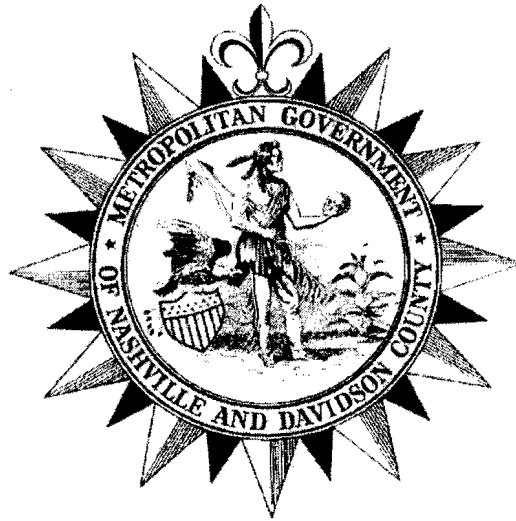


Metropolitan Planning Commission



Staff Reports

February 24, 2011

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.

ITEMS FROM THE FEBRUARY 10, 2011 METROPOLITAN PLANNING COMMISSION MEETING

- **Text Amendment**
- **Zone Change**
- **Specific Plan**
- **Subdivision**
 - **Final**
 - **Amendment**

NO SKETCH



Project No.
Project Name

Text Amendment 2010Z-022TX-001
Community Education: Modify Site and Design Requirements

Council District
School District
Requested by
Deferral

Countywide
Countywide
Metro Planning Department
Deferred from the January 27, 2011 Planning Commission Meeting.

Reschedule

Previously scheduled for the February 10, 2011 Planning Commission Meeting

Staff Reviewer
Staff Recommendation

Regen
Withdraw

APPLICANT REQUEST

Delete and modify community education standards in Zoning Code.

Text Amendment

A request to modify the Metro Zoning Code, Section 17.16.040.A (Uses Permitted with Conditions: Educational Uses) by deleting the minimum campus and reduced lot size standards, modifying the setback and street standards, and adding a minimum public street frontage for community education uses (elementary, middle, and high school).

Deferral

This item was deferred at the request of the Public Works Department in order to provide additional comments.

Critical Planning Goals

- Creates a Walkable Neighborhood
- Supports a Variety of Transportation Choices

Locating community education uses within neighborhoods increases opportunities for children and their parents to walk/bike to school. Sidewalks can be improved or expanded to meet pedestrian demand. In addition, less space may be needed to park cars and create drop-off/pick-up space due to fewer children using a vehicle to travel to/from school.

- Supports Infill Development

Schools can, and do, serve as community catalysts by bringing people together for a common shared purpose. For families with young children, or those intending to have them in the future, a school represents a critical decision in where to live. Families will invest their life savings into a home to be in the right neighborhood, and have their children attend the best schools.



Metro Planning Commission Meeting of 02/24/2011

- Promote Compact Building Design
- Preserved Historic Resources

Locating schools in existing neighborhoods usually means a sprawling campus design is unlikely. Lacking large parcels, urban, and even suburban, schools are finding they must build up to provide needed space. By building up, a more compact building design is achieved. In addition, historic buildings can be repurposed for community education uses, thereby strengthening the existing neighborhood fabric.

PURPOSE

This text amendment deletes the minimum campus size requirements for public or private, elementary, middle, and high schools, but would require a minimum public street frontage. The amendment also modifies the building and athletic field setbacks and street standards.

Existing Law and Proposed Bill

Community education uses are permitted with conditions (PC) in the agricultural and residential zoning districts, and permitted by right (P) in various mixed-use, office, commercial, and shopping center districts. The use is prohibited in industrial zoning districts. This staff report addresses only the PC standards for agricultural and residential zoning districts.

Campus Size

Existing: Section 17.16.040.A.1 sets forth minimum site size standards based on a school's total enrollment capacity. These standards are known in education facility planning as the "rule of thumb" approach. Originally developed by The Council of Educational Facility Planners International (CEFPI) as guidelines, they were adopted as standards in many communities, including Nashville. The guidelines were rescinded in 2004 by the Council.

School Type	Minimum Campus Size
Elementary (K—8)	5 acres + 1 acre/100 students
Middle (5—9)	10 acres + 1 acre/100 students
High (7—12)	15 acres + 1 acre/100 students

Proposed: The proposed bill deletes the minimum campus size and reduced lot size requirements from the Zoning Code. These minimum campus size standards bear no relationship to a school site's physical characteristics, programs, activities, competitive sports, or lack thereof. Further, neither federal, state, nor local education



Metro Planning Commission Meeting of 02/24/2011

departments stipulate a minimum campus size for elementary, middle, or high schools. In a 2004 publication produced by CEFPI in collaboration with the Environmental Protection Agency (EPA), nearly 50% of all states had no minimum acreage or campus size standards.

Planning staff evaluated Metro Nashville Public School facilities and found that 49 percent of Nashville's public schools could not be built today under the current Metro Zoning Code campus size standards: 39 elementary schools (out of 73), 18 middle schools (out of 37), and 9 high schools (out of 19) comply with said minimum campus site size standards; see charts below for further detail.

Setback

Existing: Section 17.16.040.A.2 requires a minimum 50 foot building setback for elementary and middle schools abutting a zoning district permitting residential use (e.g. R/RS, RM, OR20/OR40, MUL). High schools must provide a 100 foot minimum setback for building and outdoor activity areas. All community education uses must be at least 2,000 feet from any landfill or waste disposal facility.

Proposed: The proposed bill deletes the minimum 50 foot and 100 foot setbacks for community education uses, but retains the setback from a landfill or waste disposal facility.

Street Standard

Existing: Section 17.16.040.A.4 requires community education uses to locate on certain size streets. Elementary schools must access a local street (or minor local if it intersects a collector or arterial in same block); middle schools a collector street; and high schools an arterial street (or at the intersection of two collector streets).

Planning staff evaluated Metro Nashville Public School facilities and found that 22 percent of Nashville's public middle schools (8) and 58 percent of its high schools (11) could not be built today under the current Metro Zoning Code street standards: There are 8 elementary schools and 7 middle schools located on local roads, and 4 high schools on collector roads. The Zoning Code requires minimum access to a collector road for a middle school and an arterial for a high school.



Metro Planning Commission Meeting of 02/24/2011

Reduced Lot Size

Proposed: The proposed bill deletes the minimum access standards on a local, collector or arterial street. Instead, a community education use shall have a minimum street frontage of 150 feet along the property line of one improved public street. After reviewing all relevant information, including any traffic study required by the Traffic Engineer, the Traffic Engineer shall provide a determination to the Zoning Administrator regarding the proposed community education's access.

Existing: Section 17.16.040.A.5 permits the Board of Zoning Appeals to approve a smaller campus size provided the community education use has no extracurricular, interscholastic or intramural competitive sports or outdoor physical education facilities (except playgrounds and nature centers).

Proposed: The proposed bill deletes the "reduced lot size" since the minimum campus size standards are proposed for deletion.

ANALYSIS

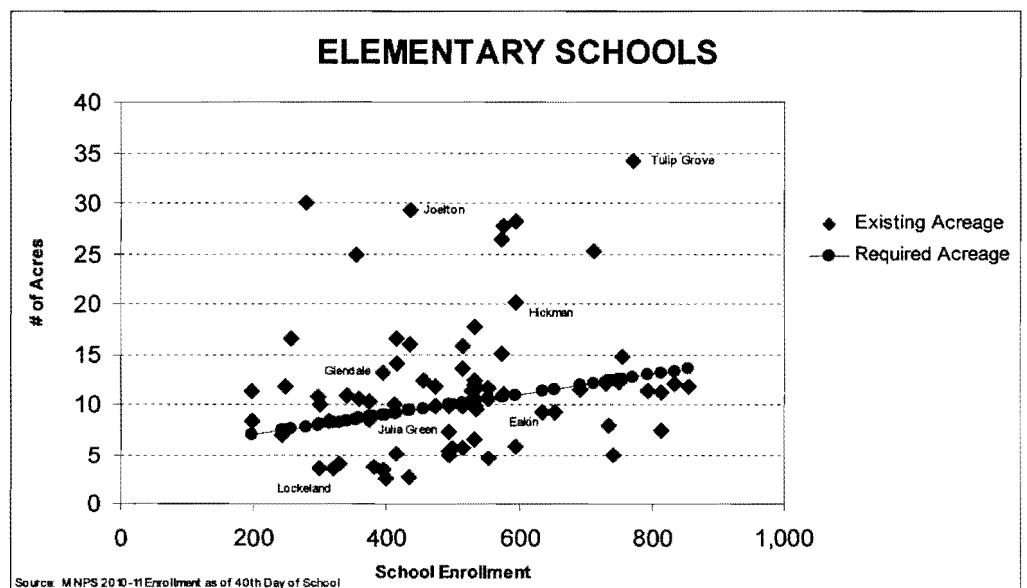
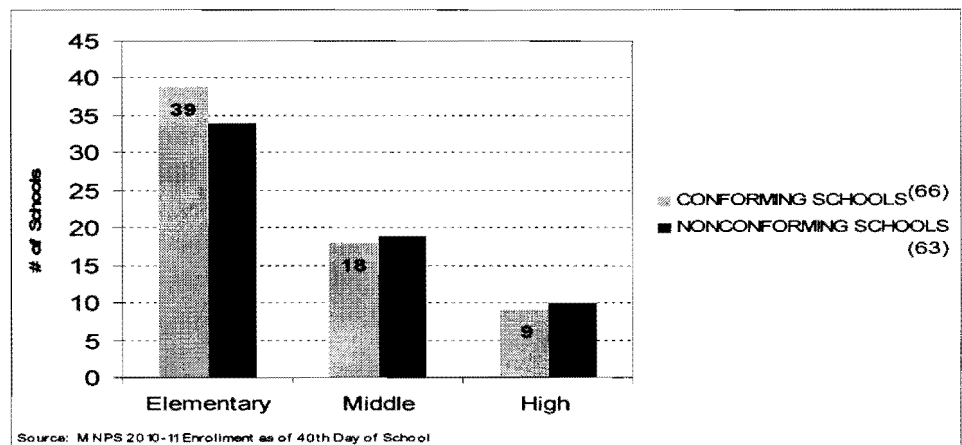
With changes in education policy over the past 50 years, facility planning has changed too. According to the State of California's Department of Education's *Guide to School Site Analysis and Development (2000 edition)*, no longer is total enrollment capacity the school planner's touchstone. Rather, the school's curriculum, number of students per classroom, ancillary facilities (gyms, athletic fields, auditorium, library, technology center, resource centers, labs), transportation and parking for students, teachers, aides, volunteers, administrators ---all are factors in school facility planning, each having their own unique requirements. Hence, the CEFPI rescinded its minimum campus size guidelines, finding them no longer valid for cities and counties with rural, suburban, and urban areas such as Nashville.

Nashville's education initiatives will require additional facilities. The proposed bill provides new facility opportunities by allowing the School Board to determine necessary school site size.. If adopted, any future school would comply with the minimum lot area and setback requirements of Table 17.12.020.B of the Zoning Code. The same table used today to determine the minimum lot size for a religious institution or daycare in residential and agricultural zoning districts.



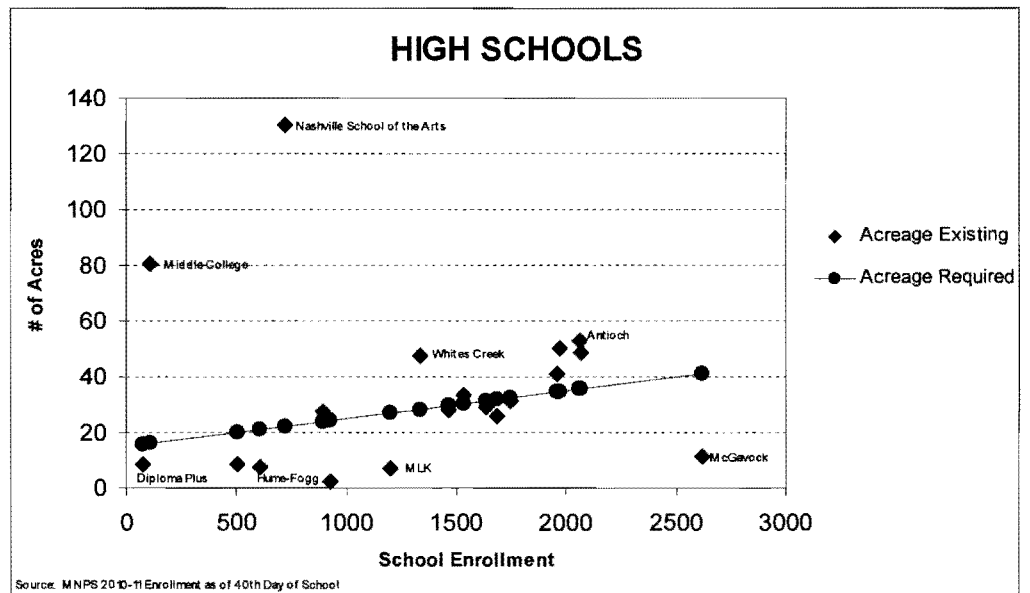
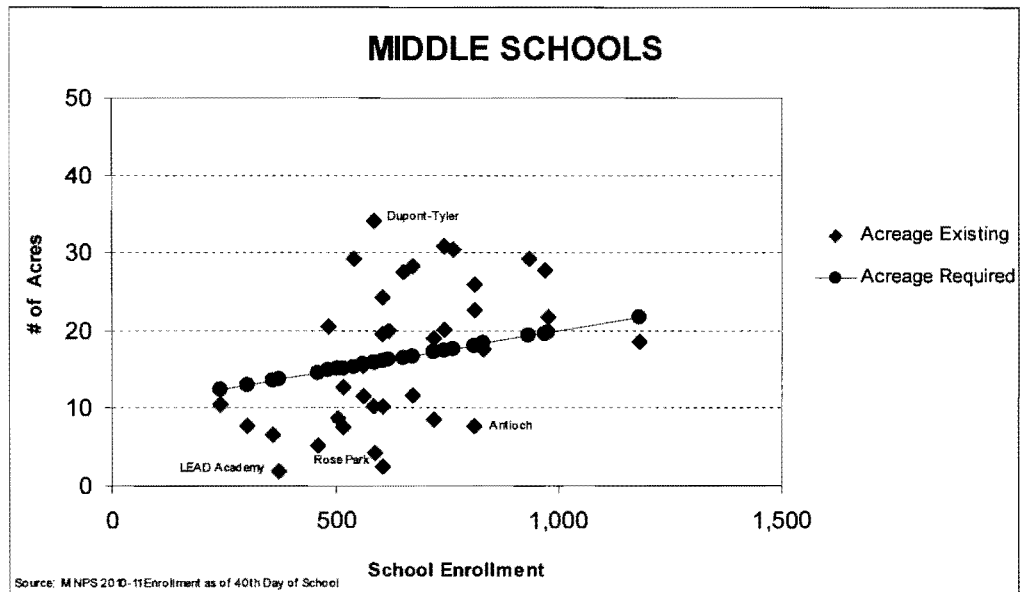
Metro Planning Commission Meeting of 02/24/2011

To ensure new facilities are located properly in residential neighborhoods, the proposed bill requires a minimum public street frontage of 150 feet. On corner lots, only one frontage shall be used to meet this minimum standard. This minimum public street frontage ensures sufficient frontage for ingress/egress.





Metro Planning Commission Meeting of 02/24/2011



METRO NASHVILLE PUBLIC SCHOOLS

Metro Schools supports this text amendment. Since the adoption of these minimum site size standards in the Zoning Code more than a decade ago, Metro Schools has been stymied in locating new schools in urban areas. The adoption of this bill will enable both public and private schools to be more ideally situated in the future— that is, closer to the students they serve.

PUBLIC WORKS

Metro Public Works has no objection to the removal of the minimum campus size or setback standards for community education uses. The department though does not support any changes to the minimum street standards.

STAFF RECOMMENDATION

Staff recommends that this item be withdrawn.



Metro Planning Commission Meeting of 02/24/2011

ORDINANCE NO. _____

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County relative to “Community Education” in Nashville and Davidson County (Proposal No. 2010Z-022TX-001), all of which is more particularly described herein.

WHEREAS, “Community Education” is defined in Section 17.04.060 of the Metro Zoning Code as elementary, middle, or high school instruction, as approved under state regulations;

WHEREAS, “Community Education” uses are required to have a minimum campus size based on total enrollment capacity and to locate on certain streets per Section 17.16.140 of the Metro Zoning Code;

WHEREAS, the minimum campus size bears no relationship to a school site’s physical characteristics, programs, activities, competitive sports, or lack thereof;

WHEREAS, the federal, state and local education departments do not stipulate a minimum lot size for elementary, middle, or high schools;

WHEREAS, an evaluation of Metro Nashville Public School facilities revealed that 49% of Nashville’s public schools could not be built today under the current Metro Zoning Code campus size standards: 39 elementary schools (out of 73) , 18 middle schools (out of 37), and 9 high schools (out of 19) comply with said minimum campus site size standards;

WHEREAS, with limited acreage available in the urban and suburban areas, and restricted funding, the minimum campus size, setback, and street standards are a barrier to developing new public schools as well as private schools;

WHEREAS, there is no credible evidence to indicate or suggest a correlation between school acreage and student academic performance;

WHEREAS, the Metropolitan Nashville Public School endorses amending the Zoning Code to delete the minimum campus size, setback, and street standards;

WHEREAS, it is fitting and proper to modify the Metro Zoning Code standards by deleting the minimum campus size, setback, and street standards.

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

Section 1: Modify Section 17.16.040.A (Uses Permitted with Conditions: Educational Uses) by **deleting** “1. Campus Size” in its entirety and **inserting** in its place “1. Minimum Street Frontage” and “1a. Measurement of Minimum Street Frontage” as follows:

1. Minimum Street Frontage. A community education use shall have a minimum street frontage of 150 feet along the property line of one improved public street.



Metro Planning Commission Meeting of 02/24/2011

- a. Measurement of Minimum Street Frontage. The minimum street frontage shall be calculated by adding the horizontal distance between the side property lines, including those of abutting parcel(s). In no case, however, shall multiple street frontages be included in the calculation for a corner, double-frontage, or multiple-street frontage parcel. Where the use is proposed on a cul-de-sac, the minimum street frontage shall be calculated at the front building setback line.

Section 2: Modify Section 17.16.040.A.2 (Setback) by **deleting** the first two sentences of the paragraph.

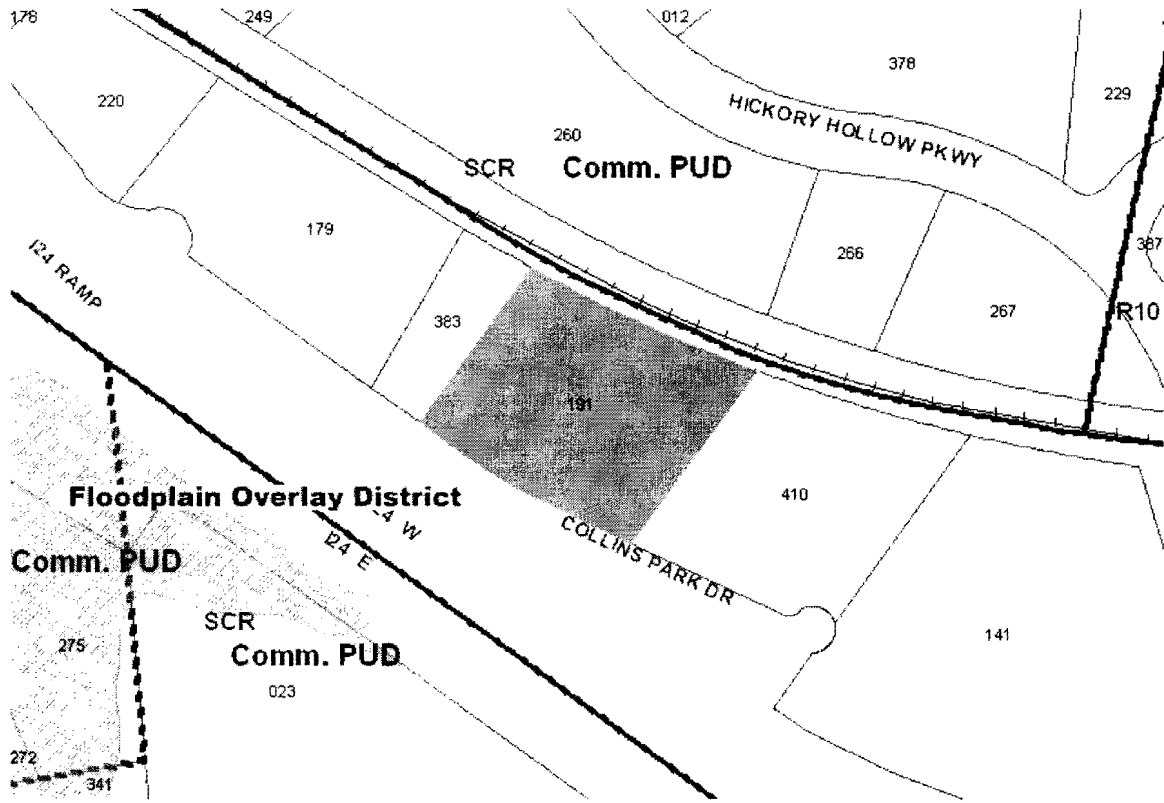
Section 3. Modify Section 17.16.040.A.4 (Street Standard) by **deleting** the text in its entirety and **inserting** the following in its place:

4. Street Standard. Community education uses shall provide principal driveway access via any improved public street as determined by the Traffic Engineer. In making a determination, the Traffic Engineer may require the applicant to submit a Traffic Study. Where a Traffic Study is required, at a minimum, the study shall provide whether the projected volume of traffic to be generated by the community education use can be safely and efficiently accommodated by the existing street network without adversely impacting the surrounding neighborhood and/or businesses. After reviewing all relevant information, including any required Traffic Study, the Traffic Engineer shall provide a determination to the Zoning Administrator regarding the proposed community education's access.

Section 4. Modify Section 17.16.040 (Uses Permitted with Conditions: Educational Uses) by **deleting** "5. Reduced Lot Size".

Section 5. That this Ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

SEE NEXT PAGE



2010SP-023-001
DRIVE TIME CAR DEALERSHIP (PRELIM. & FINAL)
Map 163, Parcel(s) 191
Antioch - Priest Lake
32 - Sam Coleman



Project No. Zone Change 2010SP-023-001
Project Name Drivetime Car Dealership
Council District 32 – Coleman
School District 6 – Mayes
Requested by Anderson Architects, applicant, Richland South LLC, owner
Reschedule Previously scheduled for the February 10, 2011 Planning Commission Meeting
Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions*

APPLICANT REQUEST

Rezone to permit auto sales (new and used) and auto service and final site plan approval.

Preliminary SP

A request to rezone from Commercial Services (CS) to Specific Plan – Auto (SP-A) zoning and for final site plan approval for property located at 520 Collins Park Drive, approximately 1,300 feet east of Bell Road (3.28 acres), to permit auto sales (new and used) and automobile service, within an existing 5,288 square foot facility.

Existing Zoning

CS District

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

Proposed Zoning

SP-A District

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

CRITICAL PLANNING GOALS

N/A

**ANTIOCH/PRIEST LAKE
COMMUNITY PLAN**

Regional Activity Center (RAC)

RAC policy is intended for concentrated mixed-use areas anchored by a regional mall. Other uses common in RAC policy are all types of retail activities, offices, public uses, and higher density residential areas. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to



Metro Planning Commission Meeting of 02/24/2011

assure appropriate design and that the type of development conforms with the intent of the policy.

Consistent with Policy?

Yes, the proposed auto related uses are consistent with uses found in and contemplated within the RAC land use policy.

REQUEST DETAILS

This is a request to rezone approximately 3.28 acres from CS to SP-A to permit auto sales new and used and auto services. The site is located at 520 Collins Park Drive, which is a dead end street off Bell Road between I-24 and a railroad line. The property is currently developed and was previously used for a truck dealership. The property consists of one structure and a large parking area.

The request does not propose any expansion to the existing 5,288 square foot building. SP is required for used auto sales and auto services. Because the site is located on a dead end street within an area that is cut off from the surrounding area by the interstate and railroad, staff is not recommending construction of a knee wall along Collins Park Drive. A knee wall is typically required with a request for used car lots within the Urban Services District, which is intended to enhance the street side appearance of the auto-oriented use. Due to the site's location it is not appropriate to require a knee wall. Instead, the plan provides perimeter landscaping along Collins Park Drive consistent with Zoning Code requirements. The plan also meets the interior landscaping requirements of the Zoning Code. Consistent with a recently adopted policy, sidewalks are not being required. The policy does not require sidewalks to be constructed for SP zonings when existing structures are to be utilized and there are no proposed major expansions to the existing structures.

Staff Analysis

As proposed there are no issues with the request. The site was previously used for auto sales and the proposed use is consistent with the sites Regional Activity Center policy.

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

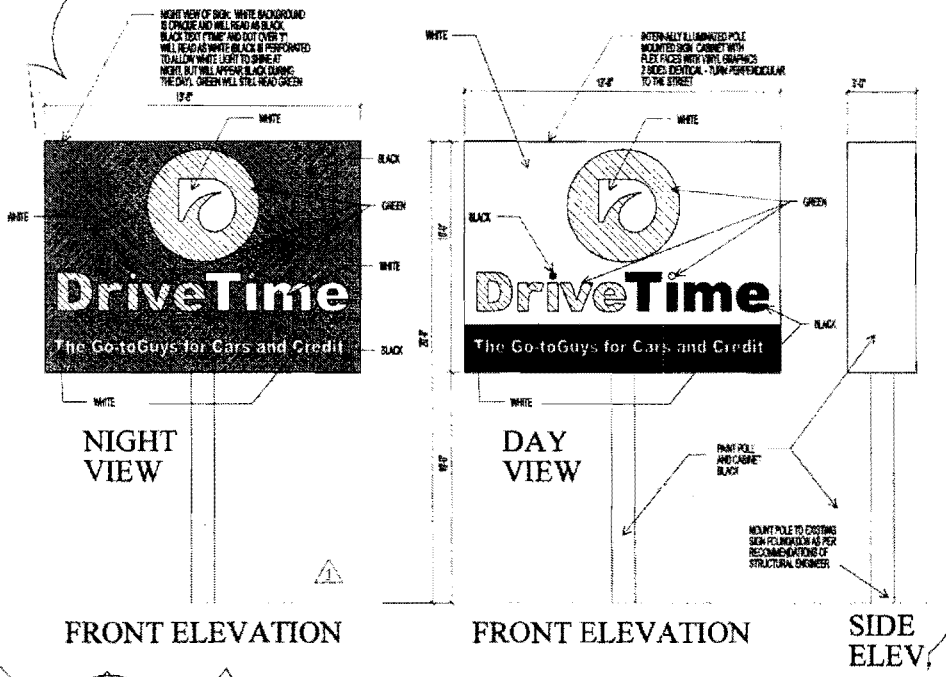
No Exceptions Taken

STAFF RECOMMENDATION

Staff recommends that the request be approved with conditions. As proposed, the request is consistent with the Regional Activity Center land use policy that applies to this property.

