

# Metropolitan Planning Commission



Staff Reports

**July 24, 2014**



## Metro Planning Commission Meeting of 7/24/2014

*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.*

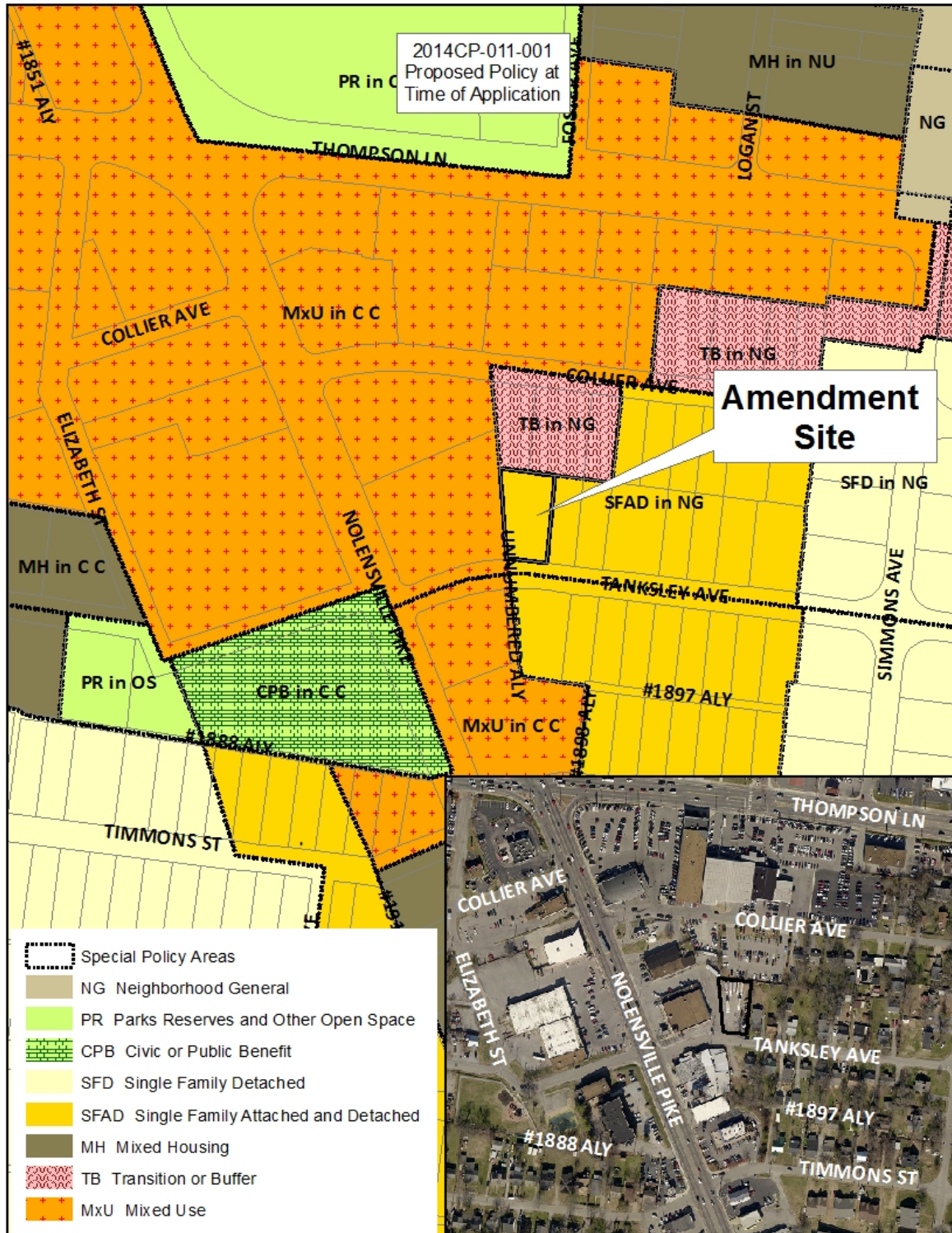


## **PREVIOUSLY DEFERRED ITEMS**

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



# Metro Planning Commission Meeting of 7/24/2014



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



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

**Deferral** *This request was deferred at the request of the applicant from the March 13, April 24, May 8 and June 26, 2014, Planning Commission meetings.*

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

**APPLICANT REQUEST**

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

**NOTE:** This community plan amendment was originally scheduled for consideration at the March 13, 2014 Planning Commission meeting but has been deferred several times since then. The community plan amendment application was filed while the community plan policies contained in the Land Use Policy Application document were still in effect. Since that time, the translation of the policies in the nine older community plans have been translated into their equivalents in the newer Community Character Manual (CCM) and the Land Use Policy Application policies are no longer being used.

