent with the T4 CM policy. As proposed, the request would allow for the expansion of existing commercial that is located at the corner of 51<sup>st</sup> Avenue North, which is an arterial street and Delaware Avenue which is classified as a collector street. In addition, the site has easy access from I-40, which exits onto Delaware Avenue. Delaware Avenue runs parallel to the interstate.

### PLAN DETAILS

The site is located at the northeast corner of the intersection of Delaware Avenue and 51<sup>st</sup> Avenue North and consists of three lots. Existing structures are located on two lots, and the third lot is



## Metro Planning Commission Meeting of 2/13/2014

vacant. The adjacent zoning is CS, R6 and RM40, and uses in the area include a mixture of housing types as well as commercial and office uses along 51<sup>st</sup> Avenue North. Access is currently available to the site from both Delaware Avenue and 51<sup>st</sup> Avenue North, and existing sidewalks are located along both street frontages.

### Site Plan

The SP proposes to expand the existing contractor supply sales/construction equipment rental use and add a retail/office component on property that is currently located at 600 51<sup>st</sup> Avenue North, which is zoned CS, and onto two adjacent parcels located directly east – 5000 and 5002 Delaware Avenue. The site of the existing business includes a 6,250 square foot building that currently serves as a retail/office building for the business. The second parcel, 5002 Delaware Avenue, is vacant and is zoned R6 and RM40. The third parcel, located at 5000 Delaware Avenue, is zoned RM40 and includes a one-story brick residential structure. The plan indicates that both structures will remain. The existing two-story retail/office building is proposed to be renovated to include a retail/showroom and inventory areas with an upstairs office. The existing one-story residence is proposed to be converted to office space. No exterior alteration is proposed for either structure, so elevations were not submitted as part of the SP request.

Five additional parking spaces will be added to the site near the one-story office building on the eastern-most parcel. Existing parking located in the right-of-way of Delaware Avenue will be removed, and Public Works has conditioned approval of the SP on the removal of existing pull-in parking located in the right-of-way of 51<sup>st</sup> Avenue North. At least one of the five existing parking spaces located at 51<sup>st</sup> Avenue North must be relocated on-site in order to meet the parking requirements of the Zoning Code. Sidewalks are currently located along both 51<sup>st</sup> Avenue North and Delaware Avenue. Five existing driveway ramps located along the Delaware Avenue frontage are to be removed and replaced with sidewalk. In addition, asphalt located behind portions of the sidewalk on Delaware Avenue will be removed and replaced with grass.

Screening between the proposed SP and the duplex located directly to the east will include existing trees and additional plantings that will meet the requirements of a C-3 buffer. The existing wrought iron fence along the Delaware Avenue frontage will be extended, and the final site plan is required to meet the perimeter landscaping and interior planting requirements of the Zoning Code. Also, the fencing currently located along Delaware Avenue will be relocated so that it does not encroach into the right-of-way.

### **ANALYSIS**

While the proposed SP is not consistent with the existing T4 NM land use policy, it is consistent with the proposed T4 CM policy. If the associated policy amendment is approved, staff recommends approval of the SP with conditions and disapproval without all conditions. If the associated policy amendment is not approved, the staff recommends disapproval.

### **FIRE MARSHAL RECOMMENDATION**

- N/A

### **STORMWATER RECOMMENDATION**

- Approved with comments
  1. Cite the correct FEMA panel number to plans (238 is not correct).



# Metro Planning Commission Meeting of 2/13/2014

## NASHVILLE ELECTRIC SERVICE RECOMMENDATION

- Approved

## TRAFFIC & PARKING RECOMMENDATION

- No exception taken

## WATER SERVICES RECOMMENDATION

- Approved

## 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.
  - With the construction of any new building structures on any of the SP parcels the developer must remove the head in parking within the ROW on 51st and relocate the required parking on site.

- 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
Single-Family Residential (210)	0.17	-	2 U*	20	2	3

- \*Based on one two-family unit

- Maximum Uses in Existing Zoning District: **RM40**

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)	0.64	-	25 U	240	19	26

- 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)	0.36	0.6 F	9,408 SF	441	15	45

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.17	-	2,650 SF	82	11	11



## Metro Planning Commission Meeting of 2/13/2014

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.17	-	2,000 SF	124	9	27

- Traffic changes between maximum: **R6, RM40 and CS** and proposed **SP-C**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-495	-16	-36

### SCHOOL BOARD REPORT

**Projected student generation existing R6 and RM40 district: 4 Elementary 2 Middle 2 High**  
**Projected student generation proposed SP-C district: 0 Elementary 0 Middle 0 High**

The proposed SP-C zoning district could generate eight fewer students than what is typically generated under the existing R6 and RM40 zoning districts. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. Cockrill Elementary School has been identified as over capacity. This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all condition if the Commission adopts the policy amendment and disapproval if the associated policy amendment is not approved.

### CONDITIONS

1. Uses within the SP shall be limited to retail and office uses.
2. Prior to the SP Final Site Plan approval, plans shall show the pull in parking and associated pavement located within the right-of-way on 51<sup>st</sup> Avenue North removed, and parking relocated parking on site. Prior to a Use and Occupancy permit, the pavement along 51<sup>st</sup> Avenue North shall be removed and parking shall be relocated on site.
3. All parking and/or storage areas must be a hard dustless surface. No gravel will be permitted. To meet Metro Stormwater requirements, pervious pavement is encouraged.
4. Prior to a Use and Occupancy permit, asphalt located behind the sidewalk adjacent to Delaware Avenue must be removed and replaced with grass.
5. A detailed landscape plan shall be submitted with the SP Final Site Plan to demonstrate that landscaping complies with the requirements of Sections 17.24.150 and 17.24.160 of the Zoning Code. There shall be adequate space on site for landscaping between the wrought iron fence and the right-of-way.
6. 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 CS zoning district as of the date of the applicable request or application.
7. Signage shall meet the requirements of the MUL-A zoning district. Ground signs shall be limited to monument signs, and billboards and LED signs shall be prohibited.