4 POST MOUNTED SIGN ELEVATIONS

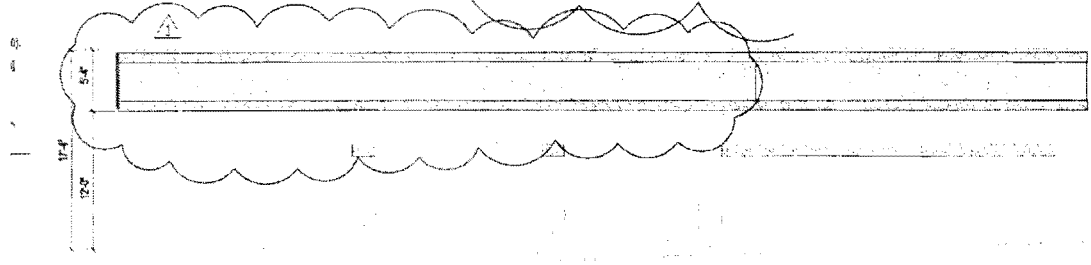
SCALE: 1/4" = 1'-0"



FRONT ELEVATION

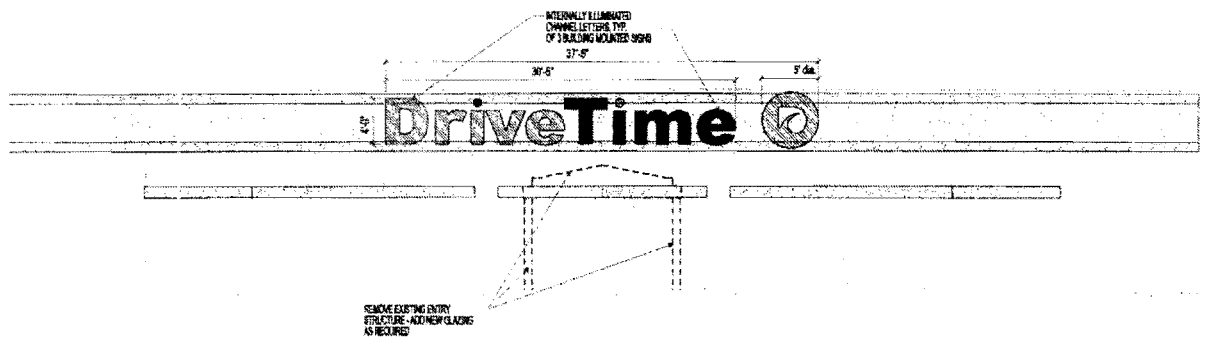
FRONT ELEVATION

SIDE ELEV.



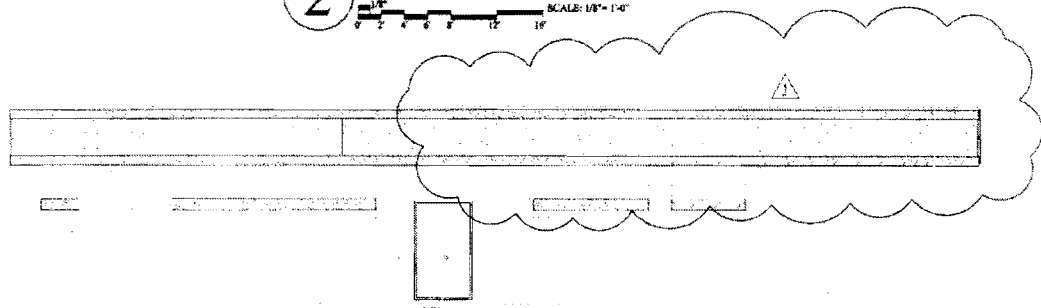
3 EAST ELEVATION

SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION

SCALE: 1/8" = 1'-0"



1 WEST ELEVATION

SCALE: 1/8" = 1'-0"



Metro Planning Commission Meeting of 02/24/2011

CONDITIONS

1. Permitted uses include auto sales new, auto sales used and auto service.
2. Signs shall be spotlighted or back lit with a diffused light source. Back-lighting shall illuminate only the letter, characters, or graphics, but not the background. Billboards and changeable LED, video signs or similar signs allowing automatic changeable messages, shall be prohibited.
3. On premise ground sign shall not be more than 20 feet in height measured from grade to top of sign.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or 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.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the 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 the approved plan. Modifications shall

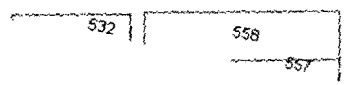
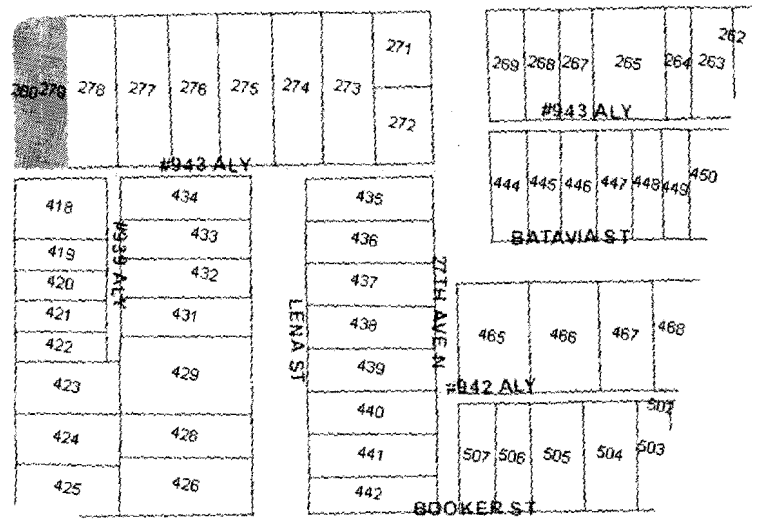
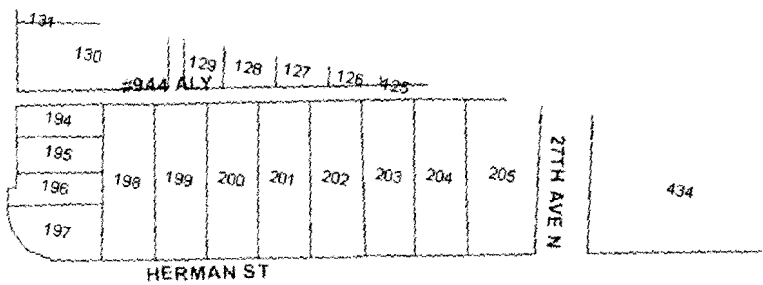
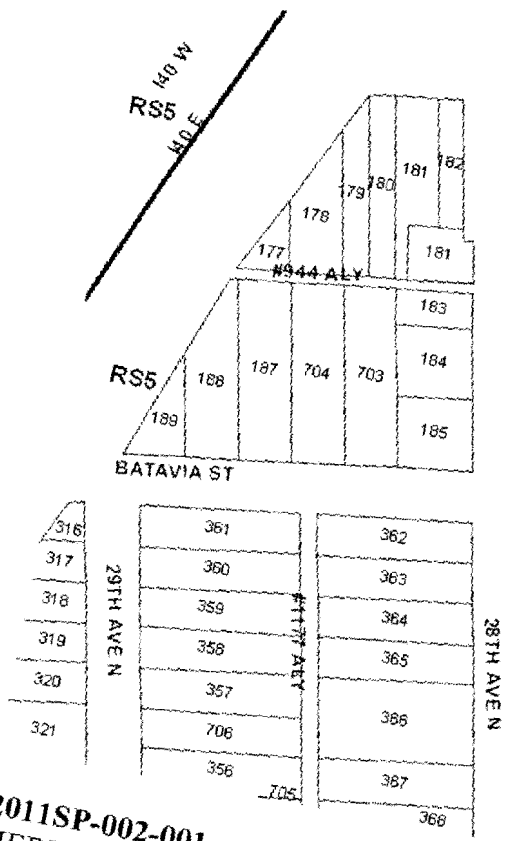


Metro Planning Commission Meeting of 02/24/2011

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.

SEE NEXT PAGE



2011SP-002-001
 HERMAN STREET
 Map 092-06, Parcel(s) 279-280
 North Nashville
 21 - Edith Taylor Langster



Project No. Zone Change 2011SP-002-001
(formerly 2010Z-015PR-001)

Project Name Herman Street SP

Council Bill BL2011-844

Council District 21 – Langster

School District 7 – Kindall

Requested by Renita Anthony, applicant, Porter Maples, owner

Reschedule Previously scheduled for the February 10, 2011 Planning Commission Meeting

Staff Reviewer Johnson

Staff Recommendation *Approve SP with conditions; disapprove MUN zoning.*

APPLICANT REQUEST **Rezone to SP to permit mixed use development**

Preliminary SP **A request to rezone from Single-Family Residential (RS5) to Specific Plan - Mixed Use (SP-MU) zoning for properties located at 2733 and 2737 Herman Street, at the southeast corner of Herman Street and 28th Avenue North (0.19 acres), to permit a mixed-use development consistent with land use standards of the Mixed Use Neighborhood (MUN) zoning district. (Formerly Zone Change Case # 2010Z-015PR-001).**

Existing Zoning RS5 District

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.

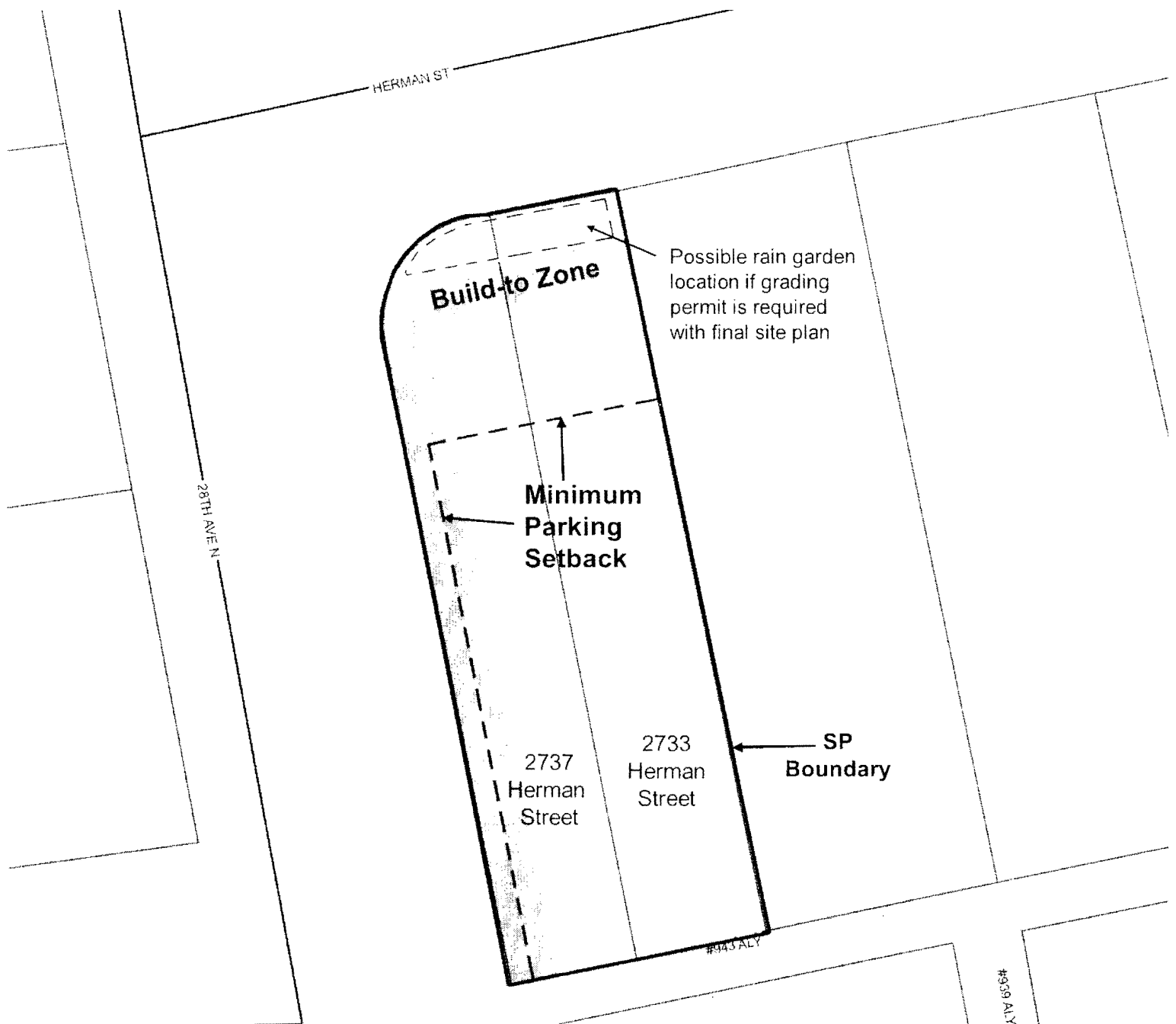
Proposed Zoning SP-MU District

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

CRITICAL PLANNING GOALS

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

The Herman Street SP promotes mixed use development along 28th Avenue, which is an important arterial road within North Nashville. Development consistent with the SP will strengthen the walkability of the surrounding streets through building placement next to sidewalks and prominent front doors. Multi-family residential allowed within the SP will provide housing diversity within the surrounding single-family residential neighborhood. Located on a previously-developed property, the SP



Herman Street SP standards

Development within this SP shall follow the standards of the MUN zoning district unless alternate standards are provided below.

1. Buildings containing primary uses shall be constructed between 10 feet and 20 feet from the Herman Street property line and/or 0 feet and 10 feet for the 28th Avenue North property line. This zone is the required "build-to zone."
2. Vehicular access to the site shall not be permitted from Herman Street unless required by Metro Public Works.
3. Parking areas and associated driveways shall have a minimum 5 foot setback from the 28th Avenue North property line and a minimum 50 foot setback from the Herman Street property line.
4. Building height within this SP is limited to a maximum of two-stories and 30 feet.
5. Each building constructed within the build-to zone shall provide a pedestrian entrance that faces the adjacent public street.
6. Where a parking area or internal driveway is located within 10 feet of the east property line, the standards of the Zoning Code for a Type "A" landscape buffer shall apply.
7. Overhead doors (garage doors) shall not face 28th Avenue or Herman Street. They are permitted to face the rear and interior side property lines.
8. Ground signage is prohibited.
9. Any development of this property shall consist of a residential use consistent with MUN zoning and may include non-residential uses permitted by the MUN zoning district.
10. Water quality ponds are not permitted within the SP.



Metro Planning Commission Meeting of 02/24/2011

promotes infill development using existing infrastructure within a developed community.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Residential Corridor

T4 RC policy is intended to preserve, enhance and create urban residential corridors that support predominately residential land uses; are compatible with the general character of urban neighborhoods as characterized by development pattern, building form, land use, and associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Consistent with Policy?

Yes. The proposed mixed use SP is consistent with the intent of the land use policy to promote a residential corridor. The specific policy within the North Nashville Community Plan, 08-T4-RC-01, allows for residential development that is accompanied by low-intensity office and retail land uses in the form of live-work development.

PLAN DETAILS

The proposed preliminary SP is a standards-based SP that anticipates mixed-use development on the project site at the intersection of Herman Street and 28th Avenue North. The SP proposes to use the standards of the MUN zoning district with additional form-based standards that are intended to implement the design principles of the T4 Residential Corridor policy and the special policy of the North Nashville Community Plan. These principles are intended to promote a strong pedestrian environment and quality building design along the property frontage.

Building Setbacks and Design

Along Herman Street and 28th Avenue North street frontages, a build-to zone is proposed to promote building placement consistent with development on surrounding properties. Any building constructed within the site must be set within the build-to zone.

Façade design standards included in the SP are intended to emphasize the relationship between development and public space along the two street frontages. These include requirements intended to strengthen the public streetscape through prominent pedestrian entrances and inconspicuous vehicular entrances.

Parking Standards and Access

Setback standards for parking are proposed. Similar to the build-to zone, the parking setback standards are intended



Metro Planning Commission Meeting of 02/24/2011

to promote development that is consistent with surrounding development and to separate parking from the streetscape.

Specific access points are not proposed within the SP. Appropriate access to the site will be determined by Metro Public Works. A requirement within the SP prohibits vehicular access to the site from the Herman Street frontage.

Landscaping and Signage

The proposed SP includes standards for landscaping buffers along adjacent residential properties and stormwater detention on-site. A landscaping buffer may be required with construction of parking. Standards for stormwater detention may be applied if a grading plan is required at development.

Signage must follow the standards of the MUN zoning district. Ground signage is specifically prohibited by the SP.

Council Bill

This application, as originally submitted, requested a zone change from RS5 to MUN zoning. Since then, the applicant has amended the application to request SP zoning. However, the Council bill was prepared before this change and currently requests MUN zoning. The recommendation of the Planning Commission needs to address the current Council bill as well as the revised request.

A base zone change to MUN zoning would be inconsistent with the T4 RC land use policy because the T4 RC policy is a residential policy that allows for associated non-residential land uses. MUN zoning would allow for stand-alone commercial land uses without residential development, and without any setback and parking design standards that would ensure consistency with the Community Plan policy. The SP was created to allow for non-residential uses within a residential development, which is consistent with the T4 RC policy. MUN zoning is used within the SP as the fall-back zoning classification. Any standards not specified by the SP would be subject to the MUN zoning classification.

STORMWATER RECOMMENDATION

Approved with conditions:

Add 78-840 note to plan:

- Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with



Metro Planning Commission Meeting of 02/24/2011

storm water management ordinance No. 78/840 and approved by The Metropolitan Department of Water Services.

Add Preliminary note to plan:

- This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.

PUBLIC WORKS RECOMMENDATION

- Dedicate 30 feet of right-of-way from the centerline of both collector streets 28th Ave and Herman St as per the Major Street Plan.
- Dedicate 10 feet of right-of-way from the centerline of the alley.
- An access study may be required prior to final SP.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.17	7.41 D	1	10	1	2

Typical Uses in Proposed Zoning District: **MUN**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office Building Low-Rise (710)	0.17	0.444 F	3,287 SF	97	13	13

Traffic changes between typical: **RS5** and proposed **MUN**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+87	+12	+11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	0.17	7.41 D	1	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office Building Low-Rise (710)	0.17	0.6 F	4,443 SF	122	16	16



Metro Planning Commission Meeting of 02/24/2011

Traffic changes between maximum: RS5 and proposed MUN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+112	+15	+14

METRO SCHOOL BOARD REPORT

Projected student generation **1** Elementary **1** Middle **0** High

Schools Over/Under Capacity

Students would attend Park Avenue Elementary School, Bass Middle School, and Pearl-Cohn High School. Park Avenue Elementary School and Pearl-Cohn High School are under capacity. Bass Middle School has been identified as being over capacity by the Metro School Board. There is capacity within the cluster for middle school students. This information is based upon data from the school board last updated October 2010.

STAFF RECOMMENDATION

Staff recommends approval with conditions of the SP. The proposed design standards and the MUN development standards ensure consistency with land use policy in terms of proposed uses and design.

Staff recommends disapproval of a zone change to the MUN zoning classification because MUN zoning, without a regulatory site plan insuring consistency with the Community Plan, is inconsistent with the residential corridor policy.

CONDITIONS

1. Depending on the form of future development, a consolidation plat may be required to consolidate the existing lots.
2. Prior to the issuance of any permits, public right-of-way dedication and reservation, as defined by the Major and Collector Street Plan that is in effect at the time of final site plan approval, shall be recorded.
3. The following notes shall apply to preliminary construction plans:
 - Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance No. 78/840 and approved by The Metropolitan Department of Water Services.



Metro Planning Commission Meeting of 02/24/2011

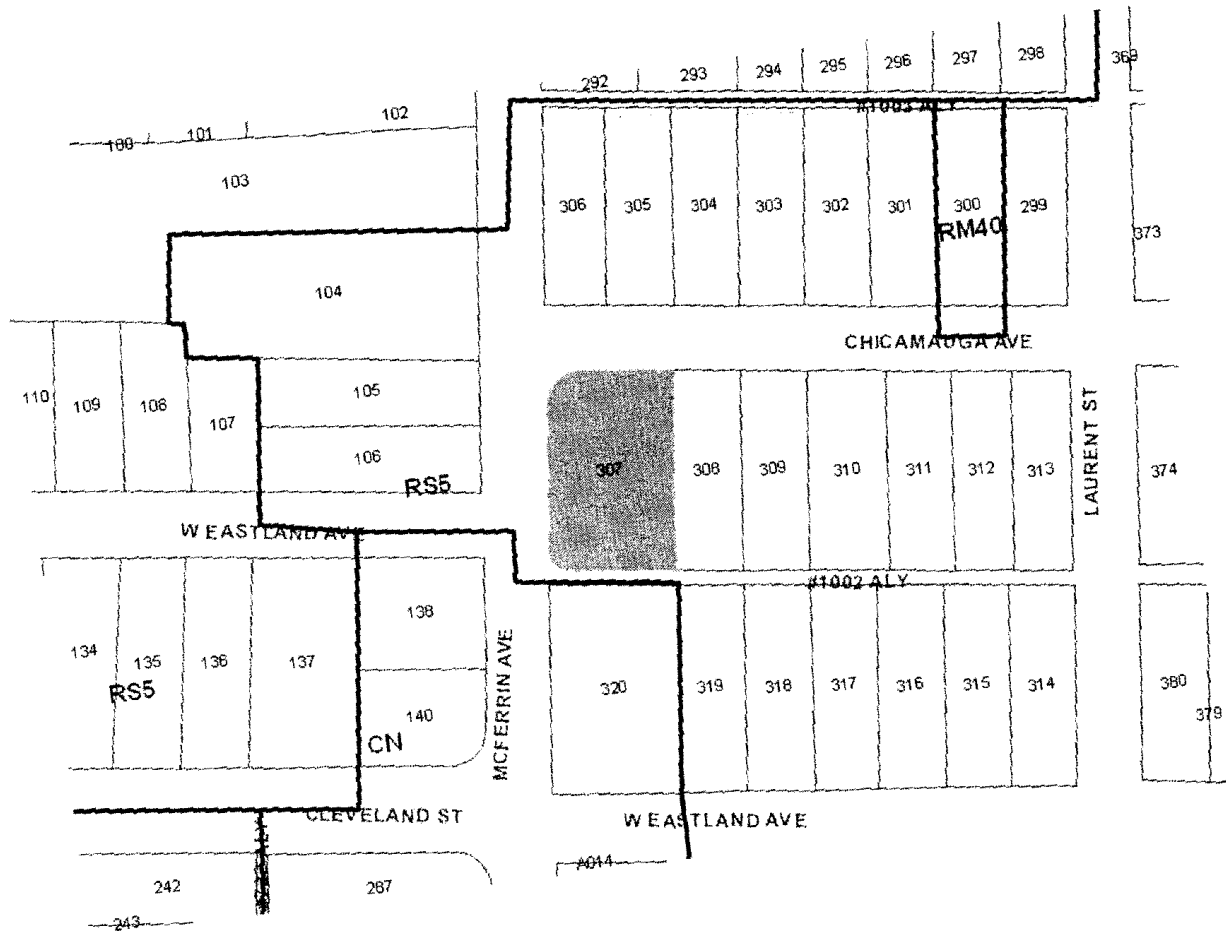
- This drawing is for illustration purposes to indicate the basic premise of the development. The final lot count and details of the plan shall be governed by the appropriate regulations at the time of final application.
4. For any development standards, regulations and requirements not specifically 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 MUN zoning district.
 5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the 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 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



Metro Planning Commission Meeting of 02/24/2011

supply for fire protection must be met prior to the issuance of any building permits.

SEE NEXT PAGE



2010Z-033PR-001
 731 MCFERRIN AVENUE
 Map 082-08, Parcel(s) 307
 East Nashville
 05 - Jamie Hollin



Project No. Zone Change 2010Z-033PR-001
Council Bill BL2011-854
Council District 5 – Hollin
School District 5 – Porter
Requested by Design House 1411 LLC, applicant, Brinkman Holding LLC, owner
Deferral Deferred from the January 27, 2011, Planning Commission Meeting
Reschedule Previously scheduled for the February 10, 2011 Planning Commission Meeting
Staff Reviewer Bernards
Staff Recommendation *Disapprove*

APPLICANT REQUEST

Rezone from RS5 to MUN.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed-Use Neighborhood (MUN) zoning for property located at 731 McFerrin Avenue, at the southeast corner of McFerrin Avenue and Chicamauga Avenue within the Greenland Neighborhood Conservation Overlay (0.32 acres)

Deferral

This item was deferred from the January 27, 2011, Planning Commission at the request of the applicant. The applicant met with the District Councilmember and community members on January 26, 2011. The community requested additional information concerning parking, buffering and access. A second meeting was held on February 8, 2011, for additional discussion with the community.

**Existing Zoning
RS5 District**

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
MUN District**

Mixed Use Neighborhood is intended for a low intensity mixture of residential, retail, and office uses.

CRITICAL PLANNING GOALS

N/A

**EAST NASHVILLE
COMMUNITY PLAN**

Mixed Housing (MH)

Mixed Housing 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



Metro Planning Commission Meeting of 02/24/2011

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.

Neighborhood General (NG)

Neighborhood General 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?

No. The proposed MUN zoning district is inconsistent with the MH in NG policy, which does not allow for commercial or office uses. The portion of the property fronting on Chicamauga Avenue is oriented towards the existing residential neighborhood. There is an existing building on the southern end of the property, oriented towards McFerrin Avenue, which has been used as a daycare center since 1995. A daycare center is a permitted use in the RS5 zoning district.