**CCM TRANSLATED POLICY**

**Change the community character policy from Single Family-Attached and Detached in Urban Neighborhood Evolving to Urban Neighborhood Evolving with a Special Policy supporting the site’s use as a land use transition.**

Major Plan Amendment

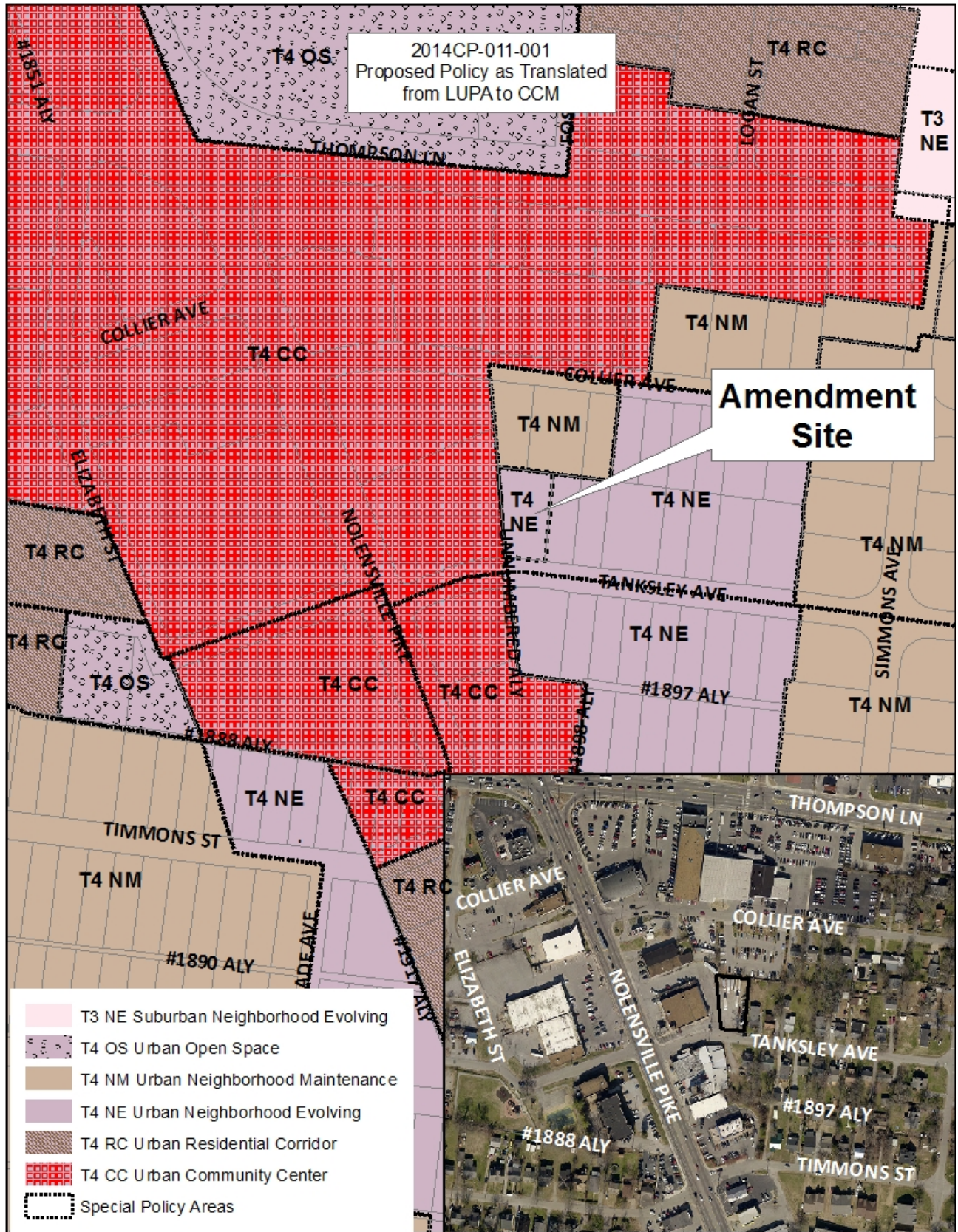
A request to amend the South Nashville Community Plan: 2007 Update to change the Land Use Policy from Single-Family Attached and Detached in Neighborhood General (SFAD in NG) Policy to Transition or Buffer in Neighborhood General (TB in NG) Land Use Policy for property located at 316 Tanksley Avenue,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

**CRITICAL PLANNING GOALS**

N/A



# Metro Planning Commission Meeting of 7/24/2014





## Metro Planning Commission Meeting of 7/24/2014

### **SOUTH NASHVILLE COMMUNITY PLAN**

#### **LUPA Policy at Time of Application**

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

#### **Proposed Policy at Time of Application**

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

#### **Current Translated CCM Policy**

Urban Neighborhood Evolving (T4 NE) policy is a detailed land use policy. T4 NE policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods in terms of their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing. The site is within the *Nolensville Pike Corridor Detailed Neighborhood Design Plan*, which placed it within Single Family Attached and Detached (SFAD) Detailed Land Use Policy. The detailed neighborhood design plan was adopted as part of the most recent South Nashville Community Plan Update in 2007. This Detailed Land Use Policy was carried forward as part of the CCM translation adopted by the Planning Commission on April 10, 2014 (effective date: June 12, 2014). The SFAD designation that was carried forward through the policy translation adds more detail to the T4 NE policy. It calls for a mixture of single-family housing that varies based on the size of the lot and the placement of buildings. These could be either stand-alone single-family housing or attached single-family housing, such as townhomes.