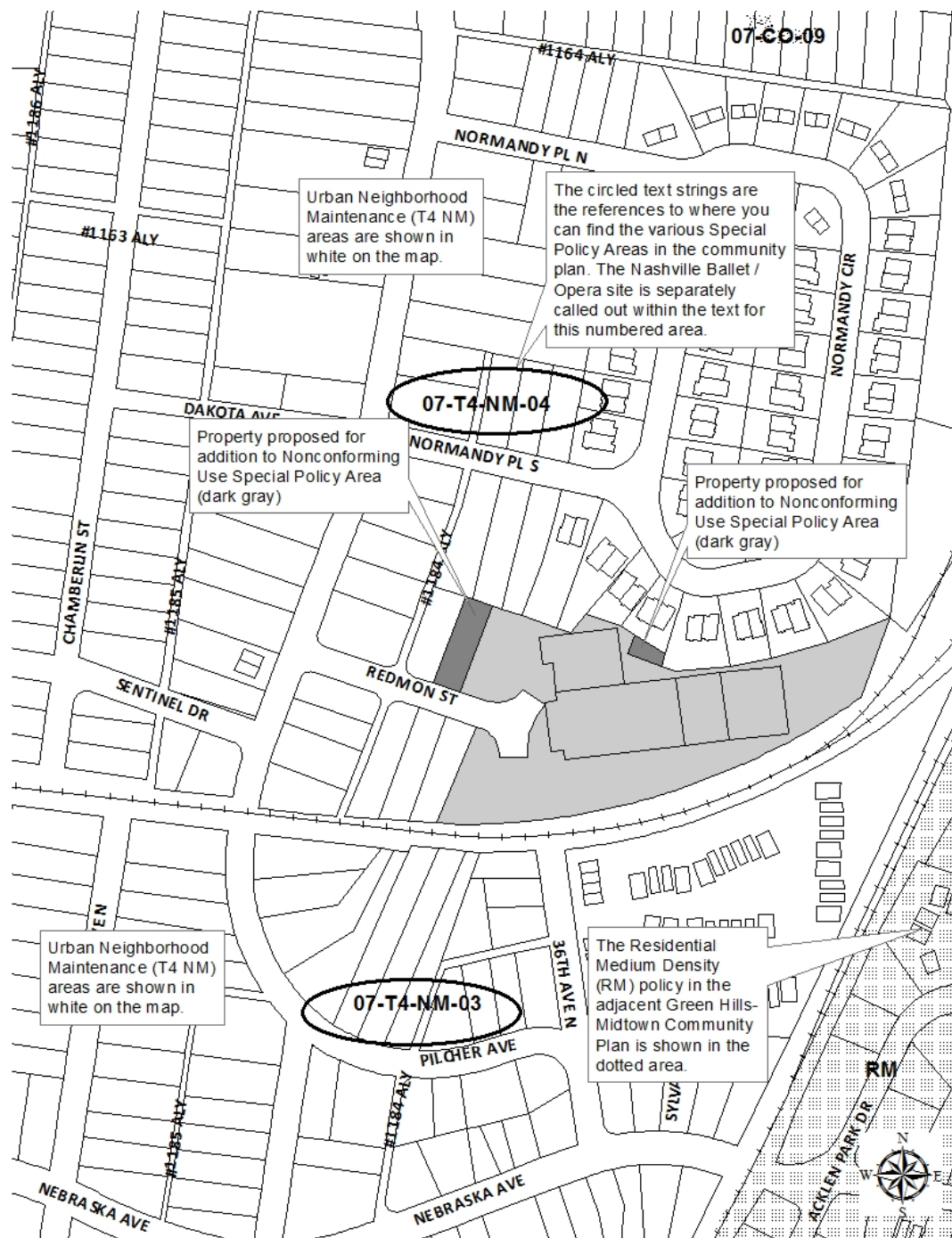


## Metro Planning Commission Meeting of 2/13/2014

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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions 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 SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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 2/13/2014



2014CP-007-003

## WEST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 104-10 Parcels 140.02 and 434;

Map 104-10A Parcels 1 - 5

West Nashville

24- Jason Holleman





<b>Project No.</b>	<b>Minor Plan Amendment 2014CP-007-003</b>
<b>Project Name</b>	<b>West Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2014SP-011-001
<b>Council District</b>	24 – Holleman
<b>School Districts</b>	9 – Frogge
<b>Requested by</b>	Ingram Civil Engineering Group, LLC, applicant; Nashville Ballet, owner.
<b>Staff Reviewer</b>	Wood
<b>Staff Recommendation</b>	<i>Approve</i>

**APPLICANT REQUEST**

**Amend land use policy to expand the Nonconforming Land Use area and update the Special Policy text to support the expansion of the Martin Center for the Nashville Ballet.**

Minor Plan Amendment

A request to amend the West Nashville Community Plan: 2009 Update by amending the special policy that applies to properties located at 3622, 3622B, 3624, 3626, 3628, and 3632 Redmon Street and 0 Normandy Circle, approximately 260 feet east of 37th Avenue North (4.72 Acres), requested by Ingram Civil Engineering, applicant; Nashville Ballet and Metro Government, owners.

**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods

The proposed changes to the Special Policies for area 07-T4-NM-04 can help create a more walkable neighborhood by focusing development in a small existing node of primarily cultural activities that are adaptively reusing a former industrial building. The building contains a mix of uses that provides services both to the surrounding neighborhood and the larger Nashville community. The site contains destinations that can be walked to from nearby residences.

**WEST NASHVILLE COMMUNITY PLAN**

**Current Policy**

Urban Neighborhood Maintenance (T4 NM) with a Special Policy regarding a Nonconforming Land Use and Zoning:

T4 NM policy is intended to preserve the general character of urban neighborhoods, such as their block and street patterns and the setbacks and spacing of the housing. These established urban neighborhoods are not static and do experience change over time, mostly when buildings are expanded or replaced.

The Special Policy to be amended is within Area 07-T4-NM-04, which covers the Sylvan Heights neighborhood. The existing Special Policy language is found under the “Nonconforming Land Uses” bullet and reads as follows:

- *Facilities at 3622-3630 Redmon Court (various condominium parcels), including an indoor climbing establishment, the Noah Liff Opera Center, and the Nashville Ballet, are located adjacent to the railroad. This area is zoned IWD. It is acceptable for the current uses to be*



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*retained, but the zoning and uses should not be allowed to expand or intensify. If the current uses cease, the land should be rezoned to conform to the T4 Urban Neighborhood Maintenance policy.*

### **Proposed Policy**

The existing policy would remain T4 NM, but the Special Policy Area would be expanded to include two additional parcels and the Special Policy text would be amended as described below.

### **BACKGROUND**

When the West Nashville Community Plan was last updated in 2009, the occupants of the amendment site included the Martin Center for the Nashville Ballet, the Noah Liff Opera Center, a small antiques business owned by William Hunt, and Climb Nashville. The building is a condominium, so each occupant is an owner of its own space. Since then, Climb Nashville has sold its indoor climbing facility to the Nashville Ballet and is constructing a new building on Charlotte Avenue. The Nashville Ballet plans to expand its facilities into the former Climb Nashville space once this relocation is complete. In addition, the Nashville Ballet has acquired a vacant residential property at 3632 Redmon Street that it wishes to add to its site in order to expand and rework its parking area to improve access and circulation. The final addition to the site will be a back-tax parcel at 0 Redmon Street that is owned by Metro Government and will be transferred to the Nashville Ballet. Portions of a service access drive at the north side of the building are located on this otherwise-vacant property.

Case 2014SP-011-001, the companion to this case, is a zone change from IWD district to a SP-MU district for the site. The requested SP district is proposed for a mixture of uses that correspond with the ongoing operations of the ballet, opera, and antiques business; changes to the site's parking, circulation, and access system; the addition of limited retail sales; changes to the exterior of the building; and limited expansion of the non-residential zoning. Since the community plan policy for this site does not support expansion or intensification of non-residential uses for the facility, the applicant has requested a plan amendment to the Special Policy map and text.

### **COMMUNITY PARTICIPATION**

An early postcard notification announcing the plan amendment and a regular notice communicating the time and date of the Planning Commission Public Hearing were mailed to property owners within 800 feet of the potential plan amendment area. Because this is a minor plan amendment, no community meeting was required. However, the applicant has been meeting with the Sylvan Heights neighborhood association, the Normandy Place Condominium Owners Association, and Councilman Jason Holleman to discuss their proposal.

### **ANALYSIS**

The site (4.08 acres) is located at 3622, 3622B, 3624, 3626, 3628, and 3632 Redmon Street and 0 Normandy Circle. Redmon Street is accessed from 37<sup>th</sup> Avenue North, which runs between Charlotte Avenue to the north and Nebraska Avenue to the south. It is bounded by CSX railroad tracks to the south and east and by residential parcels to the north and west.



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### Physical Site Conditions

The only physical constraints on the property are in the form of steep berms against the railroad tracks and along the northeast corner of the property.

### Land Use

The property is currently being used for offices for both the ballet and opera, rehearsal and performance space for both the ballet and opera, dance classes for the ballet, occasional sales of items to the public by the antiques business, internal storage of props and equipment for the ballet, internal storage of various items within the antiques business, prop-making within the ballet's storage space, and woodworking within the antiques business space.

### Existing Development Pattern

The site is a remnant of earlier rail-dependent industrial use along the CSX railroad tracks that divide the Sylvan Heights and Sylvan Park neighborhoods. Both these neighborhoods are urban in character, with interconnected street and alley systems. The industrial building has been part of the neighborhood fabric for many years.

### Access and Transportation

The site is accessed by Redmon Street, which in turn gains its access from 37<sup>th</sup> Avenue North. The Sylvan Heights neighborhood is somewhat isolated because of the railroad tracks that bound it on all but one side (the north side). 37<sup>th</sup> Avenue North is the only street that accesses the neighborhood from outside. It passes under the railroad tracks at a very narrow passage about 300 feet south of where Redmon Street intersects with 37<sup>th</sup> Avenue North. Stop signs were recently placed at both sides of the tracks to address neighborhood safety concerns. The ballet and opera manage access, parking, and circulation on the site through the use of valet parking and off-site parking arrangements. The antiques business involves limited levels of activity and traffic.