PUBLIC WORKS RECOMMENDATION

Parking per Metro code will be required at redevelopment.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Residential (210)	0.32	7.41 D	2 L	20	2	3

Typical Uses in Proposed Zoning District: **MUN**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Retail (814)	0.32	0.431	6,007 SF	295	12	36

Traffic changes between typical: **RS5** and proposed **MUN**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+275	+10	+33



Metro Planning Commission Meeting of 02/24/2011

Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single Family Residential (210)	0.32	7.41 D	2 L	20	2	3

Maximum Uses in Proposed Zoning District: MUN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Retail (814)	0.32	0.6	8,363 SF	396	14	42

Traffic changes between maximum: RS5 and proposed MUN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+376	+12	+39

METRO SCHOOL BOARD REPORT

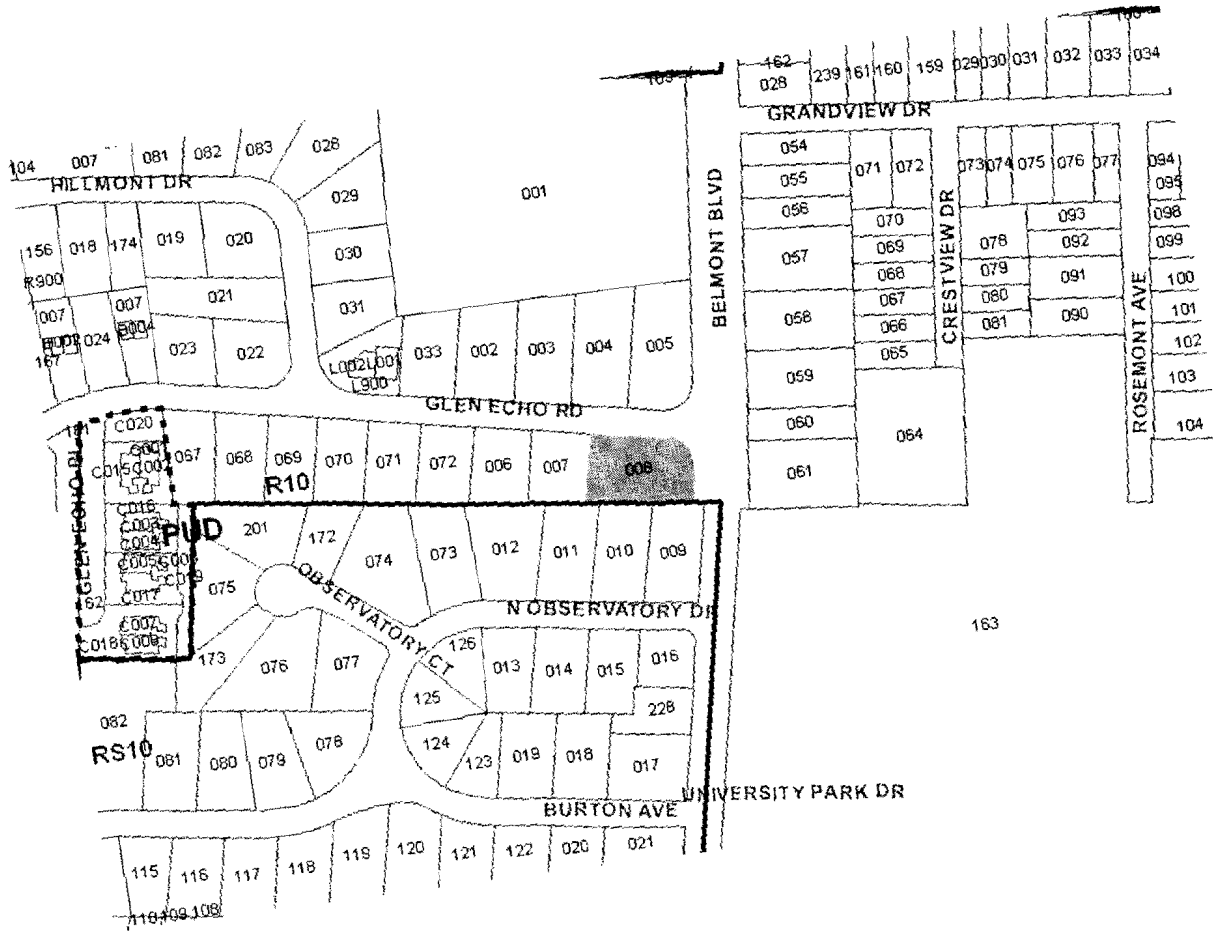
Projected student generation 1 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, or Maplewood High School. None of these schools has been identified as being overcrowded by the Metro School Board. This information is based upon data from the school board last updated October 2010.

STAFF RECOMMENDATION

Staff recommends disapproval of the requested zone change as the MUN zoning district is inconsistent with the MH in NG land use policy.



2010S-121-001
 1603 GLEN ECHO ROAD
 Map 117-16, Parcel(s) 008
 Green Hills - Midtown
 25 - Sean McGuire



Project No. Subdivision 2010S-121-001
Project Name 1603 Glen Echo Road
Council District 25 – McGuire
School District 8 – Hayes
Requested by Scott D. Knapp, owner, Dale & Associates, surveyor
Reschedule Previously scheduled for the February 10, 2011 Planning Commission Meeting

Staff Reviewer Bernard
Staff Recommendation *Approve, including an exception to Section 3.5 of the Subdivision Regulations for Lot Comparability.*

APPLICANT REQUEST

Final plat to create two lots

Final Plat

A request for final plat approval to create two lots on property located at 1603 Glen Echo Road, at the southwest corner of Glen Echo Road and Belmont Boulevard (0.57 acres), zoned One and Two-Family Residential (R10).

CRITICAL PLANNING GOALS

•Supports Infill Development

This subdivision is on a previously-developed property. Where there were two residential units, there will be four units using the existing infrastructure.

PLAN DETAILS

Final Plat

The applicant requests final plat approval for a two lot subdivision at the southwest corner of Glen Echo Road and Belmont Boulevard.

Sidewalks are required on one of the lots. The applicant had originally shown the sidewalk on Lot 2. At the request of the Public Works Department, the sidewalk was moved to the Glen Echo Road frontage of Lot 1. Sidewalks are being added to the south side of Glen Echo Road as property is redeveloping. Glen Echo ends at Belmont Boulevard. Placing the sidewalk at the terminus of the street will better position the Public Works Department to complete the sidewalk network in the future.

Lot Comparability

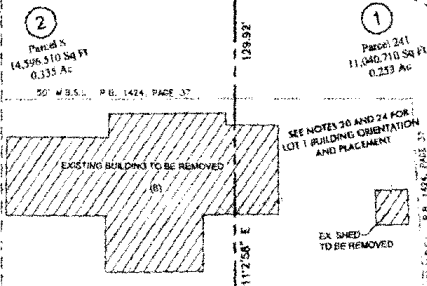
Lot 1 does not meet the lot comparability requirements of the Subdivision Regulations for both area and for frontage on Glen Echo Road. Section 3-5 of the Subdivision Regulations states that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots.

GLEN ECHO ROAD

BELMONT BOULEVARD

EXISTING SETBACKS TO BE ABANDONED WITH THE RECORDED OF THIS PLAT. THE NASHVILLE METROPOLITAN ZONING ORDINANCE SHALL ESTABLISH BUILDING SETBACK LINES.

EXISTING SETBACKS TO BE ABANDONED WITH THE RECORDED OF THIS PLAT. THE NASHVILLE METROPOLITAN ZONING ORDINANCE SHALL ESTABLISH BUILDING SETBACK LINES.



Parcel 2
14,596.510 SQ FT
0.335 Ac

Parcel 1
11,040.710 SQ FT
0.233 Ac

EXISTING BUILDING TO BE REMOVED

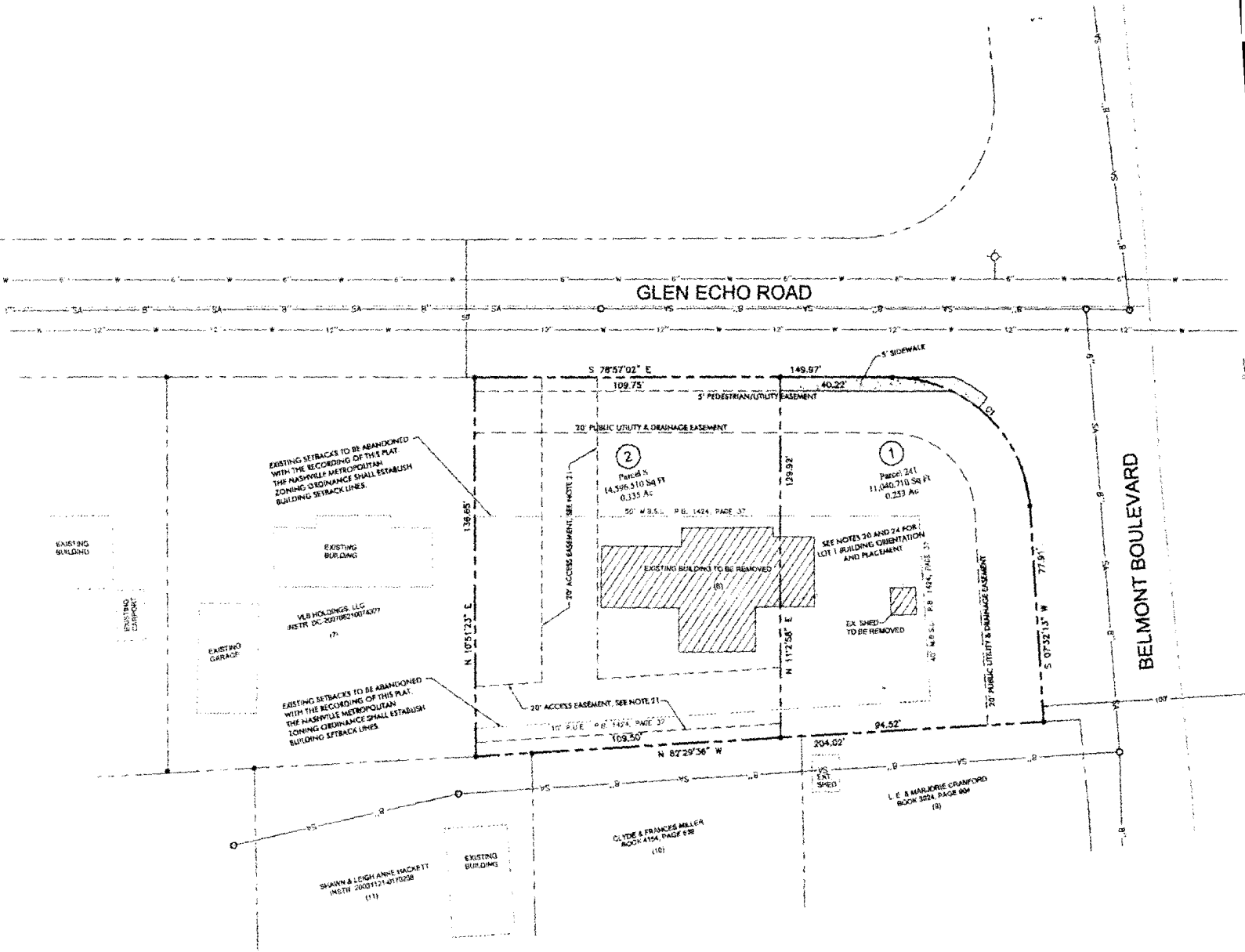
EX. SHED TO BE REMOVED

SEE NOTES 20 AND 24 FOR LOT 1 BUILDING ORIENTATION AND PLACEMENT

SWANN & LEIGH ANNE HACKETT
METH 20031121-017028
(11)

CLYDE & FRANCES MILLER
MOR-4154, PAGE 628
(10)

L. E. & MARJORIE GRANFORD
BOOK 3224, PAGE 404
(8)





Metro Planning Commission Meeting of 02/24/2011

Lot comparability analyses were performed for both the Glen Echo Road frontage and Belmont Boulevard frontage and yielded the following information:

Lot Comparability Analyses		
Street	Requirements	
	Minimum Lot Area (sq. ft.)	Minimum Lot Frontage (linear ft.)
Glen Echo Road	14,468	97
Belmont Boulevard	16,140	128

Lot 1, with frontages on both streets, would need to meet the requirements for both. Lot 2 only needs to meet the requirements for Glen Echo Road. The proposed lots have the following areas and frontage lengths:

- Lot 1: 11,040.7 square feet, 94.5 feet of frontage on Glen Echo Road and 129.9 on Belmont Boulevard.
- Lot 2: 14,596.5 square feet, 109.7 feet of frontage

Lot Comparability Exception

An exception to lot comparability may be granted when a proposed lot does not meet the minimum requirements of the lot comparability analysis (is smaller in lot frontage and/or size) if the new lots would be consistent with the General Plan. The Planning Commission has discretion whether or not to grant a lot comparability exception.

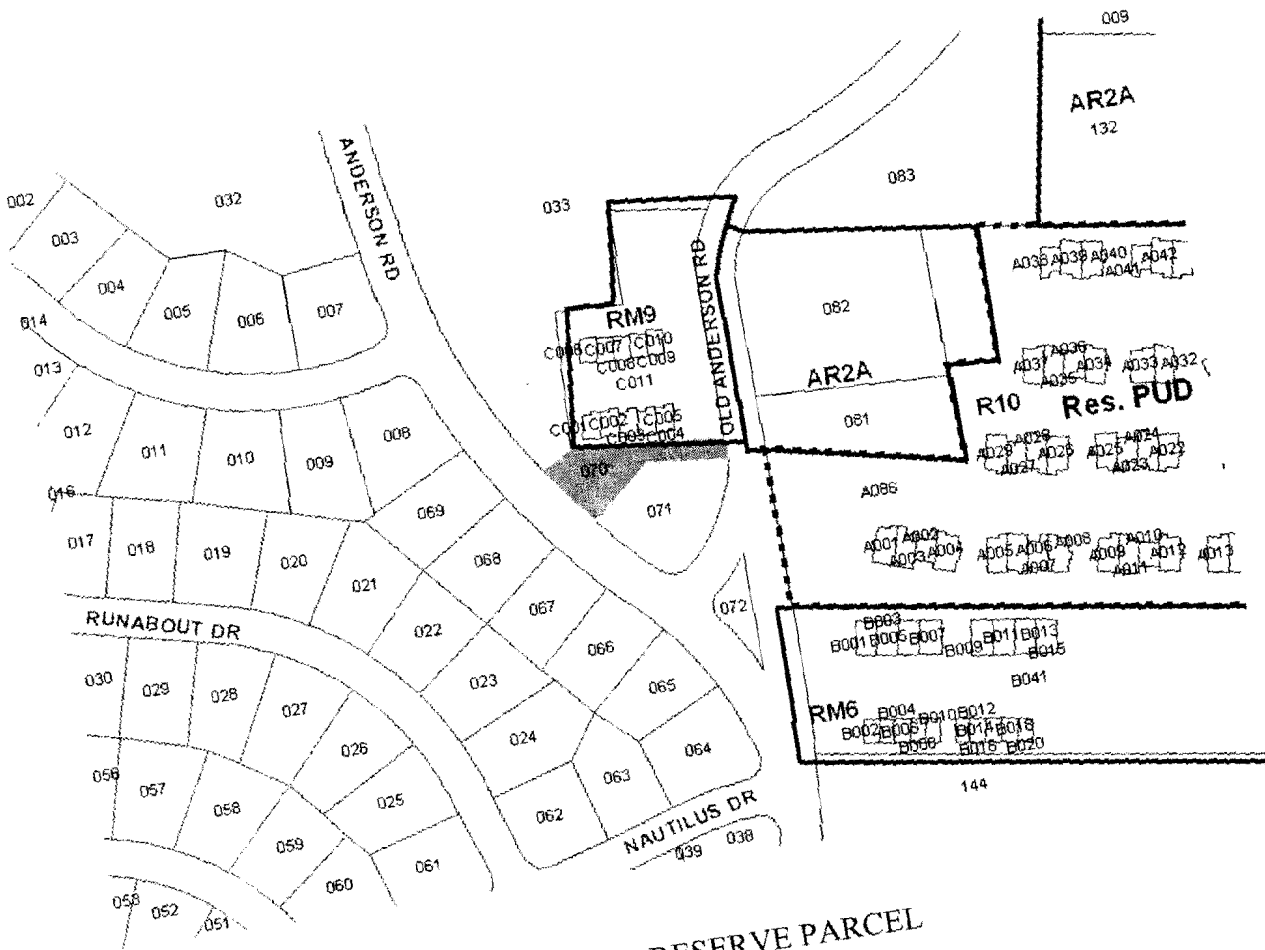
The proposed lots meet **one** of the qualifying criteria for the exception to lot comparability:

“Where the proposed lot sizes are consistent with the adopted land use policy that applies to the property.”

The land use policy is Residential Medium (RM) which is intended to accommodate residential development within a density range of four to nine dwelling units per acre. The lot is .57 acres in size and two units are currently permitted for a density of approximately 3.5 units per acre which does not meet the RM policy. The density of the subdivided property would be approximately 7 units per acre. The subdivision is consistent with the RM policy.

STAFF RECOMMENDATION

Staff recommends approval with an exception to Section 3.5 of the Subdivision Regulations for Lot Comparability. The subdivision will bring this property into compliance with the RM policy.



2010S-123A-001
HARBOURTOWN VILLAGE, SEC 2, RESERVE PARCEL
 Map 136-15, Parcel(s) 070
 Antioch - Priest Lake
 29 - Vivian Wilhoite



Project No. Subdivision 2010S-123A-001
Project Name Harbourtown Village Sec. 2 Reserve Parcel
Council District 29 – Wilhoite
School Board District 6 – Mayes
Requested By David Taylor, applicant for owner R.J. York Homes, LLC, owner
Reschedule Previously scheduled for the February 10, 2011 Planning Commission Meeting
Staff Reviewer Swaggart
Staff Recommendation Approve

APPLICANT REQUEST

Amend plat to remove reserve status.

Final Plat Approval

A request to amend a previously recorded plat to remove the reserve status for property located at 3545 Anderson Road, approximately 450 feet north of Nautilus Drive (0.28 acres), zoned Single and Two-Family Residential (R10).

Zoning

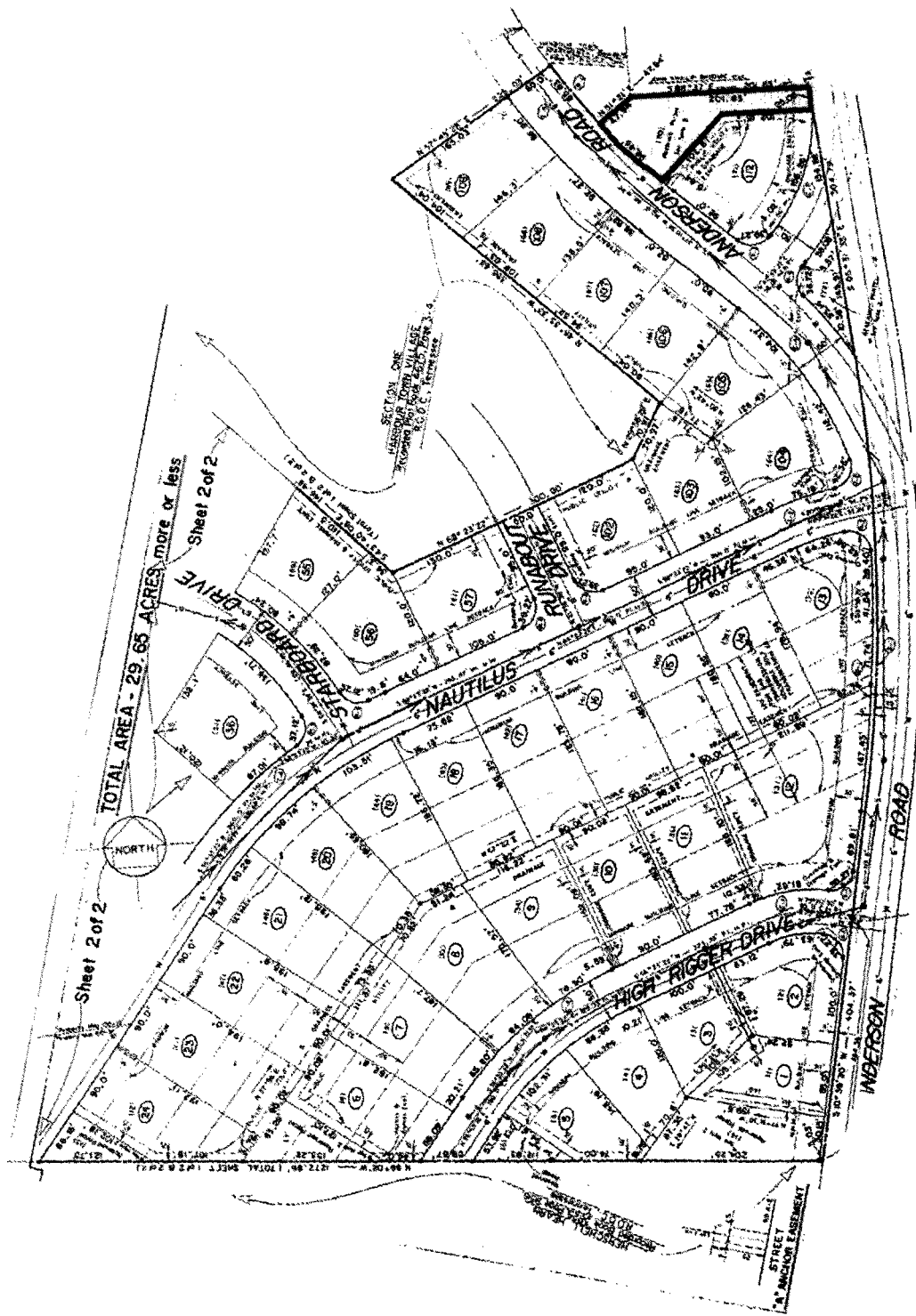
R10 District

R10 requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25% duplex lots.

SUBDIVISION DETAILS

This is a request to amend a previously approved plat to remove the reserve status from a parcel. The parcel is located along Anderson Road south of Smith Springs Road. The plat creating the parcel was approved and recorded in 1974. Since the parcel is reserved, it is not a buildable lot. With the removal of the reserve status, the lot will become buildable. The plat contains several reserve parcels including this lot, and it does not state why the lots were placed in a reserve status. Since the parcel was not explicitly reserved pending action by a public utility to provide a required service, then the removal of the reserve status must be approved by the Planning Commission (Subdivision Regulations, Section 2-9, Miscellaneous Platting Situations).

There are no issues with the request. While all the lot lines are not radial to the street and it has frontage on both Anderson Road and Old Anderson Road is not being created but already exists. The parcel is approximately 12,196 square feet in size and is consistent with the minimum lot size requirement for the R10 zoning district (10,000 square feet). While the property is zoned for two-





Metro Planning Commission Meeting of 02/24/2011

family residential (R10) a duplex will not be permitted because the property is not a lot of record.

**STORMWATER
RECOMMENDATION**

Approved

**PUBLIC WORKS
RECOMMENDATION**

No Exceptions Taken

STAFF RECOMMENDATION

Staff recommends that the request to remove the reserve status be approved. The parcel meets the minimum zoning requirements.

SEE NEXT PAGE

PREVIOUSLY DEFERRED ITEMS

- **Text Amendment**

NO SKETCH



Project No. Text Amendment 2010Z-019TX-001
Project Name Nonconforming Uses and Structures
Council Bill BL2010-783
Council District Countywide
School District Countywide
Sponsored By Councilmembers Eric Cole, Phil Claiborne, and Mike Jameson
Deferral Deferred from the December 9, 2010, Planning Commission meeting

Staff Reviewer Leeman
Staff Recommendation *Defer*

APPLICANT REQUEST

Revise Zoning Code provisions relating to nonconforming uses and structures.

Text Amendment

A request to amend Title 17 of the Metro Zoning Code, to clarify the status and review of nonconforming uses and structures within Davidson County.

STAFF RECOMMENDATION

Staff is recommending deferral to allow more time for the stakeholders to communicate any issues they may have with this bill to staff. At this time Planning staff has not had sufficient time to discuss and understand any remaining issues that the stakeholders may have.

APPLICATION DETAILS

Tennessee Code Annotated (TCA) Section 13-7-208 affords certain protections to “industrial, commercial or business establishments” and multi-family residential establishments that legally exist at the time of a zoning change. These are commonly referred to as nonconforming uses.

Recently, there have been concerns expressed regarding Metro’s compliance with TCA Section 13-7-208. This ordinance revises the Zoning Code to ensure compliance with TCA Section 13-7-208 and to clearly define the protections under TCA and additional protections under the Zoning Code. As noted above, TCA protects “industrial, commercial or business establishments” and multi-family residential establishments. Metro’s Zoning Code currently offers additional protections to nonconforming residential uses, nonconforming structures and nonconforming signs. Additionally, the proposed ordinance clarifies the standards for reviewing various nonconforming conditions.



Metro Planning Commission Meeting of 02/24/2011

The following chart summarizes the proposed changes to the Zoning Code:

Current Zoning and Department of Codes Administration Procedures	BL2010-783
Nonconforming Uses: Industrial, commercial or business establishments	
<p>May repair structure.</p> <p>May expand structure, but must meet current FAR and bulk standards</p> <p>May destroy and rebuild structure, but must meet current FAR and bulk standards</p> <p>The property owner may request to use percentage of reconstruction cost instead of percentage floor area damaged.</p>	<p>No substantive change</p> <p>No substantive change</p> <p>May destroy, which is defined as destruction of 50% of the floor area, and rebuild, but must meet current FAR and bulk standards</p> <p>Percentage floor area damaged is the only measurement used.</p>
Nonconforming Structures	
<p>Repairs and incidental or structural alterations may be made provided there is no increase in the degree of non-conformity.</p> <p>May be enlarged or converted to another permitted use, provided there is no increase in the degree of non-conformity.</p> <p>Involuntary damage to less than fifty percent of total floor area may be reconstructed. If damage exceeds fifty percent of the total floor area, the structure shall be reconstructed in accordance with all applicable provisions of this title. The property owner may request to use percentage of reconstruction cost instead of percentage floor area damaged.</p>	<p>Same, but one additional requirement: improvements to the site shall be required in accordance with the standards of the existing zoning.</p> <p>May be enlarged by twenty five percent or less, provided there is no increase in the degree of nonconformity and improvements to the site shall be required in accordance with the standards of the existing zoning.</p> <p>May be enlarged by greater than twenty five percent, if the structure and the site are brought into compliance with the existing zoning.</p> <p>All building permits within five years shall be aggregated for purposes of measuring the twenty five percent standard.</p> <p>Applies to voluntary and involuntary damage. For voluntary damage or destruction, improvements to the site shall be required in accordance with the standards of the existing zoning, regardless of the degree of damage. Percentage floor area damaged is the only measurement used.</p>



Metro Planning Commission Meeting of 02/24/2011

Nonconforming Residential Uses and Structures

In a RS district, two- family nonconforming use may be restored within two years

In any non-residential district, any single-family dwelling may be restored within one year of the date of damage, regardless of the percentage of damage or destruction.