#### **Proposed Translated CCM Policy**

Urban Neighborhood Evolving (T4 NE) policy with a Special Policy that would support the site's use as a land use transition. The intent of designating the site as such would be to create a transition in land use and development design from the intense commercial activity along Nolensville Pike to the lower-intensity residential character moving away from the corridor. The uses and urban design that would be supported by such a transition should complement adjacent residential in overall scale, character and function. A limited commercial or mixed-use component may be acceptable.

### **BACKGROUND**

The property at 316 Tanksley Avenue is located on the north side of Tanksley, east of Nolensville Pike. It has been residentially zoned for at least four decades, although it appears a residential structure has never been built on it. The property was acquired in 2009, by Thomas Ford, Jr., owner of Tire Recappers, Inc., along with Lee and Andrew Ford. The subject property is located on the north side of Tanksley Avenue across from Tire Recappers. The site has been used by Tire Recappers for several years to store their rubber materials in tractor-trailer trucks.



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

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

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

### COMMUNITY PARTICIPATION

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

- allow commercial to intrude into the adjacent residentially-zoned single-family neighborhood;





## Metro Planning Commission Meeting of 7/24/2014

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

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

### ANALYSIS

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

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

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

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

Guidance for appropriate transitions between the corridor's commercial uses and single-family residential areas is provided in the Nolensville Pike Corridor DNDP. The DNDP envisions denser housing options, such as townhomes and cottages while retaining residential uses that provide design and operational elements transitioning from a retail/commercial environment to single-family residential environment. This proposal violates the vision for this community by allowing a commercial use to extend into the residential neighborhood, even if the site plan and operations are



## **Metro Planning Commission Meeting of 7/24/2014**

constrained and modified through the accompanying SP application. Any area of transition, whatever its ultimate extent, is made stronger by maintaining the character, scale, and function of the adjacent residential environment and should be held to a standard of compatibility.

### **STAFF RECOMMENDATION**

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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/24/2014



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



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

**Deferral** *This request was deferred at the request of the applicant from the March 13, April 24, May 8 and June 26, 2014, Planning Commission meetings.*

<b>Staff Reviewer</b>	Leeman
<b>Staff Recommendation</b>	<i>Disapprove</i>

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

Preliminary SP

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

**Existing Zoning**

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

**Proposed Zoning**

Specific Plan – Auto (SP-A) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes automobile parking.

**History**

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

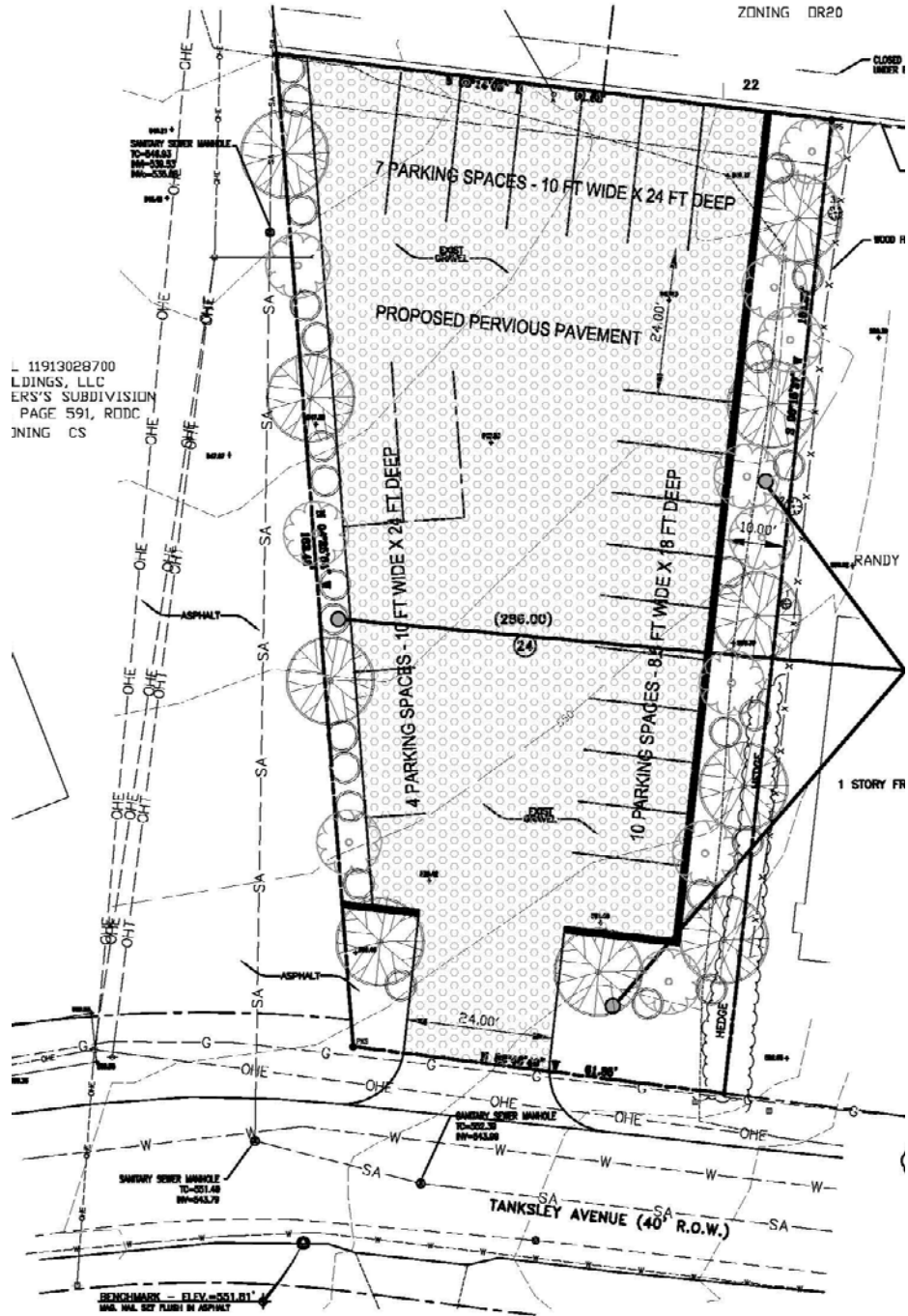
The applicant re-applied for a Community Plan amendment in January 2014, to support the proposed SP. The SP was amended to a preliminary SP only from a preliminary SP and final site plan, as was originally requested. The revised SP eliminates the storage building, however, landscaping remains proposed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