### SUMMARY

Amending the Nonconforming Use area map and text to provide for the reasonable expansion of the Martin Center for the Nashville Ballet is appropriate because it has proven itself to be a good neighbor to its surroundings and provides amenities to the surrounding- neighborhoods. The Martin Center for the Nashville Ballet and Noah Liff Opera Center are important to the city's artistic and cultural identity. Both the ballet and opera facilities contain offices and rehearsal / limited performance spaces. The ballet also conducts classes that are open to the community. Although their location within a residential neighborhood setting is unusual, their activities have proven able to operate in a manner that is not disruptive to the neighborhood as a residential environment. This has been accomplished through careful management of traffic, access, and parking on the site. Similarly, the small antiques business that operates within the building has had little outward impact on the surrounding neighborhood. The three activities also provide a good model for the adaptive reuse of an old industrial property in a now obsolete location for modern industrial use, which are no longer primarily rail-dependent. Staff recommends approval of the following Special Policy language to accompany the expansion of the Nonconforming Land Use as mapped in the West Nashville Community Plan:

- *Facilities at 3622, 3622B, 3624, 3626, 3628, and 3632 Redmon Street and 0 Normandy Circle contain a former industrial building that is now the location of the Martin Center for the Nashville Ballet, the Noah Liff Opera Center, and a small antiques business. Any future*



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*changes in the scope and character of Nonconforming Land Uses on the site are guided by the following:*

- *The Design Principles of the T4 Urban Mixed Use Neighborhood policy category are followed with the exception of any conflicting provisions below.*
- *Future non-residential uses on the site are limited to activities that do not generate traffic in amounts that are significant enough to trigger a need for capacity improvements to 37<sup>th</sup> Avenue North.*
- *The regular use of tractor-trailer trucks to serve the site is inappropriate because of the disruption they cause in a residential neighborhood environment.*
- *The presence of retail on the site is expected to be limited or an accessory role. This site does not have the level of access needed to support a concentration of retail activity since it is not within a central location within the neighborhood and is hemmed in by railroad tracks at the end of a dead-end street with no realistic possibilities for future access to the rest of the transportation system.*
- *The height of the current building is not exceeded in any future expansion or new development on the site.*

### **STAFF RECOMMENDATION**

Staff recommends approval.

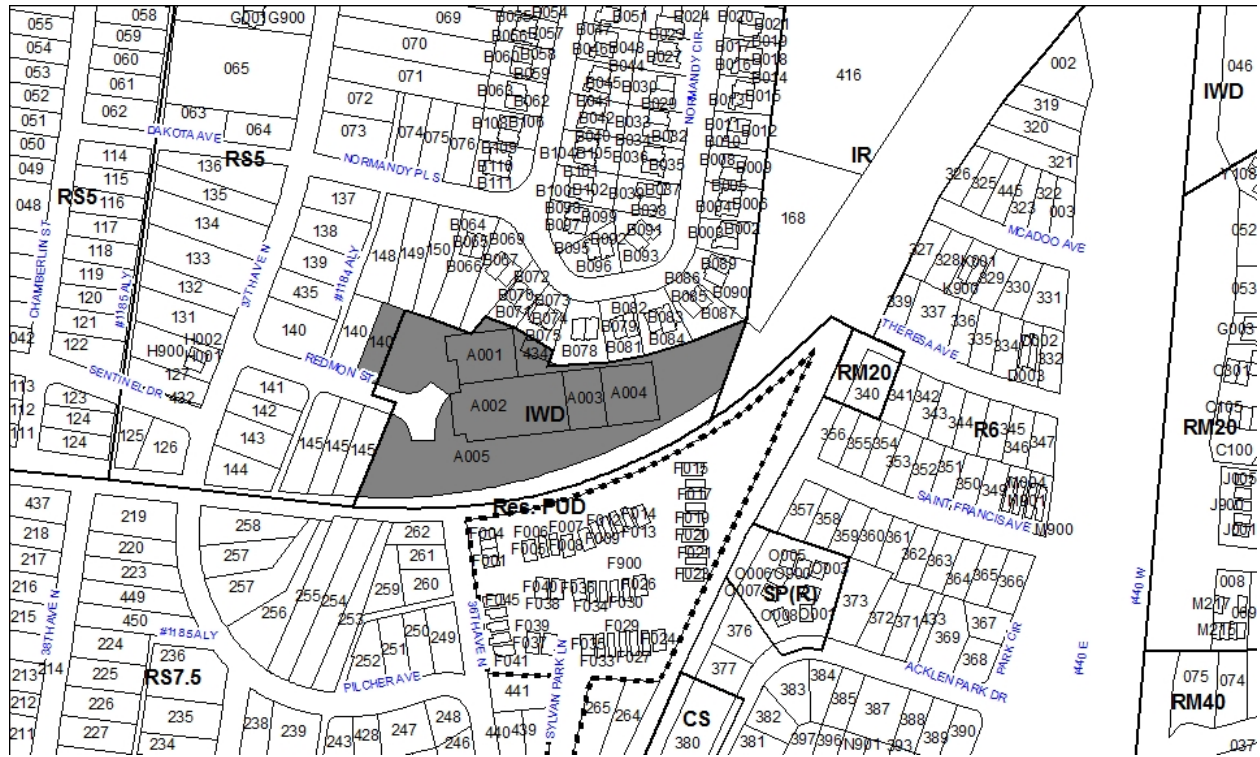


**Metro Planning Commission Meeting of 2/13/2014**

**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/13/2014



**2014SP-011-001**  
NASHVILLE BALLET  
Map 104-01, Parcel(s) 140,434  
Map 104-01-0-A, Parcel(s) 001-005  
West Nashville  
24 - Jason Holleman



**Project No.** 2014SP-011-001  
**Project Name** Nashville Ballet  
**Council District** 24 – Holleman  
**School District** 9 – Frogge  
**Requested by** Ingram Civil Engineering Group and Metro Government, applicants; Nashville Ballet, owners.

**Staff Reviewer** Cuthbertson  
**Staff Recommendation** *Approve with conditions if the associated policy amendment is approved and disapprove without all conditions. Disapprove if the associated policy amendment is not approved.*

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**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) and Single-Family Residential (RS5) to Specific Plan, Mixed-Use (SP-MU) zoning for properties located at 3622, 3622B, 3624, 3626, 3628, and 3632 Redmon Street and at Normandy Circle (unnumbered), approximately 260 feet east of 37<sup>th</sup> Avenue North (4.72 acres), to permit a mix of uses.

**Existing Zoning**

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

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

**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 commercial amusement (inside) uses in addition to rehearsal hall, personal instruction, general office, warehouse, custom assembly and retail uses.

**CRITICAL PLANNING GOALS**

N/A

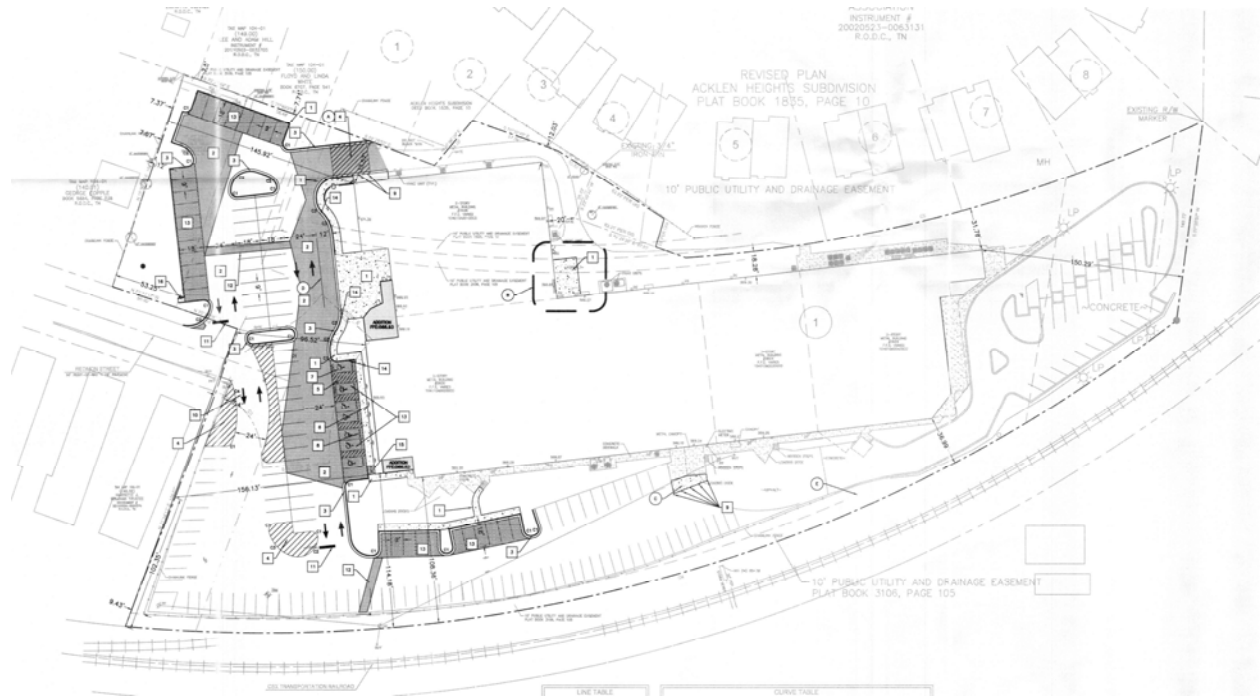
**WEST NASHVILLE COMMUNITY PLAN**

**Current Policy**

Urban Neighborhood Maintenance (T4 NM)-is intended to preserve the general character of urban neighborhoods, such as their block and street patterns and the setbacks and spacing of the housing. These established urban neighborhoods are not static and do experience change over time, mostly when buildings are expanded or replaced.