Not addressed in current code.

Repairs and incidental or structural alterations may be made provided there is no increase in the degree of non-conformity.

May be enlarged, provided there is no increase in the degree of non-conformity.

Involuntary damage to less than fifty percent of total floor area may be reconstructed. If damage exceeds fifty percent of the total floor area, the structure shall be reconstructed in accordance with all applicable provisions of this title. The property owner may request to use percentage of reconstruction cost instead of percentage floor area damaged.

For one and two-family structures, the setbacks of the original dwelling shall apply to any reconstructed residential dwelling.

No substantive change

Applies to one and two-family structure, not just single-family structures.

Any multi-family residential establishment or structure that ceases occupation for 30 months must comply with current zoning regulations.

Same, but one additional requirement: improvements to the site shall be required in accordance with the standards of the existing zoning.

Enlargements may be made in a manner that complies with the existing zoning. Improvements to the site shall be required in accordance with the standards of the existing zoning.

One and two-family: Applied to voluntary and involuntary damage. If fifty percent or less damage, damaged area must be reconstructed in accordance with all applicable provisions of this title.

Multi-family: Applied to voluntary and involuntary damage. If fifty percent or less damage, the reconstruction must be in conformance with the original height, density, setback or square-footage of the original facilities in existence immediately prior to the damage.

If the damage for one and two-family or multi-family is greater than fifty percent, the structure shall be reconstructed in accordance with all applicable provisions of this title. New facilities shall comply with all architectural design standards required under current zoning regulations and be consistent with the architectural context of the immediate and adjacent block faces. If the current zoning regulations do not include bulk standards for the zoning district in which a residential structure is destroyed, the setbacks of the destroyed residential structure shall apply to any reconstructed residential structure.

For voluntary damage or destruction, improvements to the site shall be required in accordance with the standards of the existing zoning, regardless of the degree of damage.



Metro Planning Commission Meeting of 02/24/2011

Nonconforming Lots

No substantive change. Deletes sentence regarding minimum lot sizes in IWD, IR or IG, since these zoning districts no longer require a minimum lot size.

Nonconforming Signs

For voluntary damage, a sign shall be brought into compliance if the sign is altered, repaired, restored or rebuilt to the extent that the cost exceeds fifty percent of the estimated replacement cost of the sign (in current dollar value). All permits within any six consecutive calendar months shall be aggregated for purposes of measuring the fifty percent standard.

A sign shall be brought into compliance with the provisions of this title when the cost exceeds fifty percent or if greater than fifty percent of the display surface area is altered, repaired, replaced, restored or rebuilt. All permits within five years shall be aggregated for purposes of measuring the fifty percent standard.

For single-tenant lots, a nonconforming sign shall be brought into compliance when the principal land use on the lot is changed to a different use as described by the district land use table.

Applies to single-tenant and multi-tenant lots

For multi-tenant lots, each tenant may replace, alter, repair or restore an associated sign of a size not to exceed fifteen percent of the facade area of the building occupied by the tenant. Use of this provision must be noted on the overall signage plan.

Removed.

Not addressed in current code.

A nonconforming sign shall be brought into compliance with this title when the principal land use on the lot has been inactive pursuant to Section 17.40.650.B.

Process

BZA reviews the appropriateness of changes to nonconforming uses and structures.

BZA reviews the appropriateness of changes to nonconforming uses. Applications for changes to nonconforming structures that comply with these provisions will be issued permits by the Department of Codes Administration.

DEPARTMENT OF LAW RECOMMENDATION

This ordinance does not violate federal, state or local laws.

STAFF RECOMMENDATION

Staff recommends deferral.

**COMMUNITY PLAN
AMENDMENT**

NO SKETCH



Project No. Community Plan 2011CP-000-001
Project Name Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030
Associated Cases 2011CP-000-002
 2011Z-001TX-001
 2011CP-008-001
Council District Countywide
School Districts Countywide
Requested by Metro Planning Department
Staff Reviewer Briggs
Staff Recommendation Approve with Conditions

APPLICANT REQUEST

Adopt the Major and Collector Street Plan

Adopt the Major and Collector Street Plan

Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030, which updates the plan for major and collector streets for Metro Nashville-Davidson County. The Major and Collector Street Plan was last updated and adopted in 1992.

MAJOR & COLLECTOR STREET PLAN BACKGROUND

Summary

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (Arterial-Boulevards and Arterial-Parkways) and collectors (Collector-Avenues) that make up the backbone of the city's transportation system. It is a part of, and implements, *Mobility 2030*, which is a functional plan component of the General Plan for Nashville and Davidson County.

Complete Streets

This update of the MCSP reflects Metro's commitment to utilizing a "Complete Streets" approach to street design. Complete Streets is an initiative by which cities, states, and other jurisdictions adopt policies to insure that future roadway projects will attempt to accommodate multiple users – pedestrians, bicyclists, motorists, transit riders, and drivers of motor vehicles, and people of all ages and abilities, including children, older adults, and people with disabilities.

Locally, Mayor Karl Dean's Complete Streets Executive Order informs the direction of the MCSP update. The



Metro Planning Commission Meeting of 02/24/2011

Complete Streets Executive Order, issued on October 6, 2010, directs Metro Departments to “Give full consideration to the accommodation of the transportation needs of all users, regardless of age or ability...”

The MCSP implements the Complete Streets Executive Order by developing a thoroughfare system that provides for safe and efficient access to multiple users while addressing streetscape design in context with the existing or envisioned character of the community.

Complete Street design should be understood as a process, not a specific product. For that reason, not all “Complete Streets” will look the same. As such, good design standards balance engineering judgment and user needs within the context of the street. Roadway design relies on the design professional’s knowledge of elements such as travel speeds, volumes, horizontal and vertical alignments and sight lines. User needs also influence the design of the Complete Street. Many of the facilities contained within the right-of-way are uniquely associated with motorists, pedestrians, transit riders, and cyclists of varying ages and abilities.

Context Sensitive Solutions

Character, or the physical context in which the street resides, is another factor considered in Complete Street design. Character influences the form and function of the roadway and its associated streetscape; for example, a rural two-lane Collector-Avenue will be designed differently than an urban, two-lane Collector-Avenue. Both will be designed to complement and enhance the desired character. The determination of street character has not typically taken into account the adjacent land use and context. Conventional street planning typically only allowed two levels of sensitivity to the surrounding land use and context—streets were either rural or urban—resulting in street designs with limited relation to their surroundings.

The Context Sensitive Solutions (CSS) process has the following attributes:

- Addresses needs in a financially feasible manner by matching the street to the setting that ensures safety for multiple users of corridor;
- Involves stakeholders in the design process, balancing various needs to produce a solution that is an asset of lasting value to the community.



Metro Planning Commission Meeting of 02/24/2011

- Allows flexibility in design guidelines, particularly in constrained conditions;
- Designs a transportation system that serves multiple users regardless of travel mode; and
- Incorporates aesthetics as an integral part of good design.

Professional organizations including the Institute of Transportation Engineers (ITE), which represents transportation engineers, the American Planning Association (APA), and the Congress for New Urbanism (CNU), which represent urban planning professionals, have endorsed the CSS approach. Additionally, the Tennessee Department of Transportation (TDOT) is taking the same approach with their state transportation routes.

To achieve the goal of creating streets that are sensitive to their context (rural streets in rural settings, urban streets in urban settings, etc.), the MCSP has more refined street designations than the prior plan.

Need to Update Plan

The most recent *Major Street Plan* and *Collector Street Plan* were separate documents that were last comprehensively updated in 1992, with minor amendments since then. As an element of the General Plan, the MCSP should be updated every seven to ten years to reflect change that has occurred and to respond to future planned growth, development, and preservation.

How the Major and Collector Street Plan Was Updated

The MCSP consists of two pieces – the MCSP map, which provides the classification of every street, and the document, which explains these classifications and how they are to be used to guide future development of and improvement to Nashville's major and collector streets.

The MCSP was updated through the following steps:

1. Review of the plans referenced below,
2. Analysis of the existing conditions of all the major and collector streets in Davidson County, review of local transportation plans, review of Community Plans and Detailed Design Plans and assessment of the role of each street in light of *Mobility 2030's* guiding principles,
3. Designation of a Transect Category, Street Context, and Functional Design Type for each



Metro Planning Commission Meeting of 02/24/2011

major and collector street in Davidson County. (Note that this assessment and proposal of street classifications did include upgrading some local streets to collectors or arterials and downgrading other streets from arterial to collector or from collector to local.)

4. Subjecting these proposed street classifications to the Nashville Area MPO's regional travel demand model to check the impact of the proposals on the overall street network,
5. Reviewing the document and street classifications with Metro Public Works, Metro Transit Authority and State of Tennessee Agencies, and receiving their input, and
6. Receiving input on street classifications and the document from the public at community meetings.

A comprehensive review of the following local planning documents influenced the MCSP update:

- Each Community Plan's recommendations for Major and Collector Streets
- Metropolitan Planning Organization Network (Regional Transportation Plan and Transportation Improvement Program)
- Strategic Plan for Sidewalks and Bikeways
- Nashville's Strategic Transit Master Plan
- 2011 Northeast Corridor Mobility Study
- 2009 Northwest Corridor Conceptual Feasibility Study
- 2007 Southeast Corridor Alternatives Analysis
- The Code of the Metropolitan Government of Nashville and Davidson County, Tennessee
- The Subdivision Regulations of the Metropolitan Government of Nashville and Davidson County, Tennessee



Metro Planning Commission Meeting of 02/24/2011

- The Guiding Principles of *Mobility 2030*

HOW THE MAJOR AND COLLECTOR STREET PLAN WILL BE USED

With high development pressures expected to continue through 2035, transportation investments must be strategic and optimized to support economic growth and community livability. The street network will be expected to provide for multi-modal options and support and reflect the surrounding context and land use decisions. The CSS approach and Complete Streets process are designed to better achieve the expectations required of the transportation system. Planning Staff is developing user-friendly implementation tools to assist other Metro Departments, including Planning, Public Works, Stormwater, and MTA and TDOT, transportation stakeholders, the public, and private sector developers in applying the plan.

Users of the MCSP

The MCSP is used by the *public* and *private* sectors in planning, designing, budgeting, and constructing new streets and in making improvements to existing streets.

Public Sector

The Planning and Public Works Departments will use the MCSP to assess proposed street improvements and new streets to be built through private sector development and redevelopment where additional right of way or relocation of existing right of way may be required; in proposing street improvements and new streets as part of the land development process when Metro government is acting as a public sector developer; and, in proposing street improvements and new streets as part of the local and regional transportation planning and budgeting processes.

Metro Planning Commissioners will use the MCSP to assess the streets proposed in zoning and subdivision cases and to develop a recommended annual Capital Improvements Budget and Program that includes proposed new streets and street improvements.

Citizens will use the MCSP to gain a better understanding of each street's role in Davidson County's transportation network.

Private Sector

The private sector will use the MCSP when proposing new development to determine if any major or collector streets are to be provided or upgraded in the proposed development area and what the street cross section should



Metro Planning Commission Meeting of 02/24/2011

look like. The private sector will then design the new street or improve the existing street accordingly.

The private sector will also use the MCSP when proposing redevelopment to determine if any additional right-of-way and/or facilities need to be provided to meet the future vision for the street.

In both *public and private* sector cases, Metro government will review proposed new streets and improvements to existing streets against the guidelines in the MCSP.

INTERPRETING MCSP DESIGNATIONS

The update of the MCSP, is designed to meet the goals of *Mobility 2030*, placing a greater emphasis on designing streets that serve multiple users and that reflect the character of the neighborhoods and centers through which the streets pass. Therefore, this update of the MCSP categorizes each street segment in a manner that provides greater guidance as to the context, purpose and goals of each street segment.

Each street segment classification includes three defining elements - **Environment, Street Context, and Functional Design Type**. In some cases there is a fourth element, which represents the enhanced multimodal expectation and/or scenic arterial overlay.

Every major and collector street is identified with a specific designation comprised of the three elements appropriate for that street segment and, in some cases, a fourth element representing either the enhanced multimodal expectation or scenic arterial overlay.

For example, **T5-M-AB5-UM** is a MCSP designation.

Environment

T5-M-AB5-UM in this example references the T5 Center Transect category. Recall that the Transect is an organizing tool used in Nashville's land use planning and policies. This designation influences the scale, location, and orientation of development in a given area. The Transect Categories used in the MCSP include:

- T2 Rural
- T3 Suburban
- T4 Urban
- T5 Center
- T6 Downtown
- D District



Metro Planning Commission Meeting of 02/24/2011

These are the same Transect Categories as are used in the Community Character Manual and in Community Plans updated since 2008.

Street Context

T5-M-AB5-UM in this example reflects mixed uses that surround this street segment. The three Street Context designations are Residential (R), Mixed Use (M), and Industrial (I). The Street Context adds to the overall understanding of context by defining the predominant existing or intended development pattern flanking a given street section. The Street Context influences design elements of the street and is based upon the adopted Community Plan. In this example, then, the street is passing through a Center that is predominately mixed use.

Functional Design Type

T5-M-AB5-UM in this example refers to an Arterial-Boulevard functional design with four travel lanes and one center turn lane. The MCSP has three Functional Design types - Collector-Avenue (CA), Arterial-Boulevard (AB), and Arterial-Parkway (AP). The purpose of Functional Design type is to classify streets according to the character of service they are intended to provide and to design those streets so that they fit their context and serve multiple users. Guidelines are laid out in the MCSP tables and illustrative cross sections to depict these designs.

Multi-modal and Scenic Overlays

T5-M-AB5-UM in this example is an urban multi-modal overlay indicating an increased emphasis on mass transit service in the corridor and the importance of pedestrian and bicycle connectivity to the surrounding land uses. Multimodal corridors may be urban (UM) or regional (RM).

Scenic arterials (S) connect areas of scenic and cultural significance and call for enhancement or preservation of existing natural areas on private property just outside the right-of-way.

IMPLEMENTATION OF THE MCSP

All major and collector streets identified in the MCSP have a designation assigned that reflects the surrounding environment, existing and/or future land use policy, purpose of road within the transportation network, identified future travel lanes, and multi-modal design accommodations. The MCSP also establishes rights-of-way based upon the MCSP designation and existing or planned mass transit service, bike lanes, and parking.



Metro Planning Commission Meeting of 02/24/2011

The designations along with design guidelines establish the necessary rights-of-way along Metro's major and collector corridors. In some instances, additional right-of-way width is needed compared to the previous MCSP adopted in 1992 to improve non-motorized travel modes along the corridor through bike lane additions, wider sidewalks, wider planting strips, and on-street parking. The addition of these infrastructure elements will also have the impact of changing the surrounding land use environments by calming traffic.

The new MCSP responds to a number of concerns expressed by residents and elected officials related to past decisions involving Metro's major and collector streets (e.g. lack of non-motorized infrastructure, a road design not mindful of the community's character, and transportation decisions not tied to land use decisions). The draft MCSP is more comprehensive, but Planning Department staff is working closely with Metro Public Works and other Metro staff in its implementation. Planning staff is developing computerized tools to assist in implementation. The documentation of right-of-way decisions will also take place to ensure consistency between developments along a corridor. Increased dialogue is expected as applicants work with both Public Works, Planning, and Codes to ensure the necessary amounts of right-of-way is dedicated based upon the future intent of Metro's major and collector streets.

Constrained Development Situations

Planning staff recognizes that in some situations, there are constraints on a developer or property owner's ability to dedicate the standard right-of-way outlined in the proposed MCSP update. This is not new to Nashville – there have long been constrained development situations, especially on streets with historic buildings, with shallow property depths, etc. Today, under the existing MCSP, there is independent negotiation between Metro Departments and applicants involving the rights-of-way. These constrained situations will continue to exist, so discussion among Metro Departments and applicants will continue to take place. In the future, however, the final outcome will be more clearly documented to ensure consistency in the future developments along the same corridor.

Planning staff, in conjunction with Public Works, is currently doing an assessment of potential constrained areas along the major and collector street plan system.



Metro Planning Commission Meeting of 02/24/2011

These areas will be identified and designated for rights-of-way smaller than the standards in the MCSP. In instances where the applicant and Metro staff cannot come to an agreement on the appropriate amount of right-of-way, the applicant may go to the Metro Planning Commission to request a smaller right-of-way standard.

MAJOR & COLLECTOR STREET PLAN UPDATE COMMUNITY PARTICIPATION

Because of the nature of the MCSP, extensive stakeholder involvement has been undertaken with departments, agencies and partners that implement elements of the transportation infrastructure system in Metro Nashville along with outreach to community members.

Agency Stakeholder Outreach

Agencies involved in implementing portions of the MCSP include:

1. Metro Nashville Public Works (MPW)
2. Metropolitan Transit Authority (MTA)
3. Tennessee Department of Transportation (TDOT)
4. Nashville Area Metropolitan Planning Organization (MPO)
5. Metro Water Services Stormwater Program

Numerous meetings took place between Planning Department staff and representatives from the above listed agencies. Significant coordination and review of the draft document and MCSP designations were conducted jointly with MPW and TDOT. MTA coordinated with Planning Department staff in identifying future mass transit system opportunities within the draft MCSP based upon their strategic plan. The Nashville Area MPO also coordinated priorities established within the newly adopted Regional Transportation Plan (RTP) and their regional mass transit planning efforts.

Transportation Advocacy Outreach

Advocacy groups such as the Transit Alliance of Middle Tennessee and Walk/Bike Nashville also reviewed the document and were included within the notifications of community meetings and the draft information on the Planning Department's website.

Community Outreach

Staff conducted two community meetings to discuss the update to the Major and Collector Street Plan. The community meeting held on October 26 from 6 pm to 7:30 pm introduced the update to community members. It emphasized



Metro Planning Commission Meeting of 02/24/2011

the more context-sensitive approach of the MCSP update and introduced the Complete Streets approach. Information was available regarding the streets now included in the MCSP and how the new approach to establishing rights-of-way contrasts with the currently adopted MCSP.

The follow-up community meeting on November 9 from 6 pm to 7:30 pm reviewed again the elements contained within the MCSP designations. Specific concerns that were raised at the initial meeting were discussed along with staff's response. An extensive question and answer period was held with community members on implementation of the MCSP. Notification of community meetings was listed on the Planning Department's website and made public through radio, television, and newspaper. E-mail reminders were sent to those that attended the community meetings or requested notification through the Planning Department's website and through the Planning Departments' Development Dispatch e-mail newsletter, which reaches 2,300 plus people.

After these community meetings, staff opened a three-plus month comment period during which time staff visited with community members about the intent of the MCSP and specific street classifications.

Planning staff was also available to meet on an as-needed basis with local community groups to discuss the update to the MCSP. The Hillwood Area Neighborhood Association invited planning staff to present information to their members and surrounding neighborhoods at their meeting on November 13, 2010.

As of February 4, 2011, planning staff has responded to over 33 e-mails concerning the MCSP. Phone calls have also been taken with questions.

Drafts of the MCSP document and the accompanying interactive map (through which the community can look up the proposed classification of any street segment) were posted on October 14, 2010, December 9, 2010, and January 31, 2011.

Community Feedback

One theme that has emerged from the feedback that the Planning Department has received related to the MCSP involved traffic calming on major and collector streets. Residents have expressed concern in how the designations within the MCSP are applied in Metro Public Works' Neighborhood Traffic Management Program. Public Works



Metro Planning Commission Meeting of 02/24/2011

uses the MCSP functional design type designation as one tool to determine eligibility for the program, which includes only local streets. Streets identified within the MCSP in addition to certain streets designated by the Public Works Department are generally not eligible for these low cost improvements.

Planning Department staff has explained the importance of including streets, even residential collector streets within the MCSP. The MCSP does not address the low cost traffic calming solutions such as signage, speed humps, and the speed radar trailer that are part of Metro Public Works' Neighborhood Traffic Management Program. The MCSP also does not authorize removal of traffic calming devices that also exist on streets today. Rather, the MCSP outlines substantial transportation improvements that could occur if public or private investment occurs along the corridor. For example, these improvements might include sidewalks, narrower pavement widths, bulb-outs, bike lanes, medians, roadside planting strips, or on-street parking. Studies and best practices promoted by ITE and CNU suggest that these improvements can change the environment and character of a corridor, thereby calming traffic in many instances.

Public Hearing

Notification of the February 24th Metro Planning Commission Public Hearing for consideration of the Major and Collector Street Plan was sent by email to those who participated in the MCSP process, requested to be notified through the Planning Department's website, and through the Planning Department's Development Dispatch e-mail newsletter. The public hearing was also listed on the Planning Department's website and made public through radio, television, and newspaper media.

CHANGES SINCE THE STATIC DRAFT PLAN WAS POSTED

Planning staff posted the draft *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030* on January 31, 2010 and indicated to community stakeholders that while comments and suggestions were still welcome, no changes would be made to that document until changes were proposed at Planning Commission. Staff has found that posting a "static" draft prior to Planning Commission hearing is helpful to the community because then everyone is responding to the same document at the public hearing. During the time that the static version of the draft plan was posted, information from stakeholders has prompted the removal of Carothers Road from the proposed MCSP. Ordinance No. BL2006-1295 was approved and establishes street standards on Carothers Road that meets the planning and mobility concepts of the Carothers



Metro Planning Commission Meeting of 02/24/2011

Crossing UDO design standards and these standards in the proposed MCSP.

No other street designations or changes are proposed at this time.

STAFF RECOMMENDATION

Approve the Major and Collector Street Plan (MCSP) entitled *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030* with the following conditions:

CONDITIONS

1. Remove Carothers Road from the MCSP because of approved Ordinance No. BL2006-1295, which establishes streets standards on Carothers Road that meets the planning and mobility concepts of the UDO's design standards and of the proposed MCSP.
2. Change the MCSP designation of Harding Road from east of Bosley Springs Road to west of Belle Meade Plaza from T5-M-AB5-UM to T5-M-AB6-UM to meet the transportation plan objectives of the adopted UDO.
3. Grant planning staff permission to fix typographical and grammatical errors as necessary.

SEE NEXT PAGE

NO SKETCH



Project No.	Community Plan 2011CP-000-002
Project Name	Mobility 2030
Associated Cases	2011CP-000-001 20011Z-001TX-001
Council District	Countywide
School Districts	Countywide
Requested by	Metro Planning Department
Staff Reviewer	Briggs
Staff Recommendation	Approve

APPLICANT REQUEST

Amend Mobility 2030

Amend Mobility 2030

A request to amend *Mobility 2030* to incorporate the *Nashville Strategic Transit Master Plan* and the *Strategic Plan for Sidewalks and Bikeways* as elements of *Mobility 2030*.

BACKGROUND

Mobility 2030 is one of the functional plans of the General Plan, which guides growth and development in Metro Nashville/Davidson County. *Mobility 2030* outlines Guiding Principles, which are the philosophical basis for transportation decisions by public and private entities.

The Guiding Principles established by *Mobility 2030* are:

- Create efficient community form;
- Offer meaningful transportation choices;
- Sustain and enhance the economy;
- Value safety and security;
- Protect human health and the environment;
- Ensure financial responsibility; and
- Address transportation from a regional perspective.

Need to Update Plan

This request to amend *Mobility 2030* will incorporate the *Nashville Strategic Transit Master Plan* completed in 2009 and adopted by the Metropolitan Transit Authority and the *Strategic Plan for Sidewalks and Bikeways* completed by Metro Public Works in 2008 as elements of *Mobility 2030*.

The decision to adopt these mode-specific plans into *Mobility 2030* was informed by Mayor Karl Dean's Complete Streets Executive Order, issued on October 6, 2010, which directs Metro Departments to "Give full consideration to the accommodation of the transportation needs of all users, regardless of age or ability..."

Officially incorporating these mode-specific plans as elements of *Mobility 2030* reflects the multi-modal



Metro Planning Commission Meeting of 02/24/2011

philosophy and commitment to coordination among Metro Departments to implement a robust, multi-modal transportation system for Davidson County. In addition, it confirms the role that these plans already serve in the review process of the Planning Department.

Public Hearing

Notification of the February 24, 2011, Metro Planning Commission Public Hearing for consideration of the amendments to *Mobility 2030* was sent by email to those who participated in the Major and Collector Street Plan (MCSP) update process, requested to be notified through the Planning Department's website regarding the MCSP, and through the Planning Department's Development Dispatch e-mail newsletter. The public hearing was also listed on the Planning Department's website and made public through radio, television, and newspaper media.

STAFF RECOMMENDATION

Approve the amendments to *Mobility 2030* to incorporate the *Nashville Strategic Transit Master Plan* and the *Strategic Plan for Sidewalks and Bikeways* as elements of *Mobility 2030*.

SEE NEXT PAGE

NO SKETCH



Project No. Community Plan 2011CP-008-001
Project Name North Nashville Community Plan: 2010 Update
Associated Case 2011CP-000-001
Council District 2 – Harrison, 19 – Gilmore, 21 – Langster
School Districts 1 – Gentry, 7 – Kindall
Requested by Metro Planning Staff

Staff Reviewer Adams
Staff Recommendation *Approve if the Major and Collector Street Plan is approved, defer if the Major and Collector Street Plan is deferred.*

APPLICANT REQUEST Amend the North Nashville Community Plan: 2010 Update

Community Plan Amendment A request to amend the North Nashville Community (Subarea 8) Transportation Plan to include recommendations from the adopted *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030* for major streets in the North Nashville Community.



BACKGROUND The *North Nashville Community Plan: 2010 Update* was adopted on January 27th, 2011. During the North Nashville Community Plan update, the Major and Collector Street Plan (MCSP) was also in the process of an update; its adoption was slated for February 2011, one month after the adoption of the North Nashville Plan. Because the MCSP and North Nashville Community Plan were updated simultaneously, Planning staff discussed the new street designations with the North Nashville community during the Community Plan update process.

The draft recommendations made in the MCSP were incorporated into the adopted North Nashville Update, but were noted as “draft” recommendations until the MCSP was adopted. Therefore, staff was charged with pursuing a housekeeping amendment to include final recommendations from the adopted MCSP for major streets in the North Nashville Community.



North Nashville Community Plan: 2010 Update

The *North Nashville Community Plan: 2010 Update* focused on appropriate residential and commercial infill development, creating unique open space, as well as providing multiple transportation options. Transportation options are covered in the North Nashville’s Transportation Plan. The Transportation Plan provides recommendations on bike and pedestrian facilities, greenways, transit, and major, collector and local streets within the North Nashville Community. Recommendations regarding major and collector streets in

Major and Collector Street Plan Recommendations

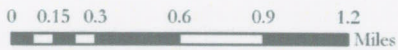
-  Arterial-Parkway Scenic
-  Planned Arterial-Parkway Scenic
-  Arterial-Boulevard Scenic
-  Arterial-Boulevard
-  Planned Arterial-Boulevard
-  Collector-Avenue
-  Planned Collector-Avenue
-  Freeway or Expressway
-  Ramp
-  Planned Ramp

Community Plan Recommended Street Connections

-  Required Streets
-  Suggested Streets

NOTE: See the large fold-out graphic of the Vehicular Transportation Plan in the back of this document.