# Metro Planning Commission Meeting of 7/24/2014

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

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



L 11913029700  
LDINGS, LLC  
ERS'S SUBDIVISION  
PAGE 591, RODC  
NING CS

Proposed Site Plan



## Metro Planning Commission Meeting of 7/24/2014

### **SOUTH NASHVILLE COMMUNITY PLAN**

#### **Current Policy**

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

#### **Current Translated CCM Policy**

Single-Family Attached and Detached in Urban Neighborhood Evolving (SFAD in T4 NE) policy is a detailed land use policy. T4 NE policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing. SFAD policy adds more detail to the T4 NE policy by calling for a mixture of single-family housing that varies based on the size of the lot and the placement of buildings, either stand-alone single-family housing or attached single-family housing, such as townhomes.

#### **Proposed Policy**

##### **Proposed Policy at Time of Application**

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

##### **Proposed Translated CCM Policy**

Transition or Buffer in Urban Neighborhood Evolving (TB in T4 NE) policy, another detailed land use policy, is intended to provide a transition from intense commercial activity to a more residential character. Uses should complement adjacent residential in overall scale, character and function, but may have a limited commercial or mixed-use component.

##### Consistent with Policy?

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



## Metro Planning Commission Meeting of 7/24/2014

### PLAN DETAILS

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

#### Site Plan

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

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

### PUBLIC WORKS RECOMMENDATION

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

### STAFF RECOMMENDATION

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

### CONDITIONS (if approved)

1. This SP shall permit automobile parking only. No outside storage, or storage of any kind, shall be permitted on the site.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
4. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