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**Proposed SP Plan**





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### Current Special Policy

The Special Policy proposed to be amended is within Area 07-T4-NM-04, which covers the Sylvan Heights neighborhood. The existing Special Policy language is found under the “Nonconforming Land Uses” bullet and reads as follows:

- *Facilities at 3622-3630 Redmon Court (various condominium parcels), including an indoor climbing establishment, the Noah Liff Opera Center, and the Nashville Ballet, are located adjacent to the railroad. This area is zoned IWD. It is acceptable for the current uses to be retained, but the zoning and uses should not be allowed to expand or intensify. If the current uses cease, the land should be rezoned to conform to the T4 Urban Neighborhood Maintenance policy.*

### **Proposed Policy**

The current policy would remain T4 NM, but the Special Policy Area would be expanded to include two additional parcels and the Special Policy text would be amended as described below.

- *Facilities at 3622, 3622B, 3624, 3626, 3628, and 3632 Redmon Street and 0 Normandy Circle contain a former industrial building that is now the location of the Martin Center for the Nashville Ballet, the Noah Liff Opera Center, and a small antiques business. Any future changes in the scope and character of Nonconforming Land Uses on the site are guided by the following:*
  - *The Design Principles of the T4 Urban Mixed Use Neighborhood policy category are followed with the exception of any conflicting provisions below.*
  - *Future non-residential uses on the site are limited to activities that do not generate traffic in amounts that are significant enough to trigger a need for capacity improvements to 37<sup>th</sup> Avenue North.*
  - *The regular use of tractor-trailer trucks to serve the site is inappropriate because of the disruption they cause in a residential neighborhood environment.*
  - *The presence of retail on the site is expected to be limited or an accessory role. This site does not have the level of access needed to support a concentration of retail activity since it is not within a central location within the neighborhood and is hemmed in by railroad tracks at the end of a dead-end street with no realistic possibilities for future access to the rest of the transportation system.*
  - *The height of the current building is not exceeded in any future expansion or new development on the site.*

### Consistent with Policy?

The proposed SP zoning district permits the expansion of the Nashville Ballet, principally inside the existing building, as well as the improvement of the existing parking area and expansion of the parking area into an adjacent vacant residential lot. The SP also incorporates a small land-locked Metro owned back tax property on the north side of the site. The SP accounts for the existing warehouse use in the middle of the building, the retail use and the existing Opera Center on the east side of the building. The building expansion proposed with this SP is limited to the primary entrance for the Nashville Ballet portion (west side) of the building.

The Nashville Ballet is expanding within the existing building, into a space to the north previously occupied by Climb Nashville, another commercial amusement (inside) use. The SP does not intend to intensify the uses nor does it intend for future expansion of the building beyond the small



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additions shown on the plan. The building will remain at its current height. No new access is proposed with the SP.

### PLAN DETAILS

The site is tucked into the back side of a residential neighborhood against CSX railroad tracks to the south and east at the site of an inappropriate industrially zoned property. Redmon Street is accessed from 37<sup>th</sup> Avenue North, which runs between Charlotte Avenue to the north and Nebraska Avenue to the south. Access to the site is limited to the existing point on Redmon Street.

#### Site Plan

The plan calls for the continued use of the existing 55,613 sq. ft. building for Commercial Amusement (inside), Personal Instruction, Rehearsal Hall, General Office, Warehouse, Custom Assembly and Retail uses.

The Nashville Ballet will expand into a large portion of the building to the north and occupy most of the western half of the building. The Nashville Ballet includes rehearsal and instruction spaces as well as a small performance space. The SP accounts for their warehouse and custom assembly shop associated with the production and storing of props. The SP would also allow the Nashville Ballet to provide accessory retail. An antiquing business exists in the center of the building utilizing warehouse, custom assembly, general office and retail uses. The SP also recognizes the continued use of the western portion of the building by the Noah Liff Opera Center. The SP removes all other IWD uses as an option for the site.

The plan proposes two expansions on the east side of the building totaling 1,871 sq. ft. The additions will expand the building by 3% to 57,484 sq. ft. The building height will remain 2 stories in 33 feet.

The parking area on the west side of the building will be reorganized to improve circulation and expand into the adjacent lot on the north side of Redmon Street. The total parking provided on the property will be reduced by five spaces to a total of 187. The total number of parking spaces provided on the site is less than the accumulated Code requirement; however, the applicant submitted a parking study performed for the site in 2011 indicating a peak parking occupancy of 70%. The SP will provide more parking spaces than the maximum number utilized in the study. The plan indicates the parking area will continue to utilize a portion of the right-of-way (ROW) for Redmon Street. The plan also shows a portion of the existing building and proposed building expansion in that same ROW. Public Works has reviewed and recommended approval of this plan.

Signage will be limited with the SP to permit one sign on the west façade of the building for the Nashville Ballet as well as existing signage on the south side of the site for the antiquing business and for the Nashville Opera, including their ground sign on the south side of the site. The antiques business has a small building sign on the south facade that is not visible from a public street. No other ground signs or building signs will be permitted with the SP.

### ANALYSIS

The plan is consistent with the proposed land use policy. The SP enables existing uses while eliminating a number of IWD associated uses that are incompatible with the surrounding residential neighborhood. It also enables the improvement of the existing parking area and appearance of the western portion of the site that is visible from Redmon Street.



## **Metro Planning Commission Meeting of 2/13/2014**

### **STORMWATER RECOMMENDATION**

**Approved**

### **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.
- Utilize existing solid waste and recycling facilities, if they currently exist. If they do not exist indicate on the building permit submittal the location of the solid waste and recycling facilities.

No traffic table was prepared as the proposed SP district would not generate any more traffic than what would be generated by the existing non-conforming uses.

### **STAFF RECOMMENDATION**

Staff recommends that the request be approved with conditions and disapproved without all conditions if the associated policy amendment is approved and disapproved if the associated policy amendment is not approved.