You may also view this map online at: <http://www.nashville.gov/mpc>



Source: Metropolitan Nashville Planning Department

Map of major streets in North Nashville. This map will be amended into the North Nashville Community Plan: 2010 Update.



Metro Planning Commission Meeting of 02/24/2011

The Major and Collector Street Plan

North Nashville are provided via the Major and Collector Street Plan (MCSP).

The primary function of the MCSP is to provide guidance for street improvements and new streets that may occur throughout Davidson County during public or private investment. The MCSP focuses on creating context-sensitive, complete streets – streets that are designed to reflect their context (rural, suburban, and urban) and that are accessible to multiple users (pedestrians, cyclists, transit, vehicles, etc.).

The MCSP also considers how each street contributes to the function of the overall street network. In considering the overall street network, the MCSP makes recommendations for which streets should be designated as local, collector and arterial streets. There are multiple streets in North Nashville whose designations have changed from local to collector streets in this update of the MCSP.

2010 Major and Collector Street Plan Recommendations for the North Nashville Community

All major streets in the North Nashville community will now be consistent with the 2011 MCSP; the character of the street will be considered in addition to its function. Upon analyzing the function of local streets in North Nashville, there are six streets that no longer function as local streets and are designated as collector-avenue in the MCSP.

As described in the 2011 MCSP, Collector-Avenues are streets with relatively low speeds and traffic volumes that provide circulation within and between neighborhoods. Collector-Avenues usually serve short trips and are intended for collecting trips from local streets and distributing them to the Arterial-Boulevard network.

Collector-Avenues privilege access (the ability to get in and out of surrounding land uses such as businesses or residences on the street) over mobility (the ability to move people quickly through the area). This results in slower speeds on these streets. Collector-Avenues are present in both residential and mixed-use areas.

The six streets that have been designated as Collector – Avenues are listed below:

5th Avenue North

The street 5th Avenue North from Jefferson Street to Garfield Street is being upgraded from a local street to a Collector-Avenue in the MCSP. 5th Avenue North is a key route from the Downtown Community to areas in the



Metro Planning Commission Meeting of 02/24/2011

Germantown and Salementown neighborhood in North Nashville.

9th Avenue North

The street 9th Avenue North from Buchanan Street to Dominican is being upgraded from a local street to a Collector-Avenue in the MCSP. 9th Avenue North is a key route from Buchanan Street to Dominican Street and provides access to three prominent public schools in the North Nashville Community. It has recently been improved with new, wider sidewalks along the southern portion of the street.

10th Avenue North

The street 10th Avenue North from Dominican Drive to Metro Center Boulevard is being upgraded from a local street to a Collector-Avenue in the MCSP. 10th Avenue North is also a key route providing access to schools in North Nashville, but also to Rosa L. Parks Boulevard, the Looby Community Center, a local U.S. post office, and the Metro Center Business area.

Dominican Drive

The street Dominican Drive from Metro Center Boulevard to 9th Avenue North is being upgraded from a local street to a Collector Avenue in the MCSP. Dominican Drive is a key route from Metro Center Business area to the Buena Vista Heights neighborhood.

21st Avenue North

The street 21st Avenue North from Jefferson Street to the CSX Railroad is being upgraded from a local street to a Collector-Avenue in the MCSP.

21st Avenue North was mentioned by stakeholders during the 2010 North Nashville Community Plan Update as a street that has the potential to be a key north-south route. Currently 21st Avenue North ends at the CSX railroad and continues just north of Charlotte Avenue. The MCSP recommends extending 21st Avenue south towards Charlotte Avenue.

CONCLUSION

The 2011 MCSP encourages the creation of complete streets, context sensitive streets, and streets that move people and goods efficiently throughout the community. An analysis of local streets in the North Nashville community through the lens of the 2011 MCSP revealed that the six aforementioned streets play a major role in this community's multi-modal transportation system and should be designated as such. Other streets that were previously designated as major streets were also examined



Metro Planning Commission Meeting of 02/24/2011

with regard to their character and context in addition to their function.

Including the 2011 MCSP recommendations will ensure consistency and enhance the function and character of all major streets in the North Nashville Community.

STAFF RECOMMENDATION

Staff recommends approval. If the Major and Collector Street Plan is deferred, staff recommends that this be deferred as well.

SEE NEXT PAGE

RECOMMENDATIONS TO THE METRO COUNCIL

- **Text Amendment**
- **Specific Plan**
- **Zone Change**

NO SKETCH



Project No. Text Amendment 2011Z-001TX-001
Project Name New Zoning Code Terminology Related to the Update of the Major and Collector Street Plan
Associated Cases 2011CP-000-001
2011CP-000-002
Council District Countywide
School District Countywide
Requested by Metro Planning Department
Staff Reviewer Ratz
Staff Recommendation *Approve if the Major and Collector Street Plan is approved, defer if the Major and Collector Street Plan is deferred.*

APPLICANT REQUEST

Revise the existing Zoning Code terminology to correspond with the new street designations that are part of the 2011 update of the Major and Collector Street Plan.

Text Amendment

A request to amend Metro Zoning Code, Chapters 17.04 (Definitions) and 17.12 (District Bulk Regulations) by revising the definitions associated with street designations to reflect new Major and Collector Street Plan terminology; and by modifying the measurement of street setbacks for multi-family and non-residential districts and non-residential uses in the AG, AR2a, R and RS districts, consistent with these new designations, requested by the Metro Planning Department.

PURPOSE

This text amendment is necessary to reflect the adoption of *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030* - the new Major and Collector Street Plan (MCSP). The MCSP introduces new terminology related to arterial and collector street designations. This text amendment to the zoning code will replace the outdated terminology in the zoning code glossary with the terminology of the new MCSP.

Additionally, the table of street setbacks for multi-family and non-residential districts and uses will be amended to reflect the updated terminology and to distinguish between the measurement of right-of-way and the measurement of the street setback on private property.



Metro Planning Commission Meeting of 02/24/2011

BACKGROUND

The MCSP is a comprehensive plan and implementation tool for guiding public and private investment on the major streets that make up the backbone of Nashville's transportation system. It is a part of, and implements, *Mobility 2030*, which is a functional plan component of the General Plan.

In response to Mayor Karl Dean's executive order calling for the use of a Complete Streets approach in the design of all streets within Nashville, the MCSP update adds a design component to the traditional terminology associated with a street's functional classification, resulting in the new designation termed Functional Design Type.

Where previously the terms "arterial" and "collector" were used and expressed functional classification exclusively, streets are now classified as "Arterial-Boulevard," "Arterial-Parkway" or "Collector-Avenue." This dual designation, the Functional design Type, provides direction on the character of service streets are intended to provide and the design criteria needed to fit the context and serve multiple users. The Functional Design Type is described in greater detail in the MCSP document and in the staff report for case 2011CP-000-001 found earlier in this staff report packet.

The changes in terminology within the MCSP require minor amendments to the zoning code to synchronize these terms as well as to reflect the distinction between the street setback – a component of private property – and the public right-of-way.

EXISTING METRO CODE AND PROPOSED CHANGES

Street designations are referenced within the Zoning Code in regard to several aspects of development and zoning. Some land uses are partially regulated based on the designation of adjacent streets. Standards affecting driveway access to private property and landscape buffer yards are regulated based on street designation. *No changes to permitted land uses or to access or buffering standards are proposed as part of this text amendment.*

Definitions

The definitions of the street designations "Collector" and "Arterial" in the Zoning Code need to be updated to reflect the terminology used in the MCSP and insure proper implementation of the existing standards. Rather than change every instance of the word "Collector" in the Zoning Code to "Collector-Avenue," this text amendment will amend the definition of "Collector" in the "General



Metro Planning Commission Meeting of 02/24/2011

Definitions” section of the Zoning Code (section 17.04.060) to define “Collector” as referring to “Collector-Avenue” as defined in the MCSP. A similar change is proposed for the definition of “Arterial” in the Zoning Code. The proposed change is as follows:

- “Arterial street” means a street designated as either an “Arterial-Boulevard” or an “Arterial-Parkway” on the adopted Major and Collector Street Plan.
- “Collector street” means a street designated as a “Collector-Avenue” on the adopted Major and Collector Street Plan.
- “Scenic Arterial” means a street designated as either a “Scenic Arterial-Boulevard” or a “Scenic Arterial-Parkway” on the adopted Major and Collector Street Plan.

Measurement of Setbacks

The setback standards for multi-family and non-residential zoning districts and uses are regulated in part by street designation. All street setbacks are currently measured from the center line of the street with the measurement dependent upon the zoning district and the street designation, as show in the existing Table 17.12.030B, below.

Table 17.12.030B

STREET SETBACKS FOR MULTI-FAMILY AND NON-RESIDENTIAL DISTRICTS; AND NON-RESIDENTIAL USES IN AG, AR2a, R AND RS DISTRICTS

Zoning Districts	Nonarterial Streets	Arterial Streets			
		U2, S2 OW2, OW6	U4, S4	U6, S6	U8, S8
AG, AR2a, all R and RS, RM2 through RM15	70 feet	70 feet	82 feet	94 feet	106 feet
RM20, RM40	60 feet	60 feet	72 feet	84 feet	96 feet
ON, OL, OG, OR20, OR40	50 feet	50 feet	62 feet	74 feet	86 feet
RM60, MUN, MUL, MUG, ORI	40 feet	40 feet	52 feet	64 feet	76 feet
SCN, SCC, SCR, CN	50 feet	50 feet	62 feet	74 feet	86 feet
CS, CL, CA	45 feet	45 feet	57 feet	69 feet	81 feet
IR, IG, IWD	35 feet	35 feet	47 feet	59 feet	71 feet

Due to the use of street designations (for example, Arterial Street – U4 or S4) in the street setback standards, a text amendment is needed to address the inconsistency with the new MCSP, which uses different terminology for street classification. However, simply inserting the new designations into the existing table is problematic due to the increased number of street designations that have come about with the MCSP update; to insert all of the new street categorizations would make the table difficult to use. In an



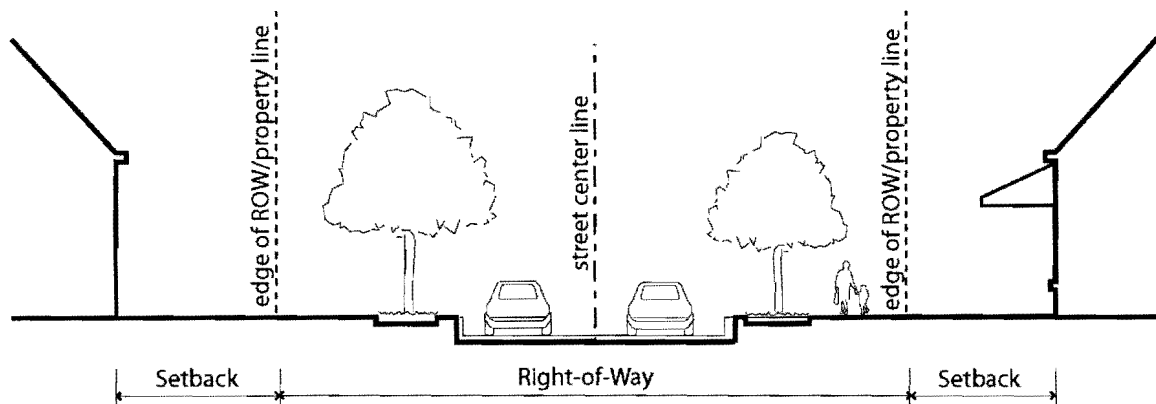
Metro Planning Commission Meeting of 02/24/2011

effort to keep the information presented in the zoning code simple, an alternative method for measuring building placement is proposed, *though the street setback dimensions themselves will remain unchanged*. The zoning code text regarding the measurement of street setbacks will be amended as follows:

“Measurement: In all districts, the minimum street setback shall be measured from the standard right-of-way line as established in the table entitled “Standard Street Right-of-Way Widths” in the Major and Collector Street Plan.”

The amendment separates the two measurements that govern building placement and that are inherent in the existing centerline dimension: the setback, which is located on private property, and the width of the public right-of-way. The right-of-way width for each street designation is established by the MCSP and is found in that document. The setback dimension, as measured from the edge of the right-of-way, is included in the zoning code.

Diagram of the Relationship of Right-of-Way and Setback



The separation of the measurement into the component parts of setback and right-of-way also helps separate the appeals processes. The Board of Zoning Appeals currently oversees appeals regarding setbacks and the Metro Planning Commission, as set forth in the Metro Charter, establishes the right-of-way. By dividing the building location into right-of-way and setback measurements, it will be clearer to the applicant to which entity they need to appeal if they wish to set their building closer to the street (BZA) or if they wish to propose an alternative right-of-way width (MPC).



Metro Planning Commission Meeting of 02/24/2011

In order to translate the measurement from centerline into a measurement from the right-of-way line, Planning staff conducted an analysis of the existing setback dimensions. When one-half of the right-of-way width is subtracted from the established centerline setback, the result is a consistent setback dimension from the right-of-way line no matter the street type. See the table below, which looks at the setbacks for the agricultural zoning districts, all R and RS zoning districts and RM2 through RM15. Repeating the same process reveals a consistency within each of the zoning district groups. Setback variations, when considered from the right-of-way line, exist only between zoning districts and are influenced only by street designation because they are currently measured from the centerline. *This table is included to demonstrate that even though the measurement method is changing, the actual setback measurement is not changing.*

Table Showing How the Current Method of Establishing Setbacks (from Street Centerline) Is Translated into the New Method of Establishing Setbacks (from the Right-of Way Line)

		Old Street Classifications			
AG, AR2a, all R and RS, RM2 through RM15	Nonarterial Streets	U2, S2 OW2, OW6	U4, S4	U6, S6	U8, S8
Street Classification ROW Width	60 feet	60 feet	84 feet	108 feet	132 feet
Existing setback from centerline	70 feet	70 feet	82 feet	94 feet	106 feet
½ ROW width	30 feet	30 feet	42 feet	54 feet	66 feet
Resulting setback from ROW line	40 feet	40 feet	40 feet	40 feet	40 feet

The amended Table 17.12.030B presents the street setbacks for each zone district group as measured from the right-of-way line. Note that the results of the analysis in the table above (a 40 foot setback) are found in the second column below – where the agricultural, R and RS, and RM2 – RM15 zoning districts are found.



Metro Planning Commission Meeting of 02/24/2011

The complete amended table is as follows:

Table 17.12.030B

STREET SETBACKS FOR MULTI-FAMILY AND NON-RESIDENTIAL DISTRICTS; AND NON-RESIDENTIAL USES IN AG, AR2a, R AND RS DISTRICTS

	AG, AR2a, all R and RS, RM2 through RM15	RM20, RM40	ON, OL,OG, OR20, OR40	RM60, MUN, MUL, MUG, ORI	SCN, SCC, SCR, CN	CS, CL,CA	IR, IG,IWD	CF, MUI	DTC
Setback	40 feet	30 feet	20 feet	10 feet	20 feet	15 feet	5 feet	0 feet	See chapter 17.37

STAFF RECOMMENDATION

Staff recommends approval of the text amendment. Due to the changes in terminology that accompanied the adoption of the new MCSP, zoning code amendments are needed to ensure proper implementation by harmonizing the terminology of the MCSP and the Zoning Code. Additionally, the components of building placement need to be clarified by separating street setback dimensions from the more nuanced right-of-way dimension. If the Major and Collector Street Plan is deferred, staff recommends that this be deferred as well.

ORDINANCE NO. _____

An ordinance to amend Sections 17.04.060 and 17.12.030 of the Metropolitan Zoning Code by revising the definitions associated with street designations, and by modifying the measurement of street setbacks for multi-family and non-residential districts and non-residential uses in AG, AR2a, R and RS districts, due to the new designations.

WHEREAS the Metropolitan Planning Commission has recently adopted the 2011 update to the Major and Collector Street Plan (MCSP), and

WHEREAS the MCSP established new terminology associated with street designations to achieve Complete Streets and context-sensitive street design and this new terminology does not correspond to the terminology in the zoning code, and

WHEREAS the street setbacks for multi-family and non-residential districts and uses are currently regulated by street designation, and



Metro Planning Commission Meeting of 02/24/2011

WHEREAS the dimension of the street setback will not be changed, the method of measuring street setback for multi-family and non-residential districts and uses needs to be changed due to the new terminology as well as to separate the appeals process for right-of-way and setback;

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

Section 1. Section 17.04.060 (Definitions of General Terms) is hereby amended by deleting the definition of "Street" in its entirety, replacing it with the following definition, and adding the definitions of the additional street designations as follows:

"Street" means a publicly maintained right-of-way, other than an alley, that affords a means of vehicular access to abutting property. The following are street, Functional Design Type designations:

1. "Arterial street" means a street designated as either an "Arterial-Boulevard" or an "Arterial-Parkway" on the adopted Major and Collector Street Plan.
2. "Collector street" means a street designated as a "Collector-Avenue" on the adopted Major and Collector Street Plan.
3. "Local street" means a street with a low level of mobility that is used primarily for access to property and provides connectivity between collector and arterial streets.
4. "Minor local street" means a street that is a dead end or loop street providing service to no more than fifty single family residential lots or sixty-five multi-family units.
5. "Scenic Arterial" means a street designated as either a "Scenic Arterial-Boulevard" or a "Scenic Arterial-Parkway" on the adopted Major and Collector Street Plan.

Section 2. Section 17.04.060 (Definitions of General Terms) is hereby amended by deleting, the definition of "Street, frontage classifications" in its entirety and replacing it with the following definition:

"Street, frontage classifications" refers to the character of the street and adjacent buildings, and is applied in conjunction with the street, Functional design type designation.

Section 3. Section 17.12.030 (Street Setbacks) is hereby amended by deleting subsection "A" in its entirety and inserting the following:

- A. Measurement: In all districts the minimum street setback shall be measured from the Standard right-of-way line as established by the table entitled "Standard Street Right-of-Way Widths" in the Major and Collector Street Plan.

Section 3. Section 17.12.030 B. (Street Classifications) is hereby amended by deleting the phrase "Major Street Plan" and inserting the phrase "Major and Collector Street Plan."



Metro Planning Commission Meeting of 02/24/2011

Section 4. Section 17.12.030 is hereby amended by deleting Table 17.12.030B in its entirety and replacing it with the following new table:

Table 17.12.030 B: Street Setbacks for Multi-family and Non-residential Districts; and Non-residential uses in AG, AR2a, R and RS Districts

	AG - RM15	RM20, RM40	ON, OL, OG, OR20, OR40	RM60, MUN, MUL, MUG, ORI	CN, SCN, SCC, SCR	CL, CS, CA	IWD, IR, IG	CF, MUI	DTC
Setback	40	30	20	10	20	15	5	0	See chapter 17.37

Section 3. Section 17.12.030 (Street Setbacks) is hereby amended by adding a new Note 1 to Table 17.12.030B as follows:

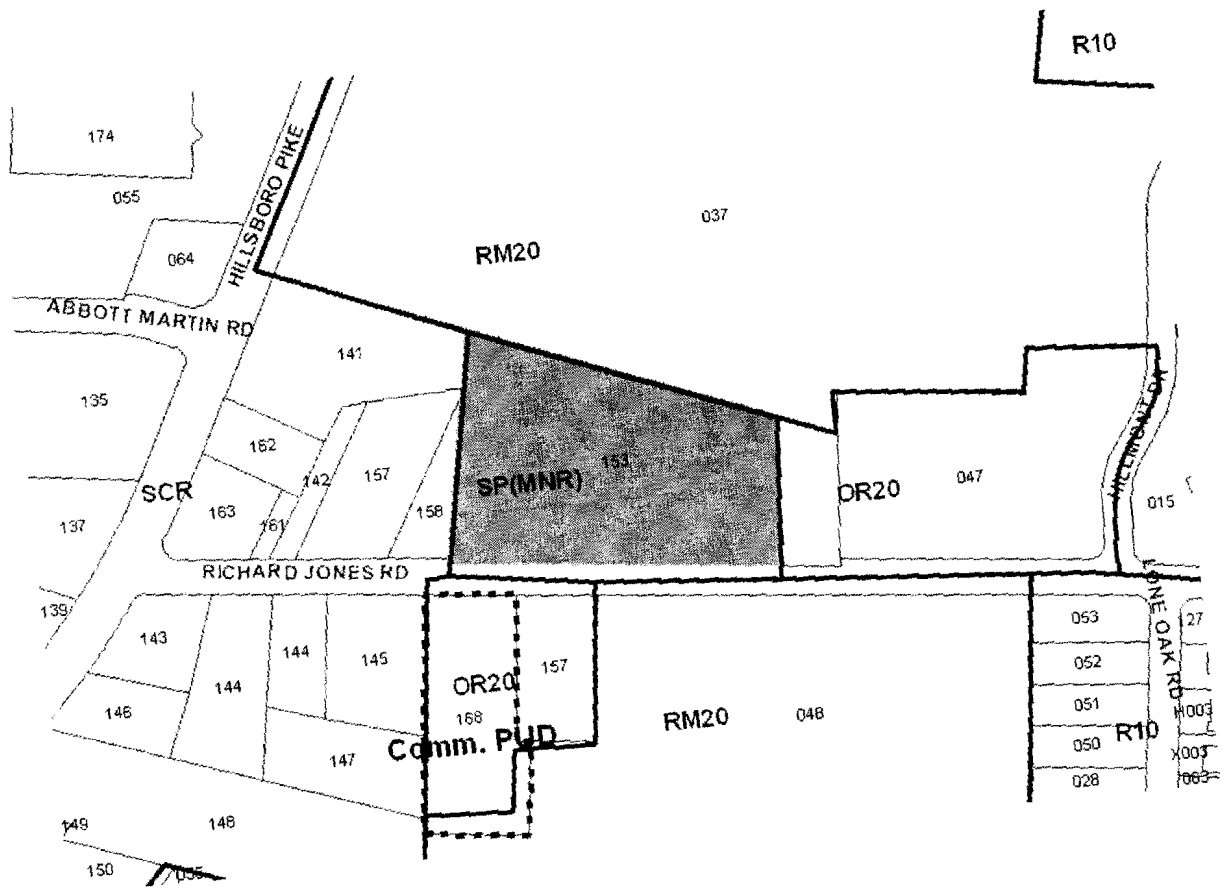
Note 1: SP Districts. Street setbacks shall be as specifically listed in the site specific SP ordinance

Section 3. Section 17.12.030 (Street Setbacks) is hereby amended by deleting from Table 17.12.030B Note 1 the phrase "Major Street Plan" and inserting the phrase "Major and Collector Street Plan."

Section 5. Section 17.12.030 (Street Setbacks) is hereby amended by deleting from Table 17.12.030B Note 3, and Note 4 in their entirety and renumbering the subsequent notes.

Section 7. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

SEE NEXT PAGE



2006SP-090U-10
 RICHARD JONES ROAD (4-YEAR REVIEW)
 Map 117-15, Parcel(s) 153
 Green Hills - Midtown
 25 - Sean McGuire



Project No.	SP District Review 2006SP-090U-10
Project Name	Richard Jones Road SP
Council District	25 – McGuire
School District	8 – Hayes
Requested by	Metro Planning Department
Staff Reviewer	Bernards
Staff Recommendation	<i>Find the SP District active</i>

APPLICANT REQUEST

Four year SP review to determine activity.

SP Review

The periodic review of an approved Specific Plan (MNR) district known as "Richard Jones Road", to determine its completeness pursuant to Section 17.40.106.I of the Metro Zoning Code (Review of a Development Plan), for property located at 2002 Richard Jones Road (3.93 acres) and located within the Green Hills Urban Design Overlay District, approved for retail and restaurant uses within an existing 3-story building via Council Bill BL2006-1107 adopted by Metro Council on January 17, 2007.

Zoning Code Requirement

Section 17.40.106.I of the Zoning Code requires that a SP District be reviewed four years from the date of Council approval and every four years after until the development has been deemed complete by the Planning Commission.

Development within each SP District is to be reviewed in order to determine if the project is complete or actively under development to implement the approved development concept. If the review determines that the project is complete or actively under development, then no further review is necessary at this time. If the review determines that the project is inactive then the Planning Commission is to determine if its continuation as an SP district is appropriate.

DETAILS OF THE SP DISTRICT

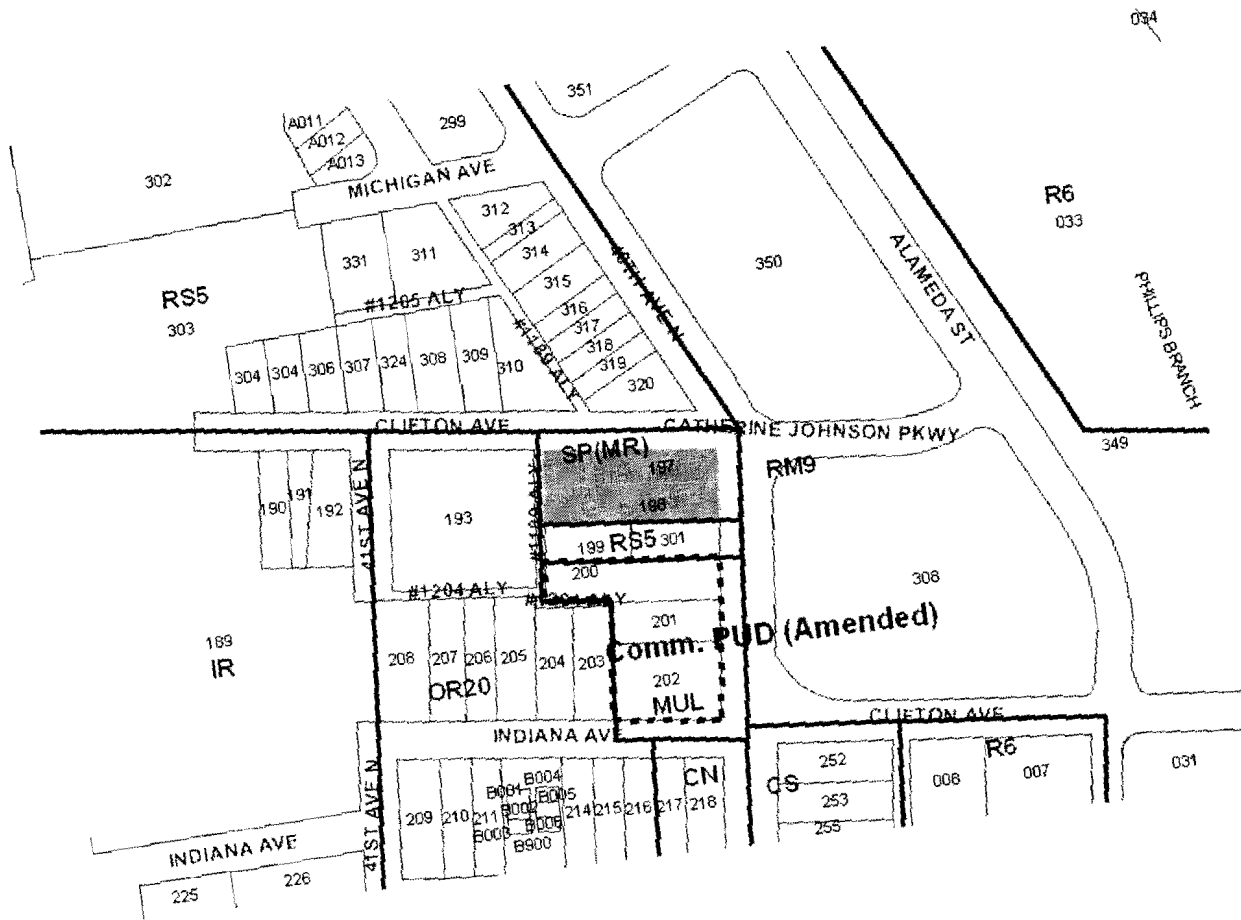
The Richard Jones SP was approved for retail and restaurant uses within an existing building.