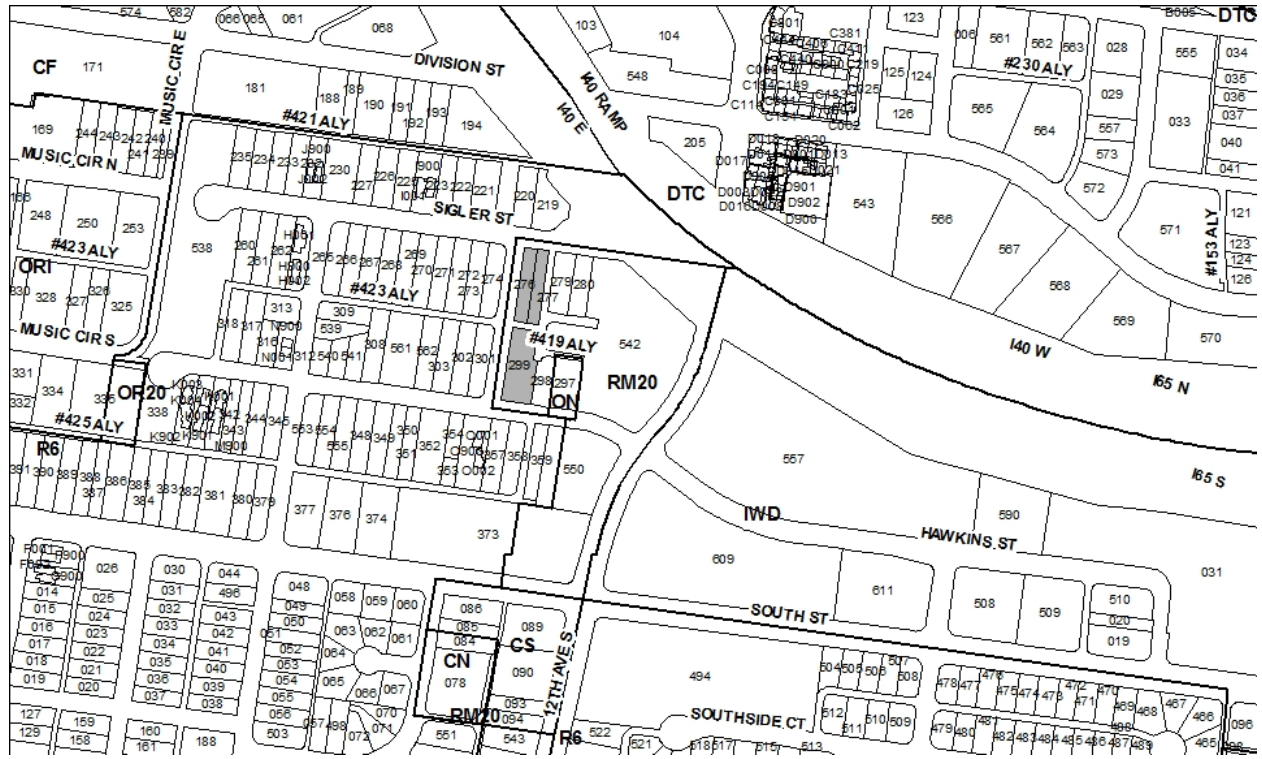


## **Metro Planning Commission Meeting of 7/24/2014**

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



# Metro Planning Commission Meeting of 7/24/2014



**2014SP-041-001**

1212 HAWKINS STREET

Map 093-13, Parcel(s) 276-277, 299

10, Green Hills - Midtown

19 (Erica S. Gilmore)



**Project No.** Zone Change 2014SP-041-001  
**Project Name** 1212 Hawkins Street  
**Council District** 19 – Gilmore  
**School District** 5 – Kim  
**Requested by** Barge Cauthen & Associates, applicant; Gulchetto Enterprises, Inc., owner.

**Deferrals** *This request was deferred at the June 12, 2014, Planning Commission meeting at the request of the applicant.*

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

**APPLICANT REQUEST**

**Preliminary SP to permit 45 residential units.**

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan - Residential (SP-R) zoning for properties located at 1212 Hawkins Street and 1119 and 1121 Sigler Street, approximately 330 feet west of 12th Avenue South, (0.71 acres), to permit up to 45 multifamily units.

**Existing Zoning**

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 14 units on this site.*

**Proposed Zoning**

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

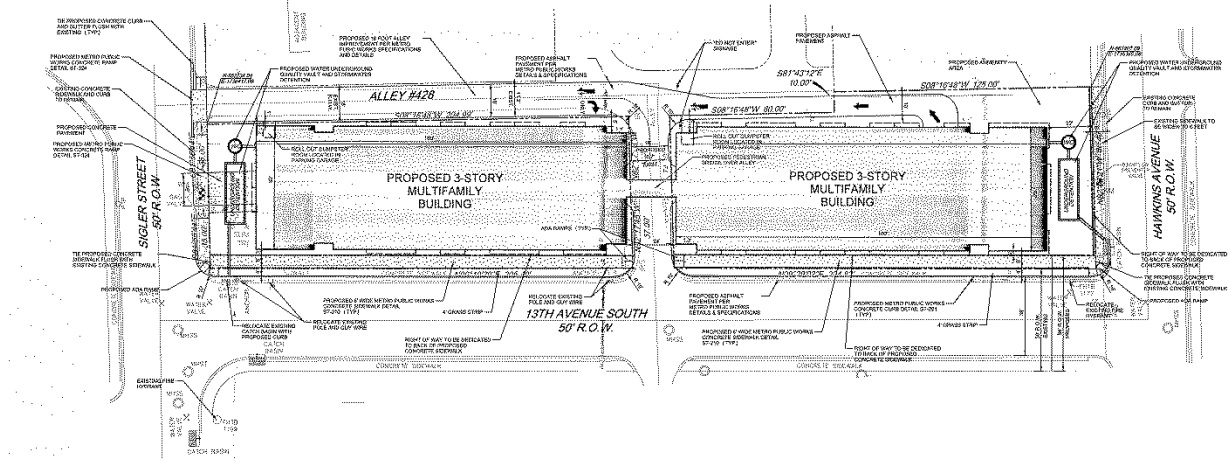
**CRITICAL PLANNING GOALS**

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

This area is served by adequate infrastructure, such as roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure. The request provides for an additional housing option in the area. Additional housing options are important to serve a wide range of people with different housing needs. The area is served with a sidewalk network, which provides a safe pedestrian environment, and encourages walking. More intense development fosters walkability and better public transportation because housing, work and conveniences are located within a smaller area, making them more accessible by foot and or public transportation. Bus service is located about 400 feet to the east on 12<sup>th</sup> Avenue South.



# Metro Planning Commission Meeting of 7/24/2014



**Proposed Site Plan**



**Elevations**



## Metro Planning Commission Meeting of 7/24/2014

### GREENHILLS/MIDTOWN COMMUNITY PLAN

#### Land Use Policy

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

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

#### Consistent with Policy?

Yes. The proposed SP is consistent with the MH in NG land use policy. The plan provides for an additional housing option for the area in an urban form, which is appropriate for the site.