### **CONDITIONS**

1. Permitted land uses shall be limited to Commercial Amusement (inside), Personal Instruction, Rehearsal Hall, General Office, Warehouse, Custom Assembly, and Retail.
2. Prior to Final Site Plan approval, a note shall be added to the final site plan and an access easement over the portion of the driveway located on the north side of the building on adjacent property shall be recorded.
3. Prior to Final Site Plan approval, obtain necessary approvals from Public Works in order to retain and utilize the existing ROW for Redmon Street shown on the plan.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the MUL zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions 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 SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of



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the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



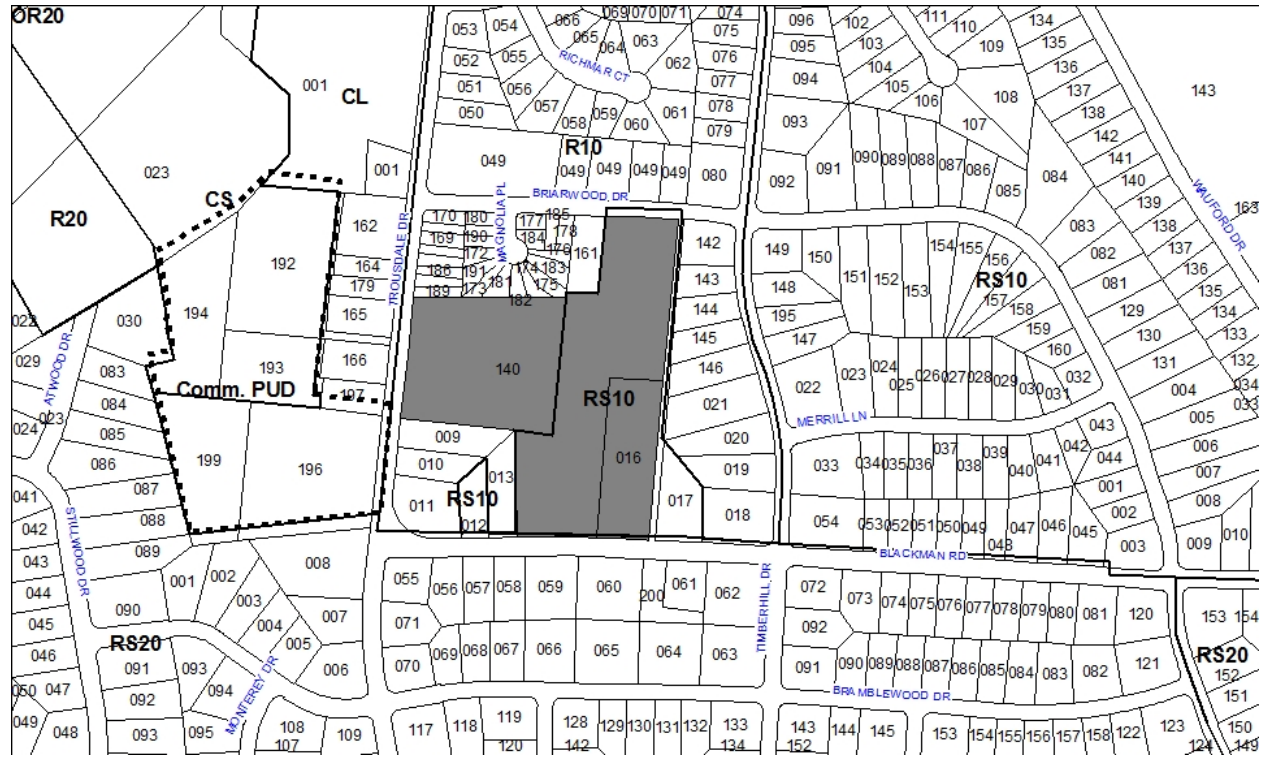
**Metro Planning Commission Meeting of 2/13/2014**

## **RECOMMENDATIONS TO METRO COUNCIL**

- **Zoning Text Amendments**
- **Specific Plans**
- **Zone Changes**



# Metro Planning Commission Meeting of 2/13/2014



## 2014SP-010-001

CRIEVE HALL CHURCH OF CHRIST

Map 146-04, Parcel(s) 140

Map 146-08, Parcel(s) 016

Southeast

26 - Chris Harmon



**Project No.** 2014SP-010-001  
**Project Name** Crieve Hall Church of Christ  
**Council District** 26 – Harmon  
**School District** 7 – Pinkston  
**Requested by** Ingram Civil Engineering Group., applicant  
Crieve Hall Church of Christ, Trustees, owners.

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

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**APPLICANT REQUEST**

**Preliminary SP to permit a day care increase from 75 to 99 persons and an existing religious institution.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) and Single-Family Residential (RS10) to Specific Plan-Institutional (SP-INS) zoning and for final site plan approval for properties located at 4806 Trousdale Drive and 410 Blackman Road, approximately 1,460 feet south of Harding Place (13.3 acres), to permit a day care increase from 75 to 99 persons and an existing religious institution.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 36 units.*

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 21 lots with 5 duplex lots for a total of 26 units.*

**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 institutional uses.

**CRITICAL PLANNING GOALS**

- N/A

**SOUTHEAST COMMUNITY PLAN**

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

Consistent with Policy?

The proposed SP is consistent with the existing policy. The institutional uses proposed in the SP are







## **Metro Planning Commission Meeting of 2/13/2014**

uses that already exist on the subject property and are uses that are considered generally compatible with the residential character supported by RLM.

### **PLAN DETAILS**

The site is located near the northwest corner of the intersection of Trousdale Drive and Blackman Road in the Southeast Community Plan area and consists of two lots. All adjacent zoning is R10, and the primary use in the area is single-family residential.

#### Site Plan

The purpose of the SP is to increase the number of children permitted in the day care located on-site up to 99. The day care is currently allowed a maximum day care capacity of 75 children per the Zoning Code. Six existing buildings fall within the proposed SP boundary. These include the main church building, a multi-purpose building, a scout house and three residences (two single-family dwellings and a duplex) which are used for visiting missionaries. The plan includes a 2,500 square foot addition to the existing multi-purpose building, which will serve as the day care if the SP is approved. A portion of the parking area adjacent to the existing multi-purpose building will be removed to make way for the addition.

The site is currently accessed from Trousdale Drive and Brianwood Lane. Individual driveways for two of the existing single-family residences are located on Blackman Road. The plan does not propose any new access; all points of access shown on the plan currently exist. The proposal increases day care capacity from 75 to 99 which will not significantly increase traffic. There is an existing turn lane into the main entrance to the church on Trousdale Drive.

Crosswalks will be installed from the proposed day care building to the existing playground as accessing the playground involves crossing a parking drive aisle. Another crosswalk will be installed to access two additional handicap spaces that will be added near the day care building. No additional parking aside from the additional handicap spaces is proposed, as the site, even with the parking that will be removed for the addition, exceeds the parking requirement of the Zoning Code. In addition, a standard "C" landscape buffer yard is proposed to screen the existing playground from the adjacent residential lots. Also, signage for the SP will comply with the Office Residential (OR20) zoning district which prohibits LED message boards and digital display signs with the exception of time/temperature/date sign.

### **ANALYSIS**

Staff recommends approval of the SP as the request is consistent with the RLM policy.

#### **FIRE MARSHAL RECOMMENDATION**

- N/A

#### **STORMWATER RECOMMENDATION**

- Approved for preliminary only

#### **TRAFFIC & PARKING RECOMMENDATION**

- No exception taken as an increase of 24 daycare students will not significantly increase traffic

#### **WATER SERVICES RECOMMENDATION**

- Approved



# Metro Planning Commission Meeting of 2/13/2014

## NASHVILLE ELECTRIC SERVICE RECOMMENDATION

- New building expansion will encroach on existing NES overhead primary power line. NES pole and line will have to be relocated.
- Developer has agreed to coordinate NES power line relocation with NES before finalizing site utility plans.

## PUBLIC WORKS RECOMMENDATION

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Utilize existing solid waste and recycling facilities, if they currently exist. If they do not exist indicate on the building permit submittal the location of the solid waste and recycling facilities.

- Maximum Uses in Existing Zoning District: **R10 & RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Religious Institution (560)	13.3	-	496,584 SF*	4524	358	328

\*Existing

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Religious Institution (560)	13.3	-	496,584 SF*	4524	358	328

\*Existing

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Day Care (565)	13.3	-	99 Children	445	78	76

- Traffic changes between maximum: **R10, RS10** and proposed **SP-INS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+445	+78	+76

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all condition as the proposed SP meets the land use policy.

## CONDITIONS

1. Uses within the SP shall be limited to a religious institution and its associated uses and facilities and a day care for up to 99 children.
2. Signage shall meet the requirements of the OR20 zoning district.



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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 RM2 zoning district as of the date of the applicable request or application.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions 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 SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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.
7. Developer shall coordinate with NES to relocate power line before finalizing site utility plans.



# Metro Planning Commission Meeting of 2/13/2014



**2014SP-012-001**  
4TH AVENUE COTTAGES  
Map 082-05, Parcel(s) 073  
North Nashville  
19 - Erica S. Gilmore



<b>Project No.</b>	<b>Zone Change 2014SP-012-001</b>
<b>Project Name</b>	<b>4<sup>th</sup> Avenue Cottages</b>
<b>Council District</b>	19 – Gilmore
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Civil Site Design Group, PLLC, applicant; Aerial Investment Properties, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit 6 detached residential dwellings.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located at 1706 4th Avenue North, approximately 175 feet north of Hume Street and located within the Salemtown Neighborhood Conservation Overlay District (0.40 Acres), to permit up to six 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. *R6 would permit a maximum of two lots with two duplex lots for a total of four 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 six detached residential units.