Analysis

Staff visited the site on January 17, 2011. While there is not a restaurant within the building, the building is occupied. The staff assessment of this SP is that it is active and staff recommends that this SP be found active and that it be placed back on the four-year review list.

STAFF RECOMMENDATION

Staff recommends that the Richard Jones Road SP be found to be active.



2006SP-135U-08
CLIFTON AVENUE TOWNHOMES
 Map 091-12, Parcel(s) 197-198
 North Nashville
 21 - Edith Taylor Langster



Project No. SP District Review 2006SP-135U-08
Project Name Clifton Avenue Townhomes SP
Council District 21 – Langster
School District 1 – Gentry
Requested by Metro Planning Department

Staff Reviewer Bernards
Staff Recommendation Find the SP District active

APPLICANT REQUEST

Four year SP review to determine activity.

SP Review

The periodic review of an approved Specific Plan (R) district known as "Clifton Avenue Townhomes", to determine its completeness pursuant to Section 17.40.106.I of the Metro Zoning Code (Review of a Development Plan), for properties located at 711 and 713 40th Avenue North (0.54 acres), approved for ten units via Council Bill BL2006-1253 effective on January 19, 2007.

Zoning Code Requirement

Section 17.40.106.I of the Zoning Code requires that a SP District be reviewed four years from the date of Council approval and every four years after until the development has been deemed complete by the Planning Commission.

Development within each SP District is to be reviewed in order to determine if the project is complete or actively under development to implement the approved development concept. If the review determines that the project is complete or actively under development, then no further review is necessary at this time. If the review determines that the project is inactive then the Planning Commission is to determine if its continuation as an SP district is appropriate.

DETAILS OF THE SP DISTRICT

The Clifton Avenue Townhomes SP was approved for 10 residential units. This SP has received final site plan approval for six single family and two duplex units.

Analysis

Staff visited the site on January 17, 2011. There was no apparent development activity on the property. The property has recently been purchased and the new owners have initiated the development of this SP. The owners' representative has submitted the following to show the level of activity currently underway on this SP:

- *As of 1-19-11 a master building permit for the site has been applied for (Master Permit Application # T201101257, Permit Tracking #1815953).*



Metro Planning Commission Meeting of 02/24/2011

- *The property paid \$6,000 in water capacity fees with approval of the final SP site plan. A new capacity requirements letter was received from Water Services as of 1-15-11 with an additional required payment of \$4,000 to satisfy Water Services capacity requirements. That payment has been made.*
- *Previously existing structure (a nightclub) has been demolished.*
- *An engineer has been retained to prepare new construction plans per the approved final site plan. The engineer and other owner representatives have met with Metro agencies, including Planning, Stormwater, and Water Services to identify all requirements to allow a building permit to be issued. Construction plans have been submitted to Metro reviewing agencies this week.*
- *The engineer has redesigned the Stormwater facilities on the property in accordance with the requirement of the final SP site plan that Stormwater requirements must be met before a building permit can be issued.*
- *The engineer has met with Water Services to discuss extending an 8-inch water main across 40th Avenue to provide water service to the project and the engineer has completed the design work for that extension.*
- *The required environmental study for the funding associated with the project is completed.*
- *Financing has closed on the project, including Federal NSP2 funds.*

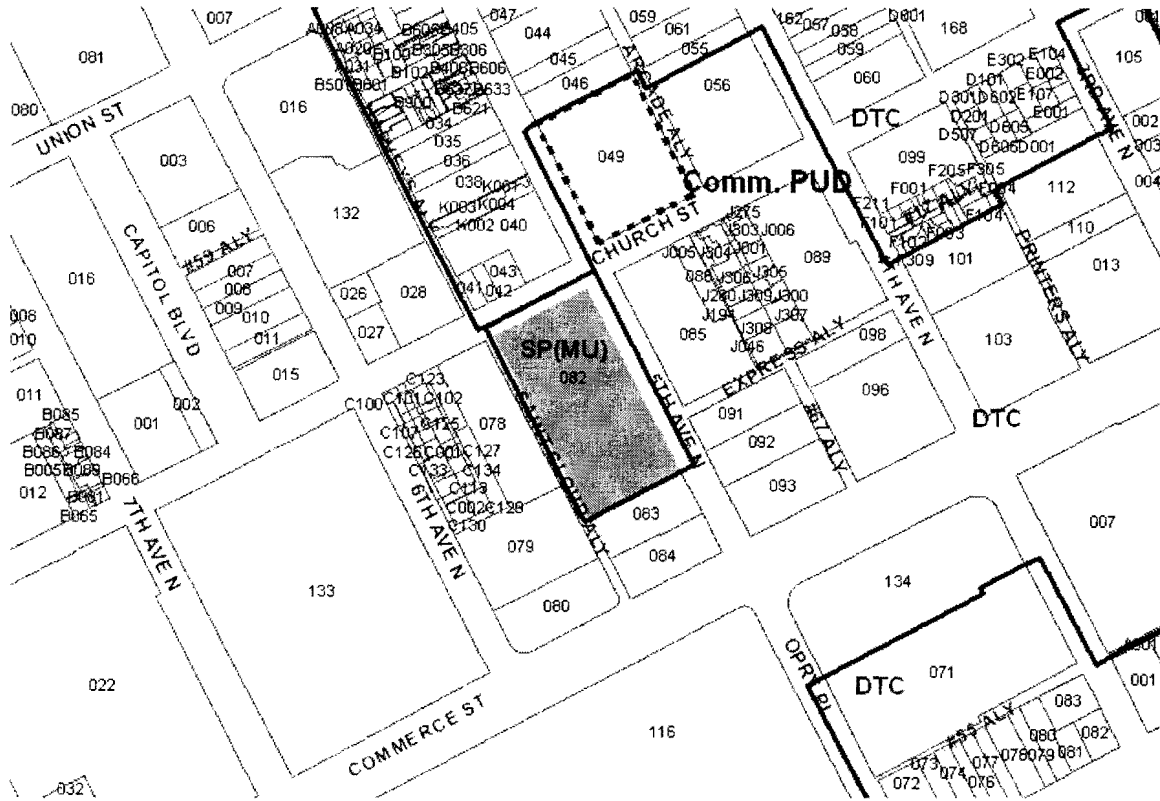
ANALYSIS

In reviewing the documentation provided by the owner, staff finds that the owner has described an aggregate of actions that indicates activity. Staff recommends that this SP be found active and that it be placed back on the four-year review list. At that time, if the SP is not found to be complete, the owner will need to demonstrate that additional activity has taken place in the SP in order for it to be found active. Staff would note, however, that at this time the SP remains appropriate for the site and area. The approved plan is consistent with the Urban Mixed Neighborhood policy of the North Nashville Community Plan

STAFF RECOMMENDATION

Staff recommends that the Clifton Townhomes SP be found to be active.

SEE NEXT PAGE



2006SP-178U-09
SIGNATURE TOWER (4-YEAR REVIEW)
 Map 093-06-1, Parcel(s) 082
 Downtown
 06 - Mike Jameson



Project No.
Project Name
Council District
School District
Requested by

SP District Review 2006SP-178U-09
Signature Tower SP
6 – Jameson
7 – Kindall
Metro Planning Department

Staff Reviewer
Staff Recommendation

Bernards
Find the SP District inactive and recommend to the Council that the property be rezoned to DTC

APPLICANT REQUEST

Four year SP review to determine activity.

SP Review

The periodic review of an approved Specific Plan (MU) district known as "Signature Tower", to determine its completeness pursuant to Section 17.40.106.I of the Metro Zoning Code (Review of a Development Plan), for property located at 501 Church Street (1.22 acres), approved for a 1,396,000 square foot building to contain 435 residential units, 197 hotel rooms, and 17,000 square feet of restaurant and retail uses via Council Bill BL2006-1291 effective on January 16, 2007.

Zoning Code Requirement

Section 17.40.106.I of the Zoning Code requires that a SP District be reviewed four years from the date of Council approval and every four years after until the development has been deemed complete by the Planning Commission.

Development within each SP District is to be reviewed in order to determine if the project is complete or actively under development to implement the approved development concept. If the review determines that the project is complete or actively under development, then no further review is necessary at this time. If the review determines that the project is inactive then the Planning Commission is to determine if its continuation as an SP district is appropriate.

DETAILS OF THE SP DISTRICT

The Signature Tower SP was approved for a 70-story building rising to a height of 1,030 feet. The building includes 400 residential units, a 197 room hotel and first floor restaurant and retail uses. There are five levels below grade to accommodate 636 parking spaces.

Specific Plan Review

Staff conducted a site visit on January 17, 2011. There did not appear to be any construction activity on the site. A letter was sent to the property owner of record requesting details that could demonstrate that the SP was active.



Metro Planning Commission Meeting of 02/24/2011

The property owner contacted staff and indicated that there has been no activity on this SP and has no objections to this property being rezoned to the Downtown Code.

FINDING OF INACTIVITY

When the assessment of an SP is that it is inactive, staff is required to prepare a report for the Planning Commission with recommendations for Council Action including:

1. An analysis of the SP district's consistency with the General Plan and compatibility with the existing character of the community and whether the SP should remain on the property, or
2. Whether any amendments to the approved SP district are necessary, or
3. To what other type of district the property should be rezoned.

If the Planning Commission agrees with the staff assessment, staff will prepare a written report of the Commission's determination to Council with a recommendation on the following:

1. The appropriateness of the continued implementation of the development plan or phase(s) as adopted, based on current conditions and circumstances; and
2. Any recommendation to amend the development plan or individual phase(s) to properly reflect existing conditions and circumstances, and the appropriate base zoning classification(s) should the SP district be removed, in whole or in part, from the property.

Holds on Permits

Section 17.40.106.I.1 of the Zoning Code requires that once the review of an SP with a preliminary assessment of inactivity is initiated, no new permits, grading or building, are to be issued during the course of the review. For purposes of satisfying this requirement, a hold shall be placed on all properties within the SP on the date the staff recommendation is mailed to the Planning Commission so that no new permits will be issued during the review.

RECOMMENDATION FOR COUNCIL ACTION

Consistency with the General Plan

When the Signature Tower SP was adopted, the Downtown Community Plan was in the process of being updated. While this SP is consistent with the principles of the plan, a Downtown Code (DTC) has been adopted that better implements the principles, goals and objectives of the Downtown Community Plan. Staff is recommending that this property be rezoned to DTC.



Metro Planning Commission Meeting of 02/24/2011

Proposed amendments to the SP

There are no amendments proposed to this SP.

Proposed Rezoning

Staff recommends that the property be rezoned to DTC. As noted above, the DTC better implements the Downtown Community Plan. This property is in a Mixed-Use policy in the Core. The Core is the heart of the Downtown business district, the economic engine of the Middle Tennessee region, and a significant economic force in the Southeast. It is the densest neighborhood in Downtown and is intended to accommodate a mix of uses with an emphasis on office in high-rise buildings.

The DTC implements the community vision for Downtown outlined in the Downtown Community Plan and provides more certainty to the development process, by replacing the Commercial Core (CC) with form-based zoning, which provides clear standards for the form of development and a clear understanding for each property owner of what their entitlements and obligations are.

The DTC allows more development rights than the CC zoning district and permits additional land uses. In addition, the DTC includes basic urban design standards to ensure a safe, interesting, and comfortable experience in the public realm. As discussed in the Downtown Community Plan, pedestrian comfort and safety is prioritized with an interesting sidewalk realm, activity on the ground level of buildings, and controlled vehicular access.

There is a height limit of 30 stories in the DTC but this property is eligible for the Bonus Height Program. This program gives additional height in exchange for the following public benefit contributions:

- Leadership in Energy and Environmental Design (LEED) certification of individual buildings.
- LEED for Neighborhood Development.
- Pervious surface.
- Publicly-accessible Open Space.
- Workforce Housing,
- Civil Support Space,
- Upper-level garage liners.
- Underground parking.



Metro Planning Commission Meeting of 02/24/2011

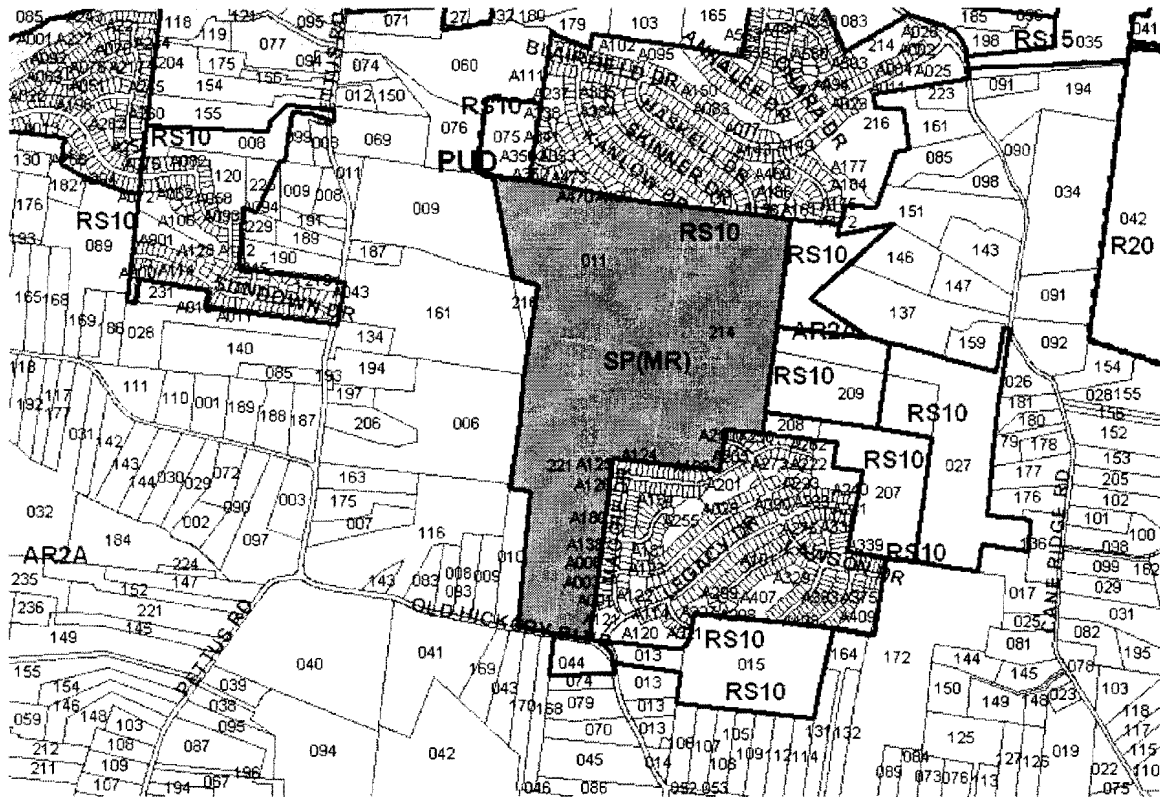
Report to the Council

If the Planning Commission agrees with the staff assessment, staff will prepare a report to Council recommending that this property be rezoned to DTC. If the Council agrees with the Planning Commission recommendation, there will be a new case filed by Planning staff. The rezoning will have to go through the normal zone change process with a public hearing at the Planning Commission and at Council.

STAFF RECOMMENDATION

Staff recommends that the Signature Tower SP be found to be inactive and that that Planning Commission recommend to the Council that the property be rezoned to DTC.

SEE NEXT PAGE



2006SP-181G-12
EVERGREEN HILLS (4-YEAR REVIEW)
 Map 182-00, Parcel(s) 011, 214, 221
 Southeast
 32 - Sam Coleman



Project No.	SP District Review 2006SP-181G-12
Project Name	Evergreen Hills SP
Council District	32 – Coleman
School District	2 – Brannon
Requested by	Metro Planning Department
Staff Reviewer	Bernards
Staff Recommendation	<i>Find the SP District active</i>

APPLICANT REQUEST

Four year SP review to determine activity.

SP Review

The periodic review of an approved Specific Plan (MR) district known as "Evergreen Hills", to determine its completeness pursuant to Section 17.40.106.I of the Metro Zoning Code (Review of a Development Plan), for properties located at 13880 Old Hickory Boulevard and at Old Hickory Boulevard (unnumbered) (188.69 acres), approved for 200 townhouse units and 700 single-family lots via Council Bill BL2006-1254 effective on January 16, 2007.

Zoning Code Requirement

Section 17.40.106.I of the Zoning Code requires that a SP District be reviewed four years from the date of Council approval and every four years after until the development has been deemed complete by the Planning Commission.

Development within each SP District is to be reviewed in order to determine if the project is complete or actively under development to implement the approved development concept. If the review determines that the project is complete or actively under development, then no further review is necessary at this time. If the review determines that the project is inactive then the Planning Commission is to determine if its continuation as an SP district is appropriate.

DETAILS OF THE SP DISTRICT

The Evergreen Hills SP was approved for 200 townhouse units and 700 single-family lots at an overall density of approximately 5.2 dwelling units per acre. The plan calls for a variety of different housing choices with 200 town houses and 700 residential lots of various sizes. There are four separate neighborhood centers with higher residential densities within the centers and decreasing density levels to the periphery.

There is automobile and pedestrian connectivity within the development through a modified grid network of streets that include sidewalks, and pedestrian paths through some



Metro Planning Commission Meeting of 02/24/2011

of the interior open spaces. A total of four stub streets, and two alley stubs are included. There is approximately 49 acres of open space for both active and passive use.

Determination of Activity

Staff visited the site on January 17, 2011. While there was no activity on the site, the property owner's representative had provided a list of activities at the time the 90-day letter informing them of the upcoming review was received.

The Metro Council approved the Evergreen Hills SP in January of 2007; therefore it would be ready for its 4 year review by the Metro Planning Commission. The project has been stalled due the ongoing depression of the economy, especially the residential housing market. The developer is just in a holding pattern waiting on the market to improve. I search my project file and found the following items the developer has completed since the SP was approved;

- *Boundary Survey*
- *Aerial Topographic Survey*
- *Traffic Impact Study*
- *Nashville Crayfish Survey*
- *Paid \$132,000 in Water and Sewer Capacity Fees*
- *Prepared and Submitted Final SP Construction Plans for 140 Lots in Phase 1 & 2*
- *Received Final Approval on Phase 1 & 2 Final SP Plans from MPC, MWS, MSW, MPW*
- *Received a ARAP Permit From TDEC for Stream Crossing*
- *Received a NPDES Construction Permit from TDEC*
- *Prepared a High Voltage Underground Electrical design for NES*
- *Bid the project and selected a Site Grading Contractor*

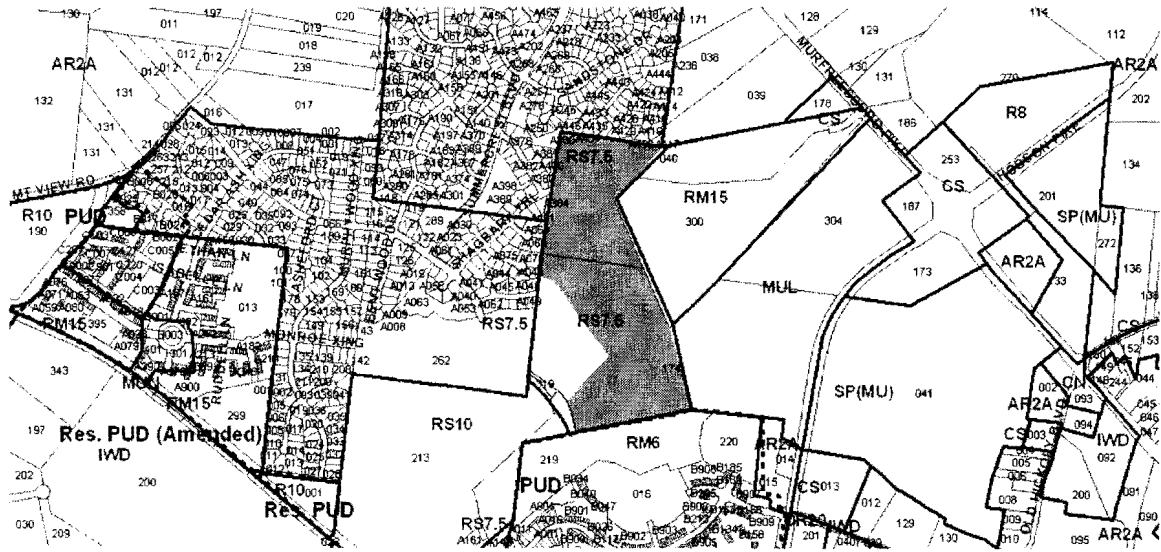
ANALYSIS

In reviewing the documentation provided by the owner, staff finds that the owner has described an aggregate of actions that indicates activity. Staff recommends that this SP be found active and that it be placed back on the four-year review list. At that time, if the SP is not found to be complete, the owner will need to demonstrate that additional activity has taken place in the SP in order for it to be found active. Staff would note, however, that at this time the SP remains appropriate for the site and area. The approved plan is consistent with the Neighborhood General policy of the Southeast Community Plan.

STAFF RECOMMENDATION

Staff recommends that the Evergreen Hills SP be found to be active.

SEE NEXT PAGE



2009SP-025-001
 BELZ MOUNTAIN SPRINGS COMMUNITY
 Map 164-00, Parcel(s) PART OF 040, 174
 Antioch-Priest Lake
 32



Project No. Zone Change 2009SP-025-001
Project Name Belz-Mountain Springs Community SP
Council Bill BL2009-598
Council District 32 - Coleman
School District 6 - Johnson
Requested by Civil Site Design Group, PLLC, applicant, for Belz-McDowell Properties, owner
Deferral Deferred from the November 12, 2009, Planning Commission meeting at the request of the applicant. Deferred indefinitely from the December 10, 2009 Planning Commission meeting.
Staff Reviewer Johnson
Staff Recommendation *Approve with conditions*

APPLICANT REQUEST Construct 219 townhouses.

Preliminary SP A request to change from Single-Family Residential (RS7.5) zoning to Specific Plan - Mixed Residential (SP-MR) zoning a portion of properties located at 5000 Mountain Springs Road and at Hobson Pike (unnumbered), north of Hobson Pike (40.8 acres), to permit 219 multi-family dwelling units.

Existing Zoning RS7.5 District
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. This zoning would permit 236 lots on this property.

Proposed Zoning SP-MR District
Specific Plan-Mixed Residential is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes a mixture of housing types.*

CRITICAL PLANNING GOALS N/A

**ANTIOCH / PRIEST LAKE
COMMUNITY PLAN**

Neighborhood General (NG) 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.



Metro Planning Commission Meeting of 02/24/2011

Consistent with Policy?

The proposed development meets the intent of the design principles for NG policy. Townhouses are alley-loaded and have relatively short setbacks along public and private street frontages. Open space areas are prominent because of their placement within the development along public streets. Although the proposal includes only one street connection, stub street connections are provided for future connections to the east (Murfreesboro Pike) and to the south (Hobson Pike).

NG policy recommends diversity in housing types. Although the proposed development includes only one housing type, it is adjacent to the Summerfield subdivision to the west, which is a single-family residential subdivision, and a multi-family neighborhood to the east. Taken in the context of surrounding development, this SP will provide additional housing diversity.

Project Description

This SP proposal includes 219 townhouse units. All vehicular access to the site will be provided through a street connection to the Summerfield subdivision to the west through Shagbark Trail. Public and private streets will provide access to all townhomes from Shagbark Trail.

Analysis

The layout of the development has been improved since the last Commission hearing in 2009. With the inclusion of an alley system for all proposed units, the strength of the pedestrian realm is heightened compared to the previous plan, which included a large number of street-loaded townhouse units. The alley system will eliminate driveway breaks in the sidewalk network. Conditions of approval have been added to ensure that individual townhouse units are designed to maintain the strength of the pedestrian environment presented by the site plan.

Although only one street connection is proposed to the adjacent Summerfield subdivision to the west, stub street connections are provided for future connections to the east to Murfreesboro Pike and to the south to Hobson Pike and to the future Southeast Connector arterial road, which will extend near the southern edge of the project site. Metro Public Works has reviewed the traffic impact study submitted by the applicant and will determine off-site traffic mitigations at the time of final SP submittal.

According to the Tennessee Department of Environment and Conservation, endangered species may exist on the



Metro Planning Commission Meeting of 02/24/2011

project site. A condition of approval has been included, stating that prior to final site plan approval, the applicant must obtain a letter from Tennessee Department of Environment and Conservation or a botanical inventory from a qualified biologist stating if endangered species exist on this site. Presence of endangered species may require modification to the plan.

STORMWATER RECOMMENDATION

The offsite pond must be constructed along with this development.

PUBLIC WORKS RECOMMENDATION

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. All construction traffic for this project is to be routed through Mountain Springs Drive to Murfreesboro Rd or other access but not through the Summerfield Development.
3. The roundabout on Mountain Springs Drive shall be designed per NCHRP Report 672.
4. The extension of Ashford Trace shall be shown as a collector to the future S.E. arterial.
5. Mountain Springs Drive should be shown and labeled as extending in the future through the Belz Commercial Tract and intersecting with the S.E. arterial.
6. Guest parking off the alley shall be provided for units 172-208.
7. Construct private streets per Medium street standard drawing ST-252 to accommodate the anticipated on-street parking. Private streets as currently shown do not scale correctly.
8. All private streets and alleys shall connect to the public street using a concrete ramp PW-ST324.
9. Construct cul-de-sacs per standard drawing ST-331.