#### PLAN DETAILS

The site is located along the east side 13<sup>th</sup> Avenue South between Sigler Street to the north and Hawkins Street to the south. This is approximately 400 feet west of 12<sup>th</sup> Avenue South and just south of I-40. The development pattern on Hawkins Street and Sigler Street is primarily one and two-family residential. A portion of the site, closest to Hawkins contains a small multi-family use. The site does not have any environmentally sensitive areas.

#### Site Plan

The plan would permit up to 45 multi-family units. Units are located within two separate buildings, which are separated by an alley that bisects the site from east to west. The two buildings are connected by a bridge over the alley. Buildings are oriented towards 13<sup>th</sup> Avenue South and include several stoops, which provide direct access into several units. Buildings are three stories in 35 feet. The building is setback approximately 22 feet from Hawkins Street and 12 feet from 13<sup>th</sup> Avenue South. The SP would also permit shallower setbacks (up to 0 setback).

Structured parking is accessed from Sigler Street to the north, the alley and a private drive to the east at the rear of the buildings. Parking will meet Metro Zoning Code requirements, including reductions permitted within the UZO.

#### ANALYSIS

The plan provides appropriate height, setbacks, stoops and window treatment to provide an appropriate transition from the surrounding residential area. The proposed streetscape with sidewalks and entrances will complement the surrounding residential area.

#### FIRE MARSHAL'S OFFICE

N/A

#### STORMWATER RECOMMENDATION

Approved



## Metro Planning Commission Meeting of 7/24/2014

### PUBLIC WORKS RECOMMENDATION

#### Approved with conditions

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

Maximum Uses in Existing Zoning District: **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.71	20 Dwelling Units/Acre	14 U	209	11	26

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.71	-	60 U	488	34	51

Traffic changes between maximum: **RM20** and proposed **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 46 U	+279	+23	+25

### WATER SERVICES RECOMMENDATION

#### Approved

### METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: 0 Elementary 0 Middle 0 High

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

The proposed development would not generate more students than what would be generated under the existing zoning. These numbers are based on the Urban Infill Factor (UIF). The UIF takes into account that these type developments typically do not generate many new students because the units tend to be small. The proposed site plan only calls for one and two bedroom units. Any students that did live in the development would attend Eakin Elementary, West End Middle School and Hillsboro High School. Eakin Elementary and West End Middle School are over capacity. There is capacity within the Hillsboro cluster for additional elementary and middle school students. This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as it is consistent with the MH in NG land use policy and meets several critical planning goals.



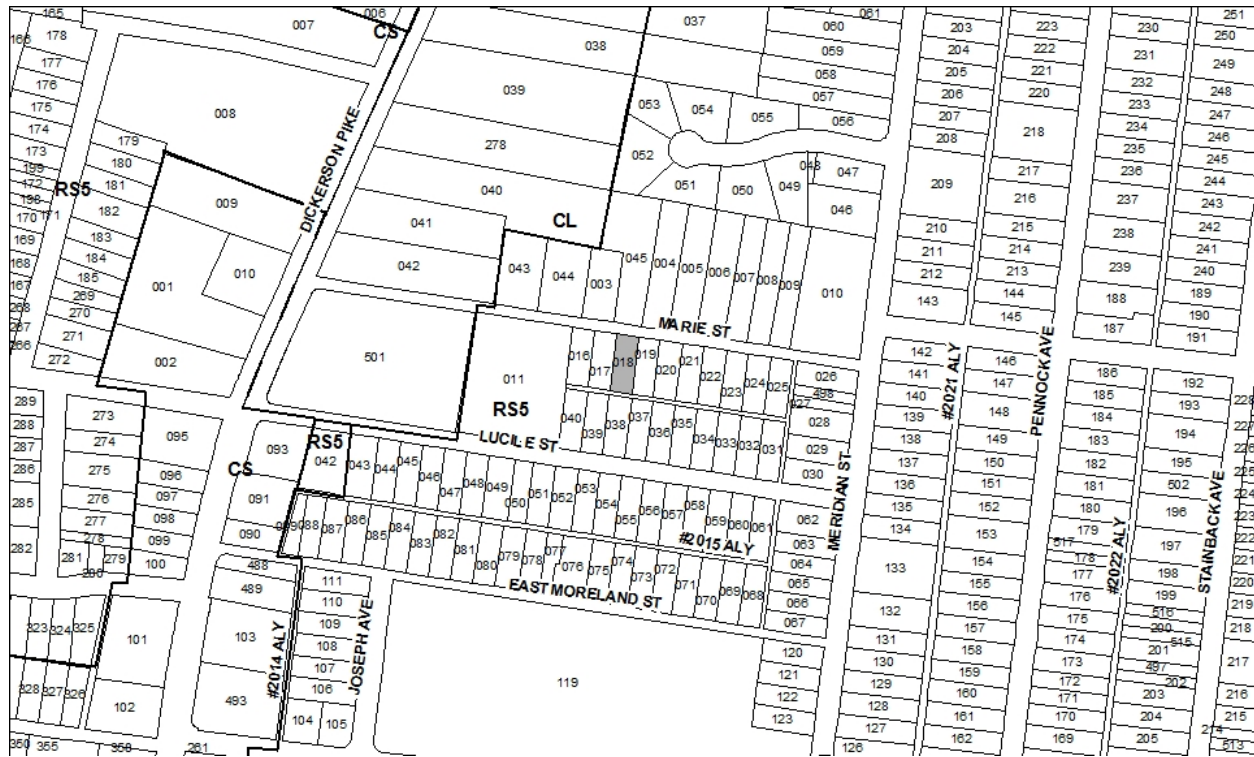
## Metro Planning Commission Meeting of 7/24/2014