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Provides a Range of Housing Choices

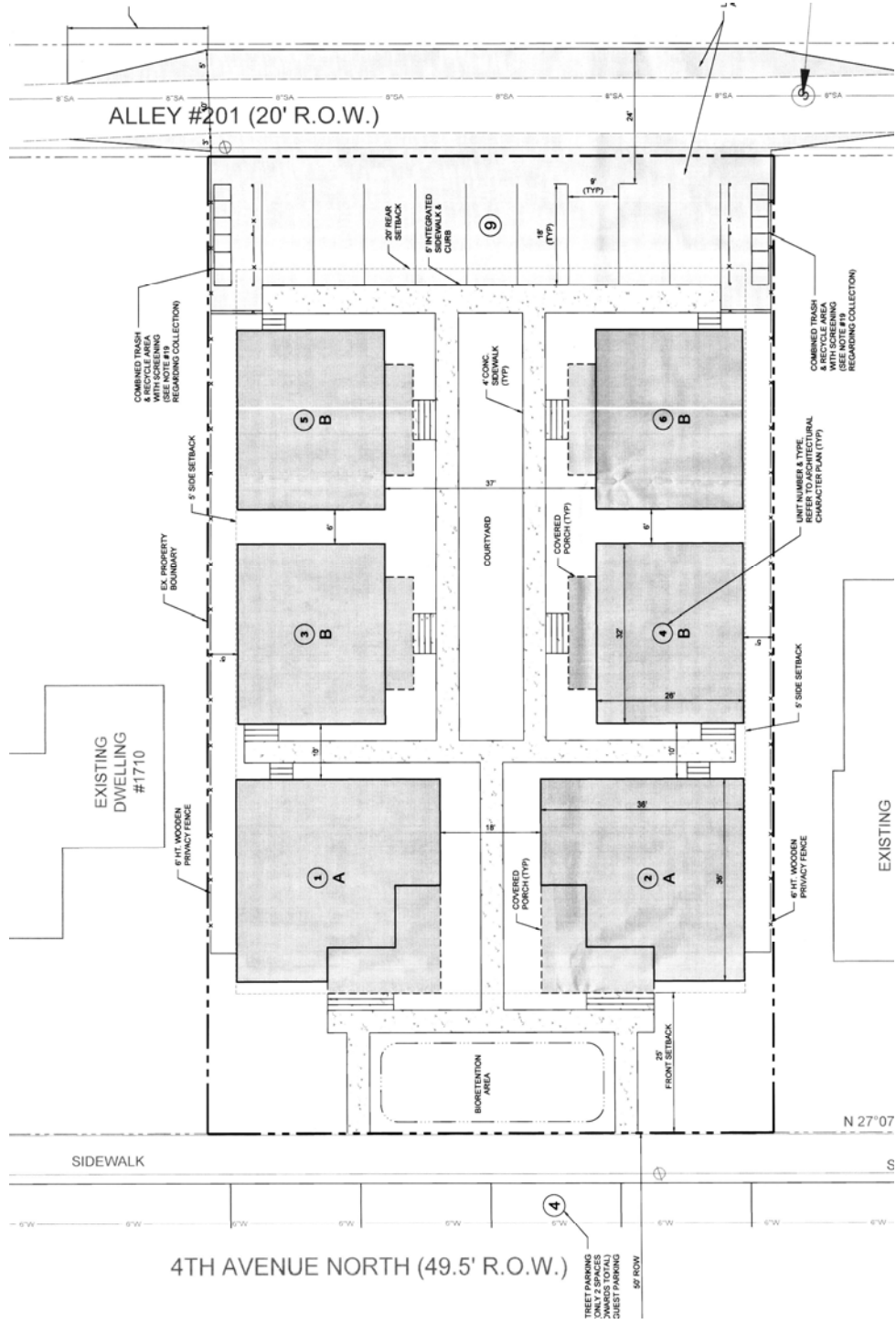
This area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The request provides an additional housing option in the area. Additional housing options are important to serve a wide range of people with different housing needs.

**WEST NASHVILLE COMMUNITY PLAN**

Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T4 NM areas will experience some change over time, primarily when



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Proposed SP Plan



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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 proposed SP is consistent with the T4 NM policy. The policy supports a variety of housing types that fit into the overall character of the area. While the form of the proposed cottage development is different than other single-family homes along this section of 4<sup>th</sup> Avenue, it fits in with the overall character by placing detached units along 4<sup>th</sup> Avenue. The policy also recognizes historically significant areas. This site is within the Salemtown Conservation Overlay District. Metro Historic Zoning Commission staff is recommending that the SP be approved.

### **PLAN DETAILS**

The subject site is approximately 0.40 acres (17,424 SF) in size. The site is relatively flat and is currently occupied with two separate triplex units (six units).

#### Site Plan

The plan calls for six detached residential units with an overall density of 15 units per acre. The primary frontage of units three through six is onto a central green. Units one and two front onto 4<sup>th</sup> Avenue North, but also include a wraparound porch which addresses both 4<sup>th</sup> Avenue and the central green. The plan identifies the following bulk standards:

- Height: 2 stories
- Front Setback: 25 feet
- Side Setback: 5 to 6 feet
- Rear Setback: 20 feet

Vehicular access to the development is proposed from the rear alley. No vehicular access is proposed from 4<sup>th</sup> Avenue. A total of nine onsite parking spaces are shown along the alley. There is an existing sidewalk along 4<sup>th</sup> Avenue and the plan also shows sidewalks within the development connecting each unit to 4<sup>th</sup> Avenue and the rear parking area.

Landscaping is shown within the courtyard and along 4<sup>th</sup> Avenue. No landscaping is shown along the northern and southern property lines; however, the plan does identify a six foot tall wooden privacy fence along both boundaries. The SP prohibits chain-link fencing. A bioretention area is shown along 4<sup>th</sup> avenue and will also include some landscaping.

The plan provides conceptual elevations. Allowable building materials include brick, cast stone, cultured stone, stucco and cementitious siding. The SP prohibits wood, vinyl and metal siding.

### **ANALYSIS**

The SP is consistent with land use policy and provides a housing type that is supported by the land use policy. The plan also meets several critical planning goals. Also, the site is within the Salemtown Neighborhood Conservation District. Metro Historic Zoning staff has recommended approval. Final design of each home must be approved by MHZC, prior to the approval of any building permit. The plan calls for a bioretention area along 4<sup>th</sup>. Due to the location then it is important that the bioretention area is designed in a way that enhances the development as well as



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the pedestrian experience along 4<sup>th</sup>. The final site plan should include a detailed landscaping and drainage plan demonstrating these goals.

### **STORMWATER RECOMMENDATION**

#### **Approved with conditions**

- Stormwater discharge from site shall meet Stormwater and Public Works approval (during Final SP plan review).

### **PUBLIC WORKS RECOMMENDATION**

#### **No Exceptions Taken**

\*A traffic table was not prepared because the SP does not permit any additional units from what is legally on the site today.

### **WATER SERVICES RECOMMENDATION**

#### **Approved as preliminary only**

Public Sewer construction plans must be submitted and approved prior to Final Site Plan/SP stage. (Applicant must ensure gravity sewer flow throughout the development.) If not platted, the required capacity fees must also be submitted prior to Final Site Plan/SP stage. If platted, these fees must be paid by Final Plat Stage. Applicant must submit a revised availability study by Final SP stage to Metro Water, as the unit count has changed since their original capacity study.

### **METRO HISTORIC ZONING COMMISSION**

#### **Approve**

### **METRO SCHOOL BOARD REPORT**

**The proposed SP would not generate any more students than what would be generated by the current land use on the site.**

### **STAFF RECOMMENDATION**

Staff recommends that the request be approved with conditions, including a housekeeping amendment to include parcel 15 in the Special Policy, and disapproved without all staff conditions.