Metro Planning Commission Meeting of 02/24/2011

10. Identify dumpster locations and plan for recycling collection. Solid waste plan must be approved by the Department of Public Works Solid Waste Division.
11. Identify mail service delivery plan (kiosk location / parking)
12. Offsite traffic mitigations may be required, and will be determined with the final SP plan at the time of development but will not include an obligation to construct Mountain Springs Rd. as required by the Mountain Springs Phase 2 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 Detached (210)	40.8	4.94 D	201 L	1977	151	201

*See note below

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Detached (210)	-	-	23 L	221	18	24

*See note below

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Res. Condo/Townhome (230)	-	-	195 U	1150	89	104

*See note below

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-606	-44	-73

***Note: This table reflects the original SP submittal, which requested the same number of total units (219 units) as the current proposal, but included 32 single-family lots. The current proposal does not include single-family lots**



Metro Planning Commission Meeting of 02/24/2011

METRO SCHOOL BOARD REPORT

Projected student generation 25 Elementary 18 Middle 16 High

Schools Over/Under Capacity

Students would attend Mt. View Elementary School, Kennedy Middle School, or Antioch High School. Mt. View Elementary and Kennedy Middle have been identified as being over capacity by the Metro School Board. There is no capacity for elementary and middle school students within the cluster.

The fiscal liability for 25 elementary students is \$500,000. The fiscal liability for 18 middle school students is \$423,000. This data is for informational purposes only and is not a condition of approval. This information is based upon data from the school board last updated October 2010.

STAFF RECOMMENDATION

Staff recommends approval with conditions of the zone change request. The proposed SP meets the intent of the NG policy for design principles and housing diversity.

CONDITIONS

1. A pedestrian connection shall be provided from the SP development to the adjacent, proposed school site.
2. Building frontages shall clearly identify the primary pedestrian entrance toward the street, which shall be separate from vehicular entrances. Pedestrian entryways shall be 100 percent visible, oriented to and accessible from street/pedestrian plaza/parks. All primary public entrances shall have a paved connection to the project's sidewalk network.
3. To promote architectural diversity among individual townhouse units, the front facade design of individual residential units shall be varied within each grouping of attached units.
4. Prior to building permit approval, the conditions of approval for BL2003-1383 shall be satisfied for the project site and documentation shall be submitted to Metro Planning Department.
5. Prior to final site plan approval, obtain letter from Tennessee Department of Environment and Conservation or a botanical inventory from a qualified biologist stating if endangered species exist on this



Metro Planning Commission Meeting of 02/24/2011

site. Presence of endangered species may require modification to the plan.

6. The offsite stormwater regional facility must be constructed along with this development.
7. All construction traffic for this project is to be routed through Mountain Springs Drive to Murfreesboro Rd or other access but not through the Summerfield Development.
8. The roundabout on Mountain Springs Drive shall be designed per NCHRP Report 672.
9. The extension of Ashford Trace shall be shown as a collector to the future Southeast arterial.
10. Mountain Springs Drive should be shown and labeled as extending in the future through the Belz Commercial Tract and intersecting with the Southeast arterial.
11. Guest parking off the alley shall be provided for units 172-208.
12. Construct private streets per Medium street standard drawing ST-252 to accommodate the anticipated on-street parking. Private streets as currently shown do not scale correctly.
13. All private streets and alleys shall connect to the public street using a concrete ramp PW-ST324.
14. Construct cul-de-sacs per standard drawing ST-331.
15. Identify dumpster locations and plan for recycling collection. Solid waste plan must be approved by the Department of Public Works Solid Waste Division.
16. Identify mail service delivery plan (kiosk location / parking)
17. Offsite traffic mitigations may be required, and will be determined with the final SP plan at the time of development but will not include an obligation to construct Mountain Springs Rd. as required by the Mountain Springs Phase 2 development.



Metro Planning Commission Meeting of 02/24/2011

18. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM6 zoning district for townhouse buildings as of the date of the applicable request or application.
19. A corrected copy of the preliminary SP plan incorporating the conditions of approval by 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.
20. 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.
21. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

SEE NEXT PAGE



2011SP-001-001
CANDLEWOOD HOTEL
Map 096-13, Parcel(s) 154
Donelson - Hermitage
15 - Phil Claiborne



Project No.	Zone Change 2010SP-001-001
Project Name	Candlewood Hotel SP
Council Bill	BL2011-846
Council District	15 – Claiborne
School District	4 – Shepherd
Requested by	T-Square Engineering, applicant, Signature Hospitality, owner
Staff Reviewer	Johnson
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Rezone to permit a hotel with up to 81 rooms

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan – Commercial (SP-C) zoning for property located at 2724 Elm Hill Pike, approximately 900 feet west of Donelson Pike (1.28 acres), to permit hotel and restaurant uses.

Existing Zoning
CS District

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

Proposed Zoning
SP-C District

Specific Plan-Commercial 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

N/A

**DONELSON-HERMITAGE
COMMUNITY PLAN**

Existing Policy
Commercial Mixed Concentration (CMC)

CMC policy is intended to include Medium High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Consistent with Policy?

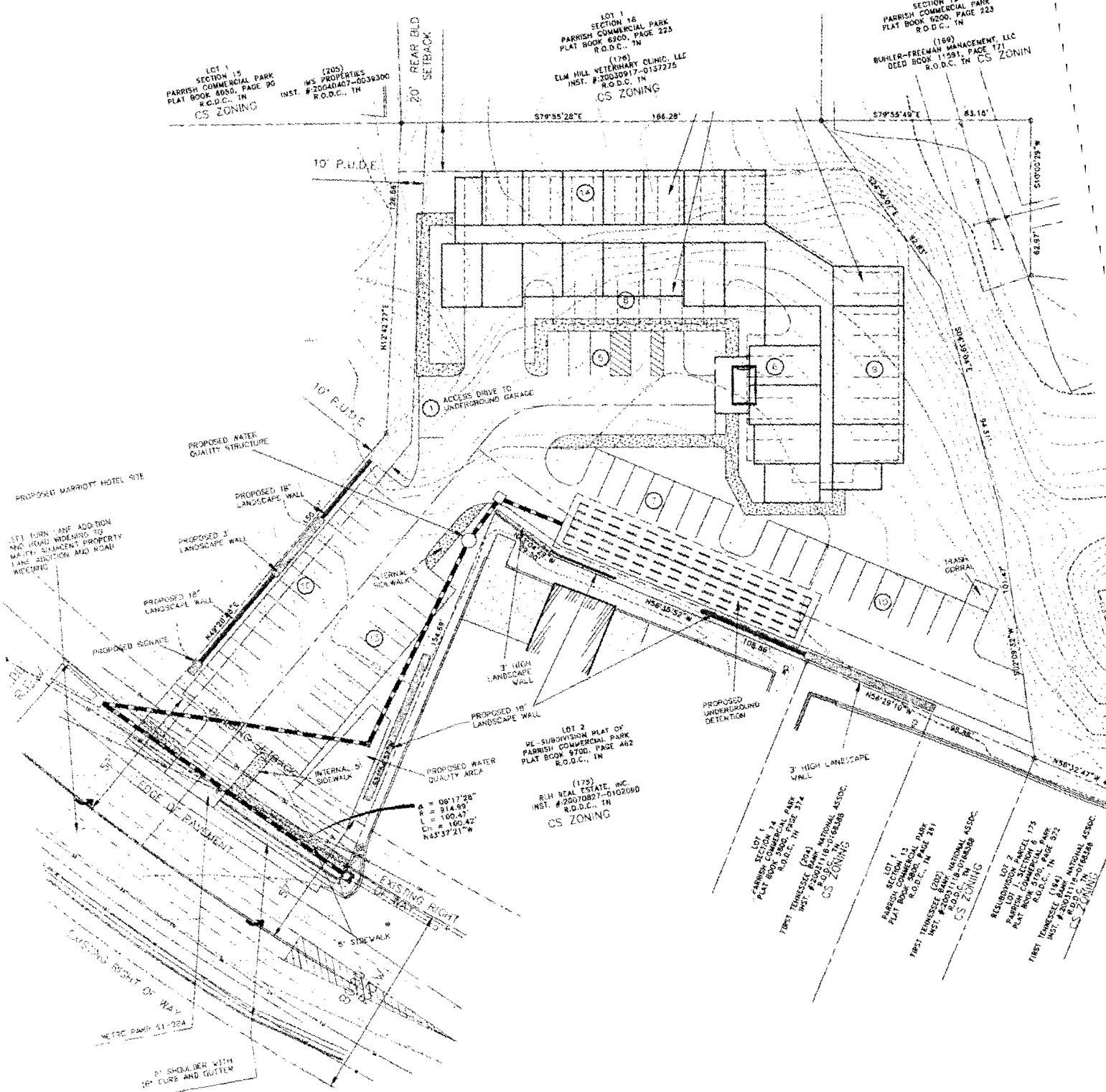
Yes. CMC policy allows for highway-oriented commercial land uses. The proposed hotel use is located near the intersection of two arterial streets, approximately one half mile north of Interstate 40. The proposal is consistent with design principles within CMC policy in

LOT 1
SECTION 15
PARRISH COMMERCIAL PARK
PLAT BOOK 8200, PAGE 96
R.O.D.C., TN
CS ZONING

(205)
WS PROPERTIES
#20040407-0038300
R.O.D.C., TN

LOT 1
SECTION 16
PARRISH COMMERCIAL PARK
PLAT BOOK 8200, PAGE 223
R.O.D.C., TN
(176)
ELM HILL VETERINARY CLINIC, LLC
INST. #20030917-0137276
R.O.D.C., TN
CS ZONING

LOT 2
SECTION 18
PARRISH COMMERCIAL PARK
PLAT BOOK 8200, PAGE 223
R.O.D.C., TN
(169)
BUHLER-FREEMAN MANAGEMENT, LLC
DEED BOOK 11591, PAGE 171
R.O.D.C., TN CS ZONING



PROPOSED MARRIOTT HOTEL SITE
LEFT TURN LANE ADDITION
AND ROAD WIDENING TO
MATCH ADJACENT PROPERTY
LANE ADDITION AND ROAD
WIDENING

LOT 2
RE-SUBDIVISION PLAT OF
PARRISH COMMERCIAL PARK
PLAT BOOK 8700, PAGE 462
R.O.D.C., TN
(172)
R.H. REAL ESTATE, INC.
INST. #20070827-0102080
R.O.D.C., TN
CS ZONING

LOT 1
SECTION 14
PARRISH COMMERCIAL PARK
PLAT BOOK 8200, PAGE 374
R.O.D.C., TN
(207)
FIRST TENNESSEE BANK NATIONAL ASSOC.
INST. #20051118-0168248
R.O.D.C., TN
CS ZONING

LOT 1
SECTION 13
PARRISH COMMERCIAL PARK
PLAT BOOK 8200, PAGE 281
R.O.D.C., TN
(207)
FIRST TENNESSEE BANK NATIONAL ASSOC.
INST. #20051118-0168248
R.O.D.C., TN
CS ZONING

RE-SUBDIVISION
LOT 2
PARCEL 173
PARRISH COMMERCIAL PARK
PLAT BOOK 8200, PAGE 972
INST. #20051118-0168248
R.O.D.C., TN
CS ZONING

$R = 98'17.28"$
 $\Delta = 914.99'$
 $L = 100.43'$
 $D = 100.42'$
 $N43°37'21" W$

METRO PARK 51-28A

8" SHOULDER WITH
12" CURB AND GUTTER



Metro Planning Commission Meeting of 02/24/2011

providing a basic level of pedestrian access and landscaping.

PLAN DETAILS

The SP proposes a four-story, 81-room hotel placed at the rear of the site, which slopes down toward the front of the site along Elm Hill Pike. The SP includes one direct driveway access to connect the site to Elm Hill Pike. The proposed surface and structured parking meets Zoning Code requirements for the number of parking spaces for the proposed hotel.

ANALYSIS

An SP is proposed for this hotel project in order to allow a floor area ratio (FAR) of 0.815 which exceeds the 0.6 FAR permitted under the CS zoning district currently in place. The additional FAR will allow for a fourth floor. Although the proposed FAR does not comply with the existing CS zoning, the building height gained through the additional FAR would be permitted by the CS zoning district in this location. The increased FAR allowance is consistent with the CMC land use policy and will not result in development that is out-of-character with its surroundings.

In addition to the hotel use, the SP proposes restaurant uses. Because the location and size of the restaurant is not shown on the site plan, the future incorporation of a restaurant onto the site as a primary use will require an amendment to the SP, so that the location of the restaurant can be identified and additional parking spaces can be provided. A restaurant use, as an accessory use to the hotel, could be added if it is consistent with the approved site plan.

FIRE MARSHAL RECOMMENDATION

Approved based on no construction being done this application. Any new construction shall meet all fire code requirements for fire hydrant(s) location, fire hydrant flow and fire dept. access.

STORMWATER RECOMMENDATION

Provide a Water Quality Concept. Some areas appear to be bypassing the proposed water quality feature.

PUBLIC WORKS RECOMMENDATION

- The developer's final construction drawings shall comply with the design regulations established by the



Metro Planning Commission Meeting of 02/24/2011

Department of Public Works. Final design may vary based on field conditions.

- Along Elm Hill Pk, label and dimension right-of-way, show and label edge of pavement, show five foot sidewalk, four foot grass strip, curb & gutter, and a minimum two foot paved shoulder.
- Show driveway ramp per Metro ST-324.
- Contact PW for details on connecting street improvements to the adjacent project.
- An access and parking study is required prior to SP development or, submit parking study and construct a left turn lane on Elm Hill Pk coordinated with adjacent property left turn lane construction and provide adequate sight distance at access.

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
General Office (710)	1.28	0.6 F	33,454 SF	575	79	117

Maximum Uses in Proposed Zoning District: SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	1.28	0.815 F	45,441 SF (81rooms)	723	34	42

Traffic changes between maximum: 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
-	-	-	-	+148	-45	-75

STAFF RECOMMENDATION

Staff recommends approval with conditions of the proposed SP because it is consistent with the CMC land use policy.

CONDITIONS

1. The future incorporation of a restaurant as a primary use within the SP shall require an SP amendment in order to identify the size and location of the restaurant use with the site and to ensure that sufficient parking for the additional use is provided.



Metro Planning Commission Meeting of 02/24/2011

2. Comments listed above from Metro Public Works and Metro Stormwater shall be addressed on the corrected copy of the preliminary SP plan.
3. Prior to building permit approval, one of the following shall be completed:
 - An access and parking study shall be approved by Metro Public Works,
 - A parking study shall be approved by Metro Public Works and a left turn lane on Elm Hill Pike shall be constructed that is coordinated with the left turn lane on the adjacent property and that provides adequate sight distance at access.
4. Ground signs within this SP shall be limited to a maximum height of 15 feet. Billboards are prohibited within the SP.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Metro Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the 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.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the

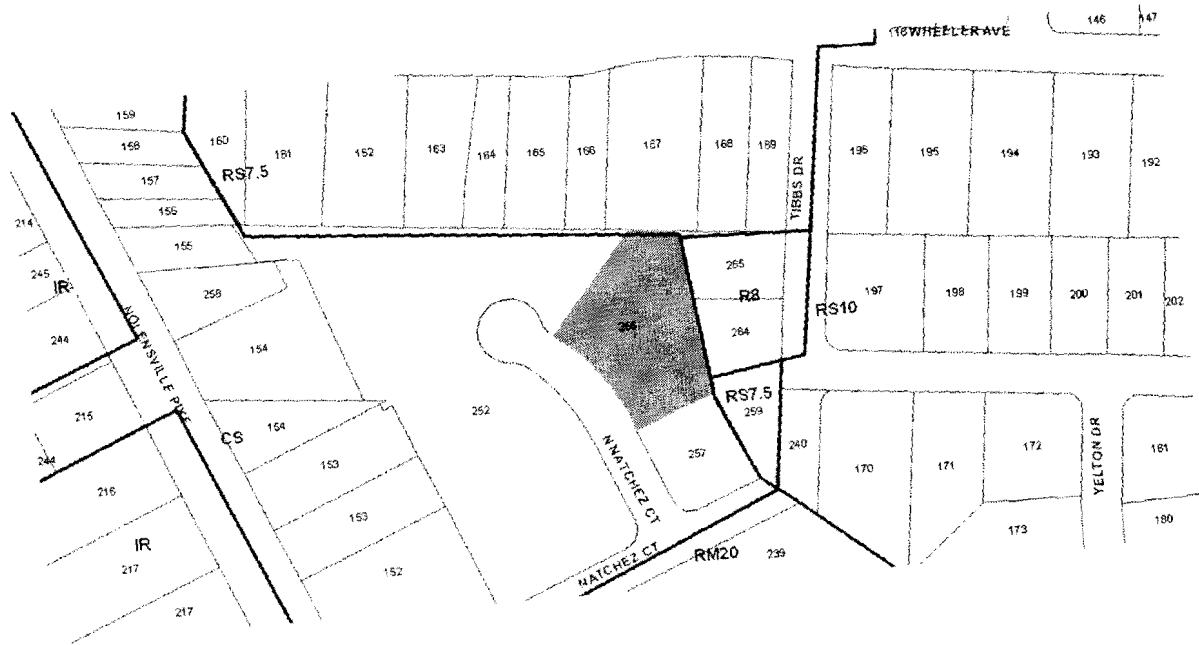


Metro Planning Commission Meeting of 02/24/2011

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

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

SEE NEXT PAGE



2011Z-001PR-001
3710 N NATCHEZ COURT
 Map 133-06, Parcel(s) 256
 Elm Hill - Woodbine
 16 - Anna Page



Metro Planning Commission Meeting of 02/24/2011

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 request to rezone from CS to MUL is consistent with the MH in CC policy. The policy supports multi-family residential and commercial uses. While an associated site plan was not submitted with this rezoning request, the proposed MUL would bring the property more into compliance with the existing character of the community. The property is surrounded by existing residential dwellings and commercial establishments.

PUBLIC WORKS RECOMMENDATION

A TIS may be required at development.

Typical 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
General Office (710)	.76	0.483 F	15,990 SF	326	44	97

Typical Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	.76	0.182 F	6,025 SF	154	20	20

Traffic changes between typical: CS and proposed MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-9,875 SF	-172	-24	-77

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
General Office (710)	.76	0.6 F	19,863 SF	385	52	102

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	.76	IF	33,105 SF	570	78	116



Metro Planning Commission Meeting of 02/24/2011

Traffic changes between maximum: CS and proposed MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 13,242 SF	+185	+26	+14

METRO SCHOOL BOARD REPORT

Projected student generation

3 Elementary 2 Middle 2 High

Schools Over/Under Capacity

Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Glencliff Elementary is as identified as being over capacity. There is no capacity within the cluster for additional elementary students. This information is based upon data from the school board last updated October 2010.

Fiscal Liability

The fiscal liability of three new elementary students is \$60,000 (3 X \$20,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

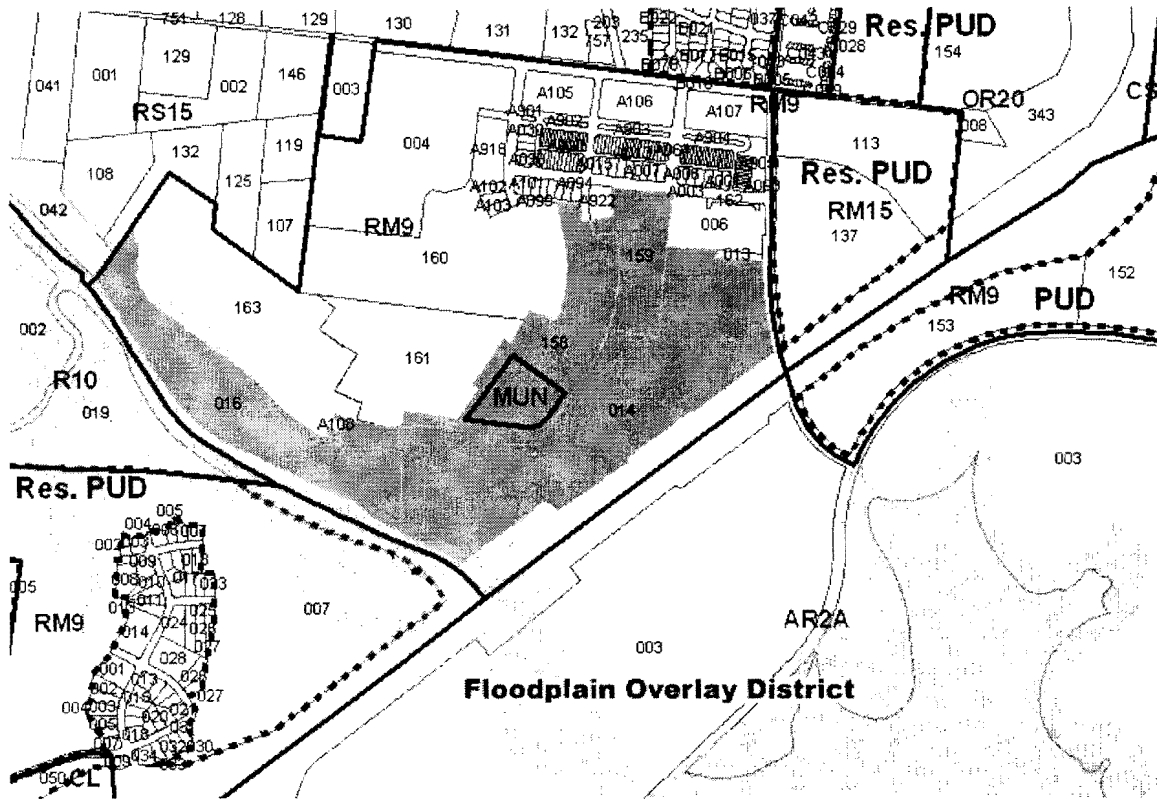
STAFF RECOMMENDATION

Staff recommends that the request be approved. The proposed MUL zoning district is consistent with the MH in CC policies. The proposed MUL would bring the property more into compliance with the existing character of the community.

SEE NEXT PAGE

PLANNING COMMISSION ACTIONS

- **UDO Amendment Final**
- **PUD Final**
- **Subdivision Final**



2004UD-002-004
 VILLAGES OF RIVERWOOD (FRONT-LOADED GARAGE SETBACKS)
 Map 097, Parcel(s) 014, 016, 158-159
 Donelson - Hermitage
 14 - James Bruce Stanley



Project No. Urban Design Overlay 2004UD-002-004
Project Name Villages of Riverwood: Garage Setback Modification
Council District 14 – Stanley
School District 4 – Shepherd
Requested by Ragan-Smith-Associates Inc., applicant, for Beazer Homes, owner
Staff Reviewer Johnson
Staff Recommendation *Approve with condition*

APPLICANT REQUEST

Modify approved garage setbacks.

Modify Preliminary UDO

A request for a modification to a portion of the Villages of Riverwood Urban Design Overlay for properties located at 3816 Dodson Chapel Road and at Hoggett Ford Road (unnumbered), on the north side of Interstate 40, to modify the front garage setback from the existing standard of a 8 foot minimum setback from the front facade to a 2 foot setback for lots with street access as set forth within Phase 2 of the approved UDO plan, zoned RM9 and MUN and partially located within the Floodplain Overlay District.

PROJECT HISTORY

In 2004, the preliminary Villages of Riverwood Urban Design Overlay (UDO) site plan was approved by Metro Council. The plan included a total of 1,978 dwelling units and 65,000 square feet of mixed-use development, including the possibility of office and retail, and a future assisted-living facility.

PLAN DETAILS

This proposed UDO modification will change the garage setback requirements for street-loaded single-family detached lots within Phase 2 of the UDO. The Villages of Riverwood currently requires a minimum garage setback of 20 feet from the front property line and 8 feet from the front façade of each dwelling. The proposed modification would still require a minimum garage setback of 20 feet from the front property line, but would shorten the required setback to the front façade from 8 feet to 2 feet.

Phase 2 has received final site plan approval for 95 single-family lots. Because all of the lots within Phase 2 are street-loaded, the modification would apply to each lot.



Metro Planning Commission Meeting of 02/24/2011

ANALYSIS

The applicant cites significant topography within this phase of the UDO and adds that the modification would allow for reduced grading. Garage design standards have been added by the applicant as part of the application to mitigate for the increased prominence of garage doors as a result of the shortened setback requirement. A standard two-car garage door must be designed to appear as two single-width doors. Additionally, the length of the garage façade along the street frontage is limited to a maximum of 20 feet to restrict its prominence.

PUBLIC WORKS RECOMMENDATION

- A 20 foot minimum setback for garages is required in order to maintain an accessible path of travel on the public sidewalk.
- To prevent the overhang of vehicles onto the public sidewalk garages should be setback a minimum of 20 feet from the right-of-way (back of sidewalk) and ideally 22 feet to accommodate the popular extended cab pickups and large SUVs.

NES RECOMMENDATION

1. Developer to provide a civil duct and gear (pad/switch) locations for NES review and approve. This shall cover the entire development area.
2. 15-foot public utility easement required adjacent to public r-o-w, where the high voltage conduit is to be installed. (If developer desires the easement reduced then NES conduit system must include spare conduits with concrete encasement).
3. If easements widths less than 20-wide are desired then transformer knuckle easements are required; clearances require a minimum of 25 feet wide by 20 foot deep easements centered on property line.
4. NES is requiring a layout to include the building lot porch setback lines for each new section to be built. This setback will determine the number of conduits and if concrete will be required.
5. NES can meet with developer/engineer upon request to determine electrical service options and easements required.
6. NES needs any drawings that will cover any road improvements to Metro r-o-w that Public Works will require.