### CONDITIONS

1. Use in the SP is limited to 45 residential units.
2. Final architectural drawing must be approved by the Planning Department prior to final site plan approval. Final drawings must be consistent with the preliminary concept and the community plan policy.
3. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application.
4. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. A Mandatory Referral to allow the building to bridge over the existing alley shall be approved by the Metro Council prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 7/24/2014



**2014SP-044-001**  
130 MARIE STREET  
Map 071-15, Parcel(s) 018  
05, East Nashville  
05 (Scott Davis)





**Project No.** 2014SP-044-001  
**Project Name** 130 Marie Street  
**Council District** 5 – S. Davis  
**School District** 5 – Kim  
**Requested by** Dale & Associates, Inc., applicant; Dan Sloss, owner.

**Deferral** *This item was deferred from the June 26, 2014, Planning Commission meeting at the request of the applicant.*

**Staff Reviewer** Sajid  
**Staff Recommendation** *Disapprove*

**APPLICANT REQUEST**

**Preliminary SP to permit up to 2 detached units.**

Preliminary SP

A request to rezone from RS5 to SP-R zoning for property located at 130 Marie Street, approximately 520 feet west of Meridian Street, (0.16 acres), to permit up to two detached units.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

**Structure Plan Policy**

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

**Detailed Policy**

Single-Family Detached (SFD) is intended for single family housing that varies based on the size of the lot. Detached houses are single units on a single lot.

Consistent with Policy?

No. While two detached units could be consistent with the policies, the Neighborhood General policy also encourages alley access. No alley is available at the site, and the site would require



# Metro Planning Commission Meeting of 7/24/2014



**Proposed Site Plan**



## Metro Planning Commission Meeting of 7/24/2014

access directly from Marie Street and parking pads in front of the units. While there is existing alley right-of-way, the alley has never been constructed.

### PLAN DETAILS

The site is approximately 0.16 (6,970 SF) acre in size and is located on Marie Street, east of the intersection of Dickerson Pike and Marie Street in East Nashville. The subject property is vacant. Surrounding zoning includes RS5 and CL, and the area includes a mixture of land uses. Access to the site is from Marie Street as Alley 2017 is unbuilt.

#### Site Plan

The SP proposes a detached two-family dwelling. As proposed the SP provides the following requirements:

Use	Single or Two Family Residential Detached
Number of Lots	1
Max FAR	0.6 (per lot)
Max ISR	0.7 (per lot)
Front Yard Setback	Section 17.12.030 (Metro Zoning Code)
Side Yard Setback	3'
Separation between units	6'
Rear Yard Setback	20'
Height Standards	2 Stories (29' at front setback and 35' max)
Lot Access	Marie Street

The SP also provides conceptual house plans and provides further limitations which are as follows:

1. Two-family units must be detached.
2. Separation between units is subject to all Building and Fire Code requirements.
3. Façade Requirements:
  - a. Building facades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
  - b. Windows shall be vertically oriented at a ratio of 2:1 or greater.
  - c. EIFS and vinyl siding shall be prohibited.
  - d. Finished ground floors and porches shall be elevated a minimum of 24" and a max of 48" from the abutting ground elevation.
  - e. Porches shall provide a minimum of six feet of depth.

### ANALYSIS

Staff recommends disapproval of the SP. Since the existing alley is not built, the site would have to take access directly from Marie Street. The plan calls for a parking pad that is nearly the full width of the lot and is located in the front setback. As a result, the front yard of the site consists mostly of driveway/parking. This is not in character with the surrounding area. Since the alley is unbuilt, all of the existing lots have access from Marie Street, but the majority of the other lots include narrower driveways that can route parking to the side or rear of the lot. Front driveways and parking pads are not appropriate in dense urban neighborhoods because it creates conflicts between cars entering and exiting a property and pedestrians using sidewalks.



## Metro Planning Commission Meeting of 7/24/2014

If the Commission approves the request, then staff recommends that additional requirements be included. The additional requirements are intended to reduce the impact that the proposed development could have on the surrounding area and are as follows:

Additional standards:

- Parking shall be located behind the principal structure.
- Front loaded garages shall not be permitted.

### ANALYSIS

The proposed SP is not consistent with the existing Single Family Detached in Neighborhood General land use policy. Therefore, staff recommends disapproval.

### FIRE MARSHAL RECOMMENDATION

N/A

### STORMWATER RECOMMENDATION

Approved

### WATER SERVICES RECOMMENDATION

Approved

- Applicant will need to pay capacity fees before the Final SP Stage.