### **CONDITIONS**

1. Permitted land uses shall be limited to six detached residential units.
2. Final architectural drawing must be approved by the Metro Historic Zoning Commission prior to the approval of any building permit.
3. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
4. The rear parking area may be covered if approved by the Metro Historic Zoning Commission.
5. The final site plan shall include detailed landscape and drainage plan demonstrating that the bioretention area along 4<sup>th</sup> Avenue North functions properly enhances the development and does not detract from the pedestrian experience along 4<sup>th</sup>.





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6. 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.
7. 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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions 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 SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
8. 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.
9. 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 2/13/2014



**2014Z-012PR-001**  
LOVE JOY COURT (UNNUMBERED)  
Map 072-07, Parcel(s) 089  
East Nashville  
07 - Anthony Davis



<b>Project No.</b>	<b>Zone Change 2014Z-012PR-001</b>
<b>Project Name</b>	<b>Love Joy Court</b>
<b>Council District</b>	7 – A. Davis
<b>School District</b>	3 – Speering
<b>Requested by</b>	Cumberland Property Investments, LLC, applicant and owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve</i>

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**APPLICANT REQUEST**  
**Zone change from RS7.5 to RS3.75.**

Zone Change

A request to rezone from Single-Family Residential (R7.5) to Single-Family Residential (RS3.75) for property located at Love Joy Court (unnumbered), approximately 200 feet north of Kenmore Place (0.68 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 3 units.*

**Proposed Zoning**

Single-Family Residential (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 7 units.*

**CRITICAL PLANNING GOALS**

- Supports a Variety of Transportation Choices
- Supports Infill Development

The proposed RS3.75 zoning district will support development that is consistent with the character of surrounding development and create opportunities for infill housing. In addition, the subject property is near existing transit routes, and the additional density supported by RS3.75 would help support this transportation option.

**MADISON COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The proposed RS3.75 is consistent with the NG policy. The proposed RS3.75 would allow for single-family infill housing with a density of up to 9.87 dwelling units per acre; the NG policy supports up to 20 dwelling units per acre.



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## STORMWATER RECOMMENDATION

N/A

## PUBLIC WORKS RECOMMENDATION

- Traffic study may be required at time of development.

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)	0.68	5 D	3 U	29	3	4

Maximum Uses in Proposed Zoning District: **RS3.75**

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)	0.68	10 D	7 U	67	6	8

Traffic changes between maximum: **RS7.5** and proposed **RS3.75**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4	+38	+3	+4

## SCHOOL BOARD REPORT

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

Projected student generation proposed **RS3.75** district: 1 Elementary 0 Middle 0 High

The proposed RS3.75 zoning district would generate one additional student than what is typically generated under the existing RS7.5 zoning district. Students would attend Dan Mills Elementary School, Issac 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. The fiscal liability of 1 new elementary student is \$21,500 (1 X \$21,500 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

## STAFF RECOMMENDATION

Staff recommends approval of the proposed RS3.75 zone change as it is consistent with the NG land use policy.



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**SEE NEXT PAGE**





<b>Project No.</b>	<b>Zone Change 2014Z-013PR-001</b>
<b>Council District</b>	7 – A. Davis
<b>School District</b>	5 – Kim
<b>Requested by</b>	Josh Morant, applicant and W.L. Hall, owner.
<b>Staff Reviewer</b>	Cuthbertson
<b>Staff Recommendation</b>	<i>Approve</i>

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**APPLICANT REQUEST**

**Zone change from CS to RM20-A.**

Zone Change

A request to rezone from Commercial Service (CS) to Multi-Family Residential-A (RM20-A) zoning for property located at Chester Avenue (unnumbered), approximately 350 feet east of Gallatin Avenue (0.88 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential-A (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 17 units.*

**CRITICAL PLANNING GOALS**

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

The proposed RM20-A district will encourage development of the property at a moderate residential intensity and permit a variety of housing types including multi-family. The RM20-A zoning district will encourage new development in a form that supports a strong pedestrian environment by locating and orienting new buildings toward the street, reducing the number of vehicular access points and minimizing the prominence of parking facilities.

The RM20-A zoning district encourages the development of healthy neighborhoods by supporting a stronger walking environment and supporting the development and viability of the nearby commercial corridor as a walking destination.

The density permitted with the proposed RM20-A district increases the supply of housing within an already developed area of Nashville served by existing infrastructure, which allows additional development without burdening Metro with the cost of maintaining new infrastructure. The properties are located in an area served by a network of streets that provide multiple options for



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access to nearby commerce, services, employment and recreation, which helps mitigate traffic congestion along major arterials and expressways.

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

The proposed RM20-A zoning also supports transit as it enables additional residential density within walking distance of Gallatin Pike transit corridor which contains a BRT Lite line; a stop is located two blocks south of Chester Avenue.

### **EAST NASHVILLE COMMUNITY PLAN**

#### **Structure Plan Policy**

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

#### **Detailed Policy**

Mixed Housing (MH) is intended for single family and multi-family housing that varies on the size of the lot and the placement of the building on the lot. Housing units may be attached or detached, but are not encouraged to be randomly placed. Generally, the character should be compatible to the existing character of the majority of the street.

#### Consistent with Policy?

Yes. The proposed RM20-A district is consistent with the Mixed Housing in Neighborhood General policy. The proposed zoning district will permit a variety of housing types up to 17 units on the property.

The subject property is situated in a position of transition in between the intense Gallatin Pike commercial corridor to the west and a residential neighborhood to the south and east. The proposed RM20-A zoning district permitting moderate residential densities including attached housing can facilitate the transition between development intensities.

The proposed RM20-A zoning district limits new buildings to a height consistent with that which is permitted on the R6 zoned lots located to the east and south.

The RM20-A zoning district was established as a based zoning district intended to implement the design objectives of the mixed housing in neighborhood general policy.

### **ANALYSIS**

The property is situated on the north side of Chester Avenue just east of Gallatin Pike. Access to the site is limited to Chester Avenue on its south boundary and an alley on its east boundary.

The property is surrounded by a Mixed Use Limited (MUL-A) zoned church (fronting Gallatin Pike) to the north and Walgreens drug store to the west. Commercial Limited (CL) zoned houses are located to the southeast. One and Two Family Residential (R6) zoned dwellings are located to the south and east of the subject property. The neighborhood to the east of the subject property





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contains a variety of housing types including single-family, duplex, and a triplex. The alley separating the subject property from the dwelling immediately to the east also acts as a buffer between the two properties.

The subject property's current CS zoning permits a variety of uses that would be incompatible with the adjacent residential neighborhood. The proposed RM20-A zoning removes the inappropriate non-residential uses as options for future development.

### PUBLIC WORKS RECOMMENDATION

A traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.88	0.6 F	22,999 SF	1022	26	77

Maximum Uses in Proposed Zoning District: RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-family Residential (220)	0.88	20 D	17 U	114	9	11

Traffic changes between maximum: CS and proposed RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+16 U	-908	-17	-66

### SCHOOL BOARD REPORT

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

The proposed RM20-A district could generate up to 3 additional students. Students would attend Rosebank Elementary School, Bailey Middle School and Stratford High School. None of the schools have been identified as over capacity. This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

Staff recommends approval as the proposed RM20-A zoning district is consistent with the Mixed Housing in Neighborhood General policy and supports several critical planning goals.