Metro Planning Commission Meeting of 02/24/2011

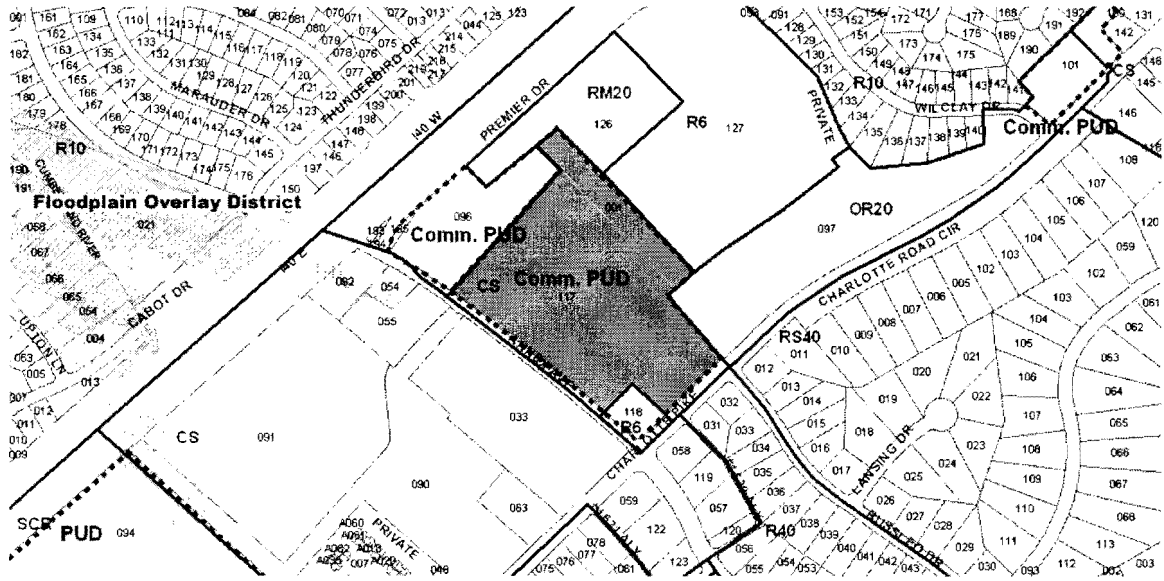
7. NES follows the National Fire Protection Association rules; Refer to NFPA 70 article 450-27; and NESC Section 15 - 152.A.2 for complete rules (see NES Construction Guidelines under "Builders and Contractors" tab @ www.nespower.com).
8. NES needs to know if the developer has other options on property next to this area, if so NES needs an overall concept plan.
9. Developer shall provide street lighting locations. This is general services area and should meet Metro's minimum light requirements.
10. If porches are allowed to be constructed beyond the minimum setback limits and into the public utility easements; then the easement will be considered reduced by that much of the easement. Such encroachments may increase the cost of electrical infrastructure to allow for reduced or limited access to equipment. NES reserves the right to enter and to erect, maintain, repair, rebuild, operate and patrol electric power overhead and underground conductors and communications circuits with all necessary equipment reasonably incident thereto including the right to clear said easement and keep the same clear of brush, timber, inflammable structures, buildings, permanent structures, and fire hazards; all over, under, upon, and across the easement as granted on any plats.

STAFF RECOMMENDATION

Staff recommends approval with conditions. The applicant has identified issues with site topography in the modification request and has proposed design standards to mitigate for shorter garage setbacks. The proposed modification is consistent with the intent of the UDO.

CONDITION

1. The applicant shall comply with Public Works and NES comments listed above.



1-72P-002
CHARLOTTE CENTER (CHICK-FIL-A)
 Map 102-08, Parcel(s) 117
 West Nashville
 20 - Buddy Baker



Project No. **Planned Unit Development 1-72P-002**
Project Name **Charlotte Center**
Council District 20 – Baker
School Board District 1 – Gentry
Requested By GBC Design, Inc., applicant for Ulax Estates, Inc., owner

Staff Reviewer Swaggart
Staff Recommendation *Defer until a shared parking study and shared parking agreement have been approved by Public Works. If a shared parking study and agreement are approved by Public Works prior to the February 24, 2011, meeting then staff recommends that the request be approved with conditions.*

APPLICANT REQUEST

Revise preliminary plan and final approval to permit a fast food restaurant.

Preliminary Plan Revision

A request to revise the preliminary plan and for final approval for a portion of the Charlotte Center Planned Unit Development Overlay located at 3710 Annex Avenue, at the corner of Charlotte Pike and Annex Avenue, zoned Commercial Services (CS) (13.95 acres), to permit a 4,569 square foot fast food restaurant, replacing a previously approved 4,179 square foot fast food restaurant.

Existing Zoning
CS District

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

CRITICAL PLANNING GOALS

N/A

REQUEST DETAILS

The Charlotte Center Planned Unit Development (PUD) is located on the north side of Charlotte Pike just south of I-40. The existing shopping center on the site consists of 134,578 square feet of floor area. The PUD was originally approved in 1972. It was amended in 2009 to permit 153,231 square feet of retail, restaurant, commercial amusement (indoor), and financial institution uses. A revision for this portion of the PUD was recently approved by the Planning Commission in November of last year. The revision permitted a 4,179 square foot fast food restaurant where a 15,074 food service store (retail) was previously approved.



Metro Planning Commission Meeting of 02/24/2011

This request is to increase the floor area of the last approved fast food restaurant from 4,179 square feet to 4,569 square feet and for final site plan approval. As proposed, the total floor area in the PUD will be 142,726 square feet which does not exceed the floor area authorized by the Council approved PUD plan.

The previously approved plan proposed that the restaurant would be on a new individual parcel, which required the construction of a sidewalk along Charlotte Pike. The current request does not propose any new lots, and the restaurant will remain on the same parcel as the rest of the PUD. A sidewalk is not required along Charlotte Pike.

Parking

A total of 780 parking spaces are required by zoning for this PUD, but the plan provides only 597 spaces. While the numbers are deficient from what is required by the Zoning Code, a preceding parking study that was required for a revision in 2009 and approved by Public Works concluded that there is sufficient parking on the site. The study indicated that the parking demand and subsequent utilization of the shopping center was very low due to the relatively low parking demand that is generated by the Bowling Alley. The study indicated that the PUD had a weekday parking demand of only 551 spaces and a weekend parking demand of 581 spaces.

While the previous shared parking study had been approved by Public Works, a new study is now required as well as a shared parking agreement. At the time this report was written, the new study and parking agreement has not been submitted for review, and staff is recommending that the request be deferred until the study and agreement have been submitted to and approved by Public Works. It is also important to note that any future changes in use within the development may require a new parking study, and may not be permitted if sufficient parking is not demonstrated.

ANALYSIS

The request is within the limits of a revision, and it does not require Council approval. The proposed expansion to the restaurant is minor, and there are no issues with the proposed expansion. While the proposal does not provide the minimum number of parking spaces required for the various uses in the development, a previous parking study indicates that there is sufficient parking. While a previous shared parking study indicates that there is sufficient parking, a new study and shared parking agreement are



Metro Planning Commission Meeting of 02/24/2011

required. At the time this report was written the new study and parking agreement had not been submitted for review, and staff is recommending that the request be deferred until the study and agreement has been approved by Public Works. If a shared parking study and agreement are approved by Public Works prior to the February 24, 2011, meeting, then staff will recommend that the request be approved with conditions.

PUBLIC WORKS RECOMMENDATION

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Need parking and access study.
3. If sidewalks are required by Metro Codes or Planning:
 - a. Call out edge of pavement along Charlotte Pike.
 - b. Show 8 foot sidewalk per Metro ST-210, with 6 foot grass strip.
 - c. Show curb and gutter per Metro St-200.
 - d. Show driveway ramp per Metro ST-324.
 - e. Include details.

STORMWATER RECOMMENDATION

Approve with conditions:

1. Provide Manhole weir calculations.
2. Provide \$800.00 grading permit fee payable to Metro Water Services.
3. Provide Dedication of Easement documents.
4. Provide Maintenance Agreement.
5. Provide recording fees.

STAFF RECOMMENDATION

Staff recommends that the request be deferred until such time that a shared parking study and shared parking agreement have been approved by Public Works. If a shared parking study and agreement are approved by Public Works prior to the February 24, 2011, meeting then staff recommends that the request be approved with conditions as it is consistent with all zoning provisions.



Metro Planning Commission Meeting of 02/24/2011

CONDITIONS

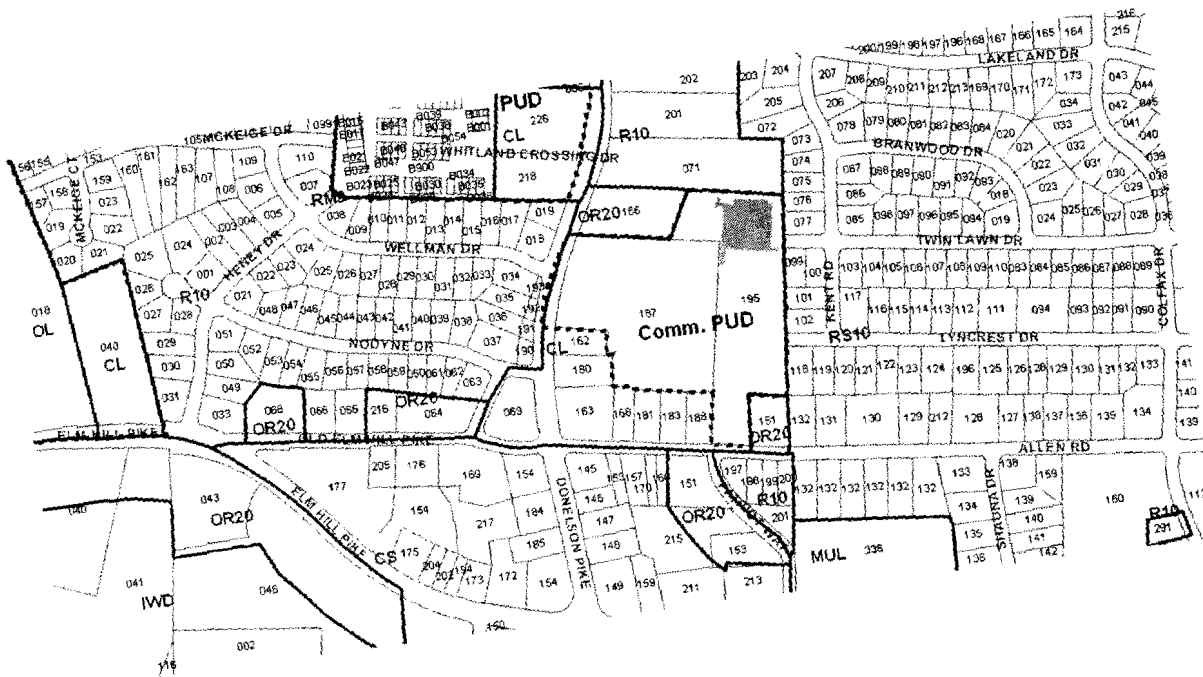
1. Prior to building permit approval, a shared parking agreement shall be approved by Public Works and legally recorded with the Register of Deeds.
2. A revised shared parking study may be required with any change of use within the shopping center. Use changes may not be permitted if sufficient parking cannot be provided.
3. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
5. 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.
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. 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.
8. 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.



Metro Planning Commission Meeting of 02/24/2011

9. 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.

SEE NEXT PAGE



220-77P-001
POINT PLACE BUSINESS PARK
 Map 096-13, Parcel(s) 195
 Donelson - Hermitage
 14 - James Bruce Stanley



Project No. **Planned Unit Development 220-77P-001**
Project Name **Point Place Business Park**
Council District 14 – Stanley
School District 4 – Shepherd
Requested by Perry Engineering LLC, applicant, for Point Place LLC, owner

Staff Reviewer Johnson
Staff Recommendation *Approve with conditions*

APPLICANT REQUEST

Permit alterations to site for additional parking.

Revise Preliminary PUD and Final Site Plan

A request for a revision to the preliminary plan and for final approval for a portion of the Point Place Commercial Planned Unit Development located at 443 Allen Road, approximately 610 feet east of Donelson Pike, zoned Commercial Limited (CL) (6.09 acres), to permit the addition of 75 parking spaces.

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The Point Place Business Park PUD is located 600 feet to the east of the intersection of Donelson Pike and Old Elm Hill Pike in the Donelson-Hermitage area. The PUD consists of two adjacent properties and houses an office building on each lot. The proposed PUD revision will add additional parking at the rear of the PUD.

This preliminary PUD revision adds approximately 75 parking spaces to the northeast corner of the site. The location of the proposed parking area is at the rear of the site adjacent to residential property zoned R10. The Zoning Code requires a Type “C” landscape buffer along property lines shared with residential zoning. The applicant has submitted a landscaping plan that fulfills Zoning Code requirements for a Type C landscape buffer.

The PUD is accessed through driveway connections from both Donelson Pike and Old Elm Hill Pike. Internal cross-access between properties and parking lots is available.

STORMWATER RECOMMENDATION

1. Provide Detention Agreement, Long Term Maintenance Plan, Dedication of Easement form, and recording fees.
2. Provide Grading Permit fee (\$805) and NOC.

57
TWIN LAWN SUBDIVISION
PLAT BOOK 2331, PAGE 9

98
TWIN LAWN SUBDIVISION
PLAT BOOK 2331, PAGE 9

152
TWIN LAWN SUBDIVISION
PLAT BOOK 2331, PAGE 9

TAX MAP 096-13
(89.00)
CITY OF NASHVILLE
BOOK 2392, PAGE 395
R.O.D.C., TN

TAX MAP 096-13
(76.00)
DONALD AND HILDA SPIRES
BOOK 2483, PAGE 521
R.O.D.C., TN

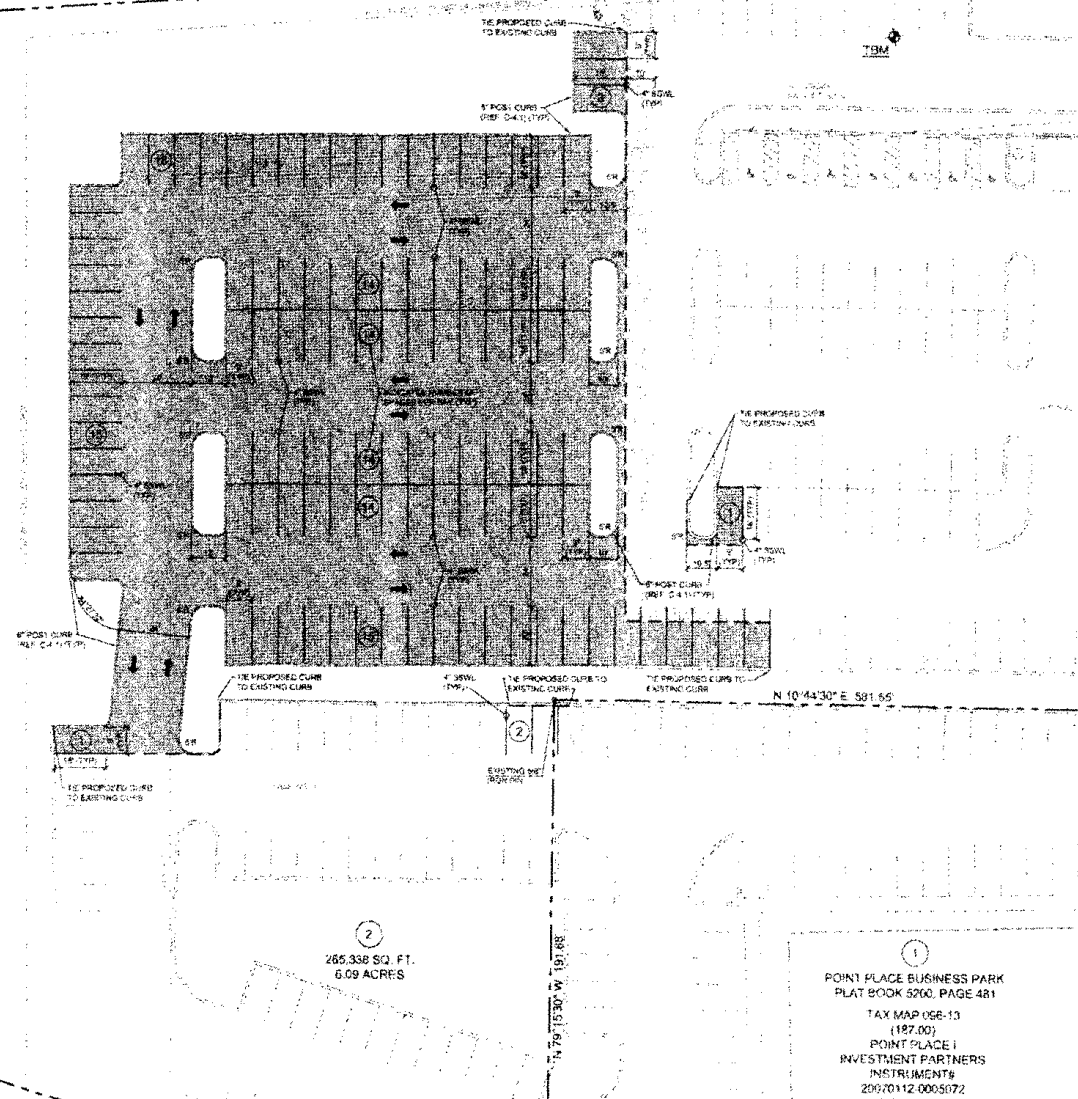
TAX MAP 096-13
(77.00)
BENJAMIN AND GLADYS HEILMAN
BOOK 5111, PAGE 192
R.O.D.C., TN

TWIN LAWN DRIVE
SECTION OF MAP UNRECORDED

S 06°12'13" W 143.67'

S 08°31'08" W 206.25'

TAX MAP 096-13
(71.00)
TRUSTEES OF PERRY HEIGHTS CHURCH OF CHRIST
BOOK 3186, PAGE 396
R.O.D.C., TN



2
266,338 SQ. FT.
6.09 ACRES

1
POINT PLACE BUSINESS PARK
PLAT BOOK 5260, PAGE 481
TAX MAP 096-13
(187.00)
POINT PLACE I
INVESTMENT PARTNERS
INSTRUMENT#
20070112 0005072
R.O.D.C., TN



Metro Planning Commission Meeting of 02/24/2011

3. For the initial erosion control measure sheet, add check dams to existing ditch. Add permanent outlet protection (and detail) to all headwalls.
4. Provide updated (and all) civil details (headwalls, WQ3, etc.) and remove any details not being used (Aqua Swirl, Stormtech, etc.).
5. For the underground detention systems, add access manholes / inspection ports.
6. The inverts for OS2 (plan view vs. section view) don't match. Also double check the invert elevations for WQ8 (doesn't match).

PUBLIC WORKS RECOMMENDATION

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

STAFF RECOMMENDATION

Staff recommends approval with conditions. The proposed changes are consistent with the approved plan.

CONDITIONS

1. Comments listed above from Metro Stormwater shall be satisfied prior to the issuance of any grading or building permits.
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. Prior to the issuance of any building or grading permits, confirmation of PUD final site plan approval shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the



Metro Planning Commission Meeting of 02/24/2011

approved plans have been submitted to the Metro Planning Commission.

6. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
7. 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.

SEE NEXT PAGE



2011S-003-001
VAULX LANE SUBDIVISION
Map 118-02, Parcel(s) 034
Green Hills - Midtown
17 - Sandra Moore



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2011S-003-001
Vaulx Lane Subdivision
17 – Moore
7 – Kindall
George and Lillie Lester, owners, Campbell, McRae & Associates Surveying, Inc., surveyor

Staff Reviewer
Staff Recommendation

Johnson
Disapprove; approve with conditions if approved by Metro Water Services prior to the meeting.

APPLICANT REQUEST

Final plat to create two lots

Final Plat

A request for final plat approval to create two lots on property located at 2500 Vaulx Lane, approximately 200 feet north of Inverness Avenue (0.6 acres), zoned One and Two Family Residential (R10).

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

Final Plat

The applicant requests final plat approval for a two lot subdivision on Vaulx Lane. Neither of the two proposed lots meets lot comparability standards for lot frontage and must be considered by the Planning Commission.

A sidewalk is required on one of the two proposed lots. A note has been added to the plat requiring construction of a sidewalk prior to issuance of a building permit.

Lot Comparability

Section 3-5 of the Subdivision Regulations states that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots.

Lot comparability analysis was performed and yielded the following information:

Lot Comparability Analysis		
Street:	Requirements:	
	Minimum lot size (sq.ft):	Minimum lot frontage (linear ft.):
Vaulx Lane	8,940	54.5

VAULX LANE ESTATES
BOOK 5060, PAGE 82
R.O.D.C., TN.

IRIS WINTERS
BOOK 8000, PAGE 87B
R.O.D.C., TN.
(282)

EDWINA HARDING
BOOK 5587, PAGE 949
R.O.D.C., TN.
(25)

D.S. BYNUM
BOOK 7309, PAGE 448
R.O.D.C., TN.
(26)

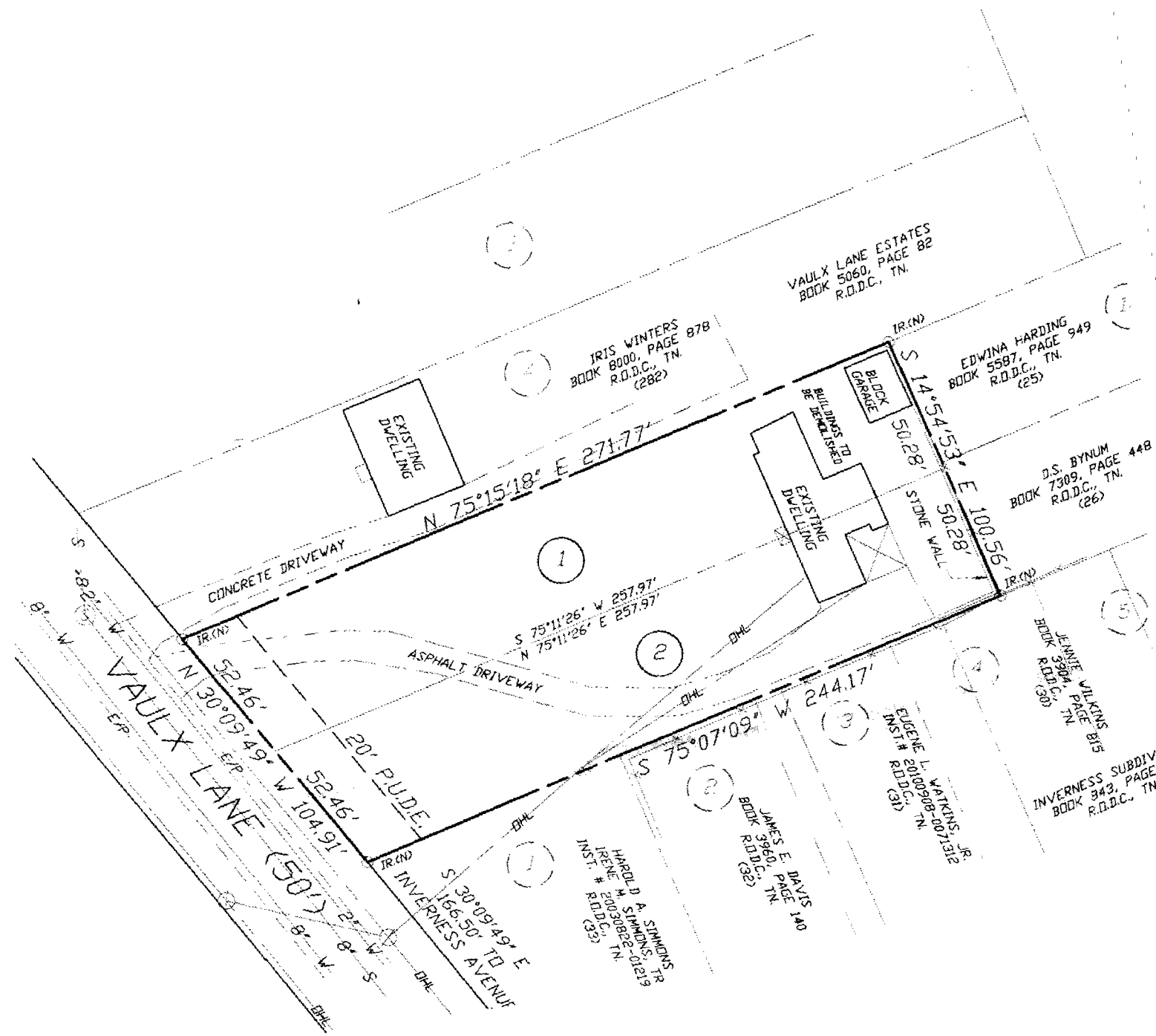
JEANIE WILKINS
BOOK 5904, PAGE 11
R.O.D.C., TN.
(30)

INVERNESS SUBDIVISION
BOOK 943, PAGE 103
R.O.D.C., TN.

JAMES E. DAVIS
BOOK 3000, PAGE 140
R.O.D.C., TN.
(32)

HAROLD A. SIMMONS
JEROME M. SIMMONS
BOOK 2003, PAGE 22
R.O.D.C., TN.
(33)

JEANIE WILKINS
BOOK 5904, PAGE 11
R.O.D.C., TN.
(30)



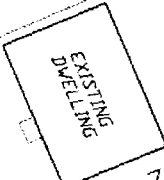
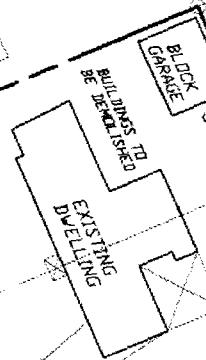
CONCRETE DRIVEWAY

ASPHALT DRIVEWAY

VAULX LANE (50')

INVERNESS AVENUE

20' P.U.D.E.



1

2

3

4

5

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)

IR.(N)



Metro Planning Commission Meeting of 02/24/11

The proposed lots have the following areas and frontage lengths:

- Lot 1: 13,357 square feet, 52.5 feet of frontage
- Lot 2: 12,663 square feet, 52.5 feet of frontage

Based on the lot comparability analysis, the frontage length of each lot is approximately two feet shorter than required.

Lot Comparability Exception

An exception to lot comparability may be granted when a proposed lot does not meet the minimum requirements of the lot comparability analysis (is smaller in lot frontage and/or size) if the new lots would be consistent with the General Plan. The Planning Commission has discretion whether or not to grant a lot comparability exception.

The proposed lots meet **one** of the qualifying criteria for the exception to lot comparability:

“Where the proposed lot sizes are consistent with the adopted land use policy that applies to the property.”

The proposed lot sizes are consistent with the adopted land use policy that applies to the area. The land use policy is Residential Medium density (RM), which allows for residential densities of four to nine dwelling units per acre. Construction of a duplex on each proposed lot would yield less than seven units per acre.

Capacity fees

The applicant has not paid required capacity fees to Metro Water Services. Planning staff cannot recommend approval of the subdivision until these capacity fees have been paid and plat approval has been received from Water Services.

STORMWATER RECOMMENDATION

Final plat approved

PUBLIC WORKS RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

We must hold our review until required capacity fees are paid.



Metro Planning Commission Meeting of 02/24/11

STAFF RECOMMENDATION

Staff recommends disapproval. With approval from Metro Water Services, staff recommends approval of the subdivision because the proposed lot sizes are consistent with the Residential Medium density (RM) land use policy.