**Metro Planning Commission Meeting of 2/13/2014**

**SEE NEXT PAGE**

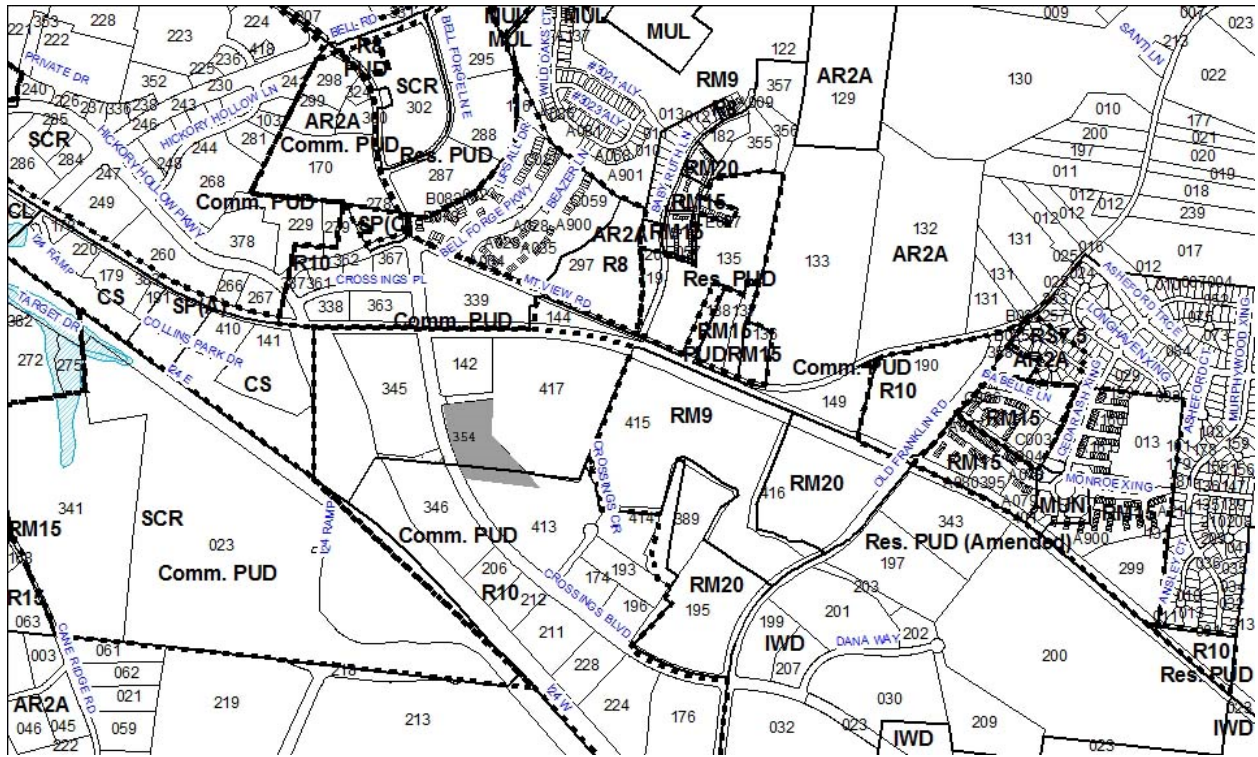


## **PLANNING COMMISSION ACTIONS**

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



## Metro Planning Commission Meeting of 2/13/2014



### 84-87P-001

CROSSINGS OF HICKORY HOLLOW (ASURION PARKING ADDITION)

Map 163, Parcel(s) 354, 413

Antioch - Priest Lake

32 - Jacobia Dowell



<b>Project No.</b>	<b>Planned Unit Development 84-87P-001</b>
<b>Project Name</b>	<b>Crossings at Hickory Hollow, Asurion Parking</b>
<b>Council District</b>	32 – Dowell
<b>School District</b>	6 – Mayes
<b>Requested by</b>	Ragan-Smith Associates, applicant; Freeland Realty 3, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

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**APPLICANT REQUEST**

**Revise a portion of a Planned Unit Development and final site plan to permit an automobile parking.**

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 Crossings at Hickory Hollow Commercial Planned Unit Development Overlay District on a portion of properties located at 5501 Crossings Circle and Crossings Boulevard (unnumbered), approximately 1,300 feet south of Mt. View Road, zoned Agricultural/Residential (AR2a) and One and Two-Family Residential (R10) (3.78 acres), to permit a parking lot.

**Existing Zoning**

Agricultural/Residential requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *In this instance, the land uses are dictated by the PUD Overlay.*

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. *In this instance the land uses are dictated by the PUD Overlay.*

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

**CRITICAL PLANNING GOALS**

N/A





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### PLAN DETAILS

The subject 3.78 acre site is located on the east side of Crossing Boulevard, north of Old Franklin Pike and south of the railroad. The site consists of parts of two parcels. The area proposed to be developed is clear of trees and is relatively flat. There is a significant line of trees (wooded area) along the eastern property line, which runs along Collins Creek.

#### Site Plan

The plan calls for a parking lot. The lot consists of 244 parking spaces. Landscaping is shown along the perimeter of the lot. Trees are also provided within planting strips within the lot. The plan calls for a sidewalk along Crossings Boulevard and a cross walk to the property along the west side of Crossings Boulevard.

### ANALYSIS

The original PUD was approved in 1984 for over a million square feet of commercial and office uses. The PUD has been revised numerous times throughout the years, but has maintained the original concept. The subject site is currently approved for 163,656 square feet of commercial. The lot is intended to serve Asurion, which occupies the building directly across the street. The proposed parking area is also located within an area identified for parking on the currently approved plan. Since the proposed use is located in an area currently identified as parking, then staff finds that the proposed change is a minor modification.

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

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

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



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- 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.

### **STORMWATER RECOMMENDATION**

**Approved**

### **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.
- Identify existing SB left turn lane striping and install SB left turn arrow pavement marking in left turn lane.





## **Metro Planning Commission Meeting of 2/13/2014**

- Identify any proposed fencing around parking lot and ped path from parking lot to crosswalk. Install signage to cross at marked crosswalk.

### **STAFF RECOMMENDATION**

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

### **CONDITIONS**

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



# Metro Planning Commission Meeting of 2/13/2014



## 2014S-019-001

THE NORTH NASHVILLE REAL ESTATE COMPANY PLAN, RESUB LOTS 158, 160, AND 162

Map 082-05, Parcel(s) 051

Map 082-09, Parcel(s) 004-005

North Nashville

19 - Erica S. Gilmore



<b>Project No.</b>	<b>Subdivision 2014S-019-001</b>
<b>Project Name</b>	<b>The North Nashville Real Estate Company Plan, Resub Lots 158, 160, and 162</b>
<b>Council District</b>	19 – Gilmore
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Catherine Epstein, owner, Jesse Walker Engineering, applicant.
<b>Staff Reviewer</b>	Cuthbertson
<b>Staff Recommendation</b>	<i>Approve with a condition.</i>

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**APPLICANT REQUEST**

**Shift lot lines to create three lots.**

Final Plat

A request for final plat approval to shift lot lines between three properties located at 1601 and 1603 5<sup>th</sup> Avenue North and at 504 Hume Street, at the northwest corner of 5<sup>th</sup> Avenue North and Hume Street, zoned One and Two-Family Residential (R6) (0.47 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 three duplex lots.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development

The subdivision enables additional residential development opportunity consistent with the land use policy in an area where infrastructure and services exist. The subdivision is located within close proximity to commercial and employment districts and served well by existing road networks.

**REQUEST DETAILS**

The property is located at the northwest corner of 5<sup>th</sup> Avenue North and Hume Street in an evolving urban neighborhood. A single residential dwelling exists on the property. The site does not contain any significant slopes or other environmentally sensitive features.

Three legal parcels exist today. The request is to shift lot lines to establish three lots compliant with the R6 zoning. The existing single-family dwelling will remain on the property. Lot 1 and 2 will remain fronting 5<sup>th</sup> Avenue North while Lot 3 will front Hume Street. Vehicular access to both Lots 1 and 3 will be restricted to the alley on the west side of the subdivision. The lots have the following land area:

- Lot 1: 0.1378 Acres (6,001 SF);
- Lot 2: 0.1858 Acres (8,094 SF);
- Lot 3: 0.1378 Acres (6,000 SF).





## **Metro Planning Commission Meeting of 2/13/2014**

The plat shows ROW dedication as required for the existing alley and the corner of 5<sup>th</sup> Avenue North and Hume Street as well as a new sidewalk along Hume Street that will be established at the time a new building is constructed on Lot 3. The proposed sidewalk will connect the existing sidewalk network between 5<sup>th</sup> Avenue North and Hume Street.

### **ANALYSIS**

The three parcels are portions of lots established by plat in 1870. All three, including the smallest parcel containing only 3,104 sq. ft., are recognized as legal, buildable parcels. The proposed subdivision shifts parcel lines and creates lots that are able to more adequately accommodate residential development.

### **STORMWATER RECOMMENDATION**

Approved

### **PUBLIC WORKS RECOMMENDATION**

Approve with a Condition:

- 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.

### **WATER SERVICES**

Approved

### **STAFF RECOMMENDATION**

Staff recommends approval with a condition. The proposed subdivision complies with the Subdivision Regulations.

### **CONDITIONS**

1. Prior to recordation of the plat, the existing, two-story deck shall be removed or a variance shall be obtained from the Board of Zoning Appeals to permit it within the required rear setback on Lot 2.