### PUBLIC WORKS RECOMMENDATION

Approved with conditions

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

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)	0.16	8.71 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.16	-	2 U	20	2	3

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

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



## Metro Planning Commission Meeting of 7/24/2014

### SCHOOL BOARD REPORT

**Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed SP-R district: 1 Elementary 0 Middle 0 High**

The proposed SP-R zoning district would generate one more student than what is typically generated under the existing RS5 district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. Shwab Elementary School has been identified as over capacity. There is capacity within the cluster for elementary students. This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

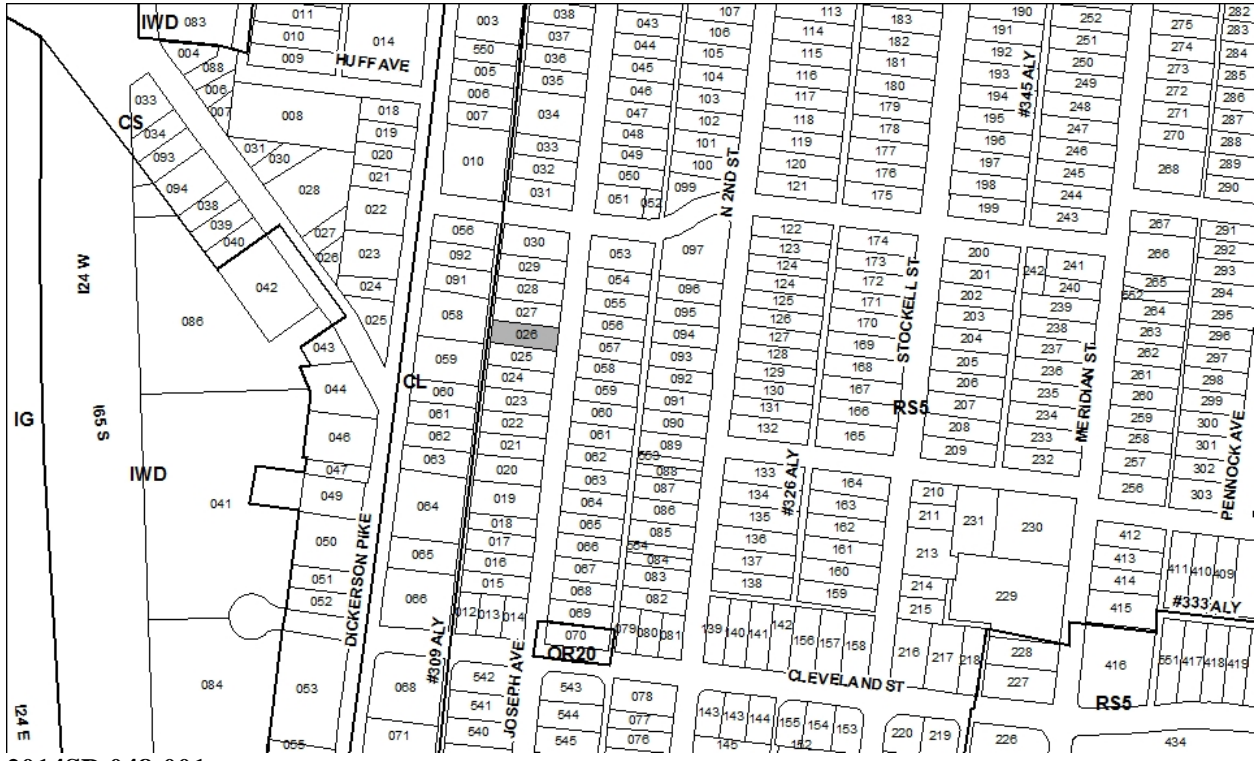
Staff recommends disapproval.

### CONDITIONS (if approved)

1. Uses within the SP shall be limited to two single-family detached residential units.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district as of the date of the applicable request or application.
3. Parking shall be located behind the principal structures.
4. Front loaded garages shall not be permitted.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 7/24/2014



**2014SP-048-001**  
1008 JOSEPH AVENUE  
Map 082-03, Parcel(s) 026  
05, East Nashville  
05 (Scott Davis)



**Project No.** 2014SP-048-001  
**Project Name** 1008 Joseph Avenue  
**Council District** 5 – S. Davis  
**School District** 5 – Kim  
**Requested by** Dale & Associates, Inc., applicant; Regal Homes, owner.

**Deferral** *This item was deferred from the June 26, 2014, Planning Commission meeting at the request of the applicant.*

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

**APPLICANT REQUEST**

**Preliminary SP to permit up to 2 detached dwelling units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan – Residential (SP-R) zoning for property located at 1008 Joseph Avenue, approximately 230 feet south of Evanston Avenue, (0.16 acres), to permit up to two detached dwelling units.

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

- Supports a Variety of Transportation Choices
- Supports Infill Development

The proposed SP supports development that is consistent with the character of surrounding development and creates an opportunity for infill housing. In addition, the site is served by an existing transit route that runs along Dickerson Pike which will be supported by the additional density proposed by the SP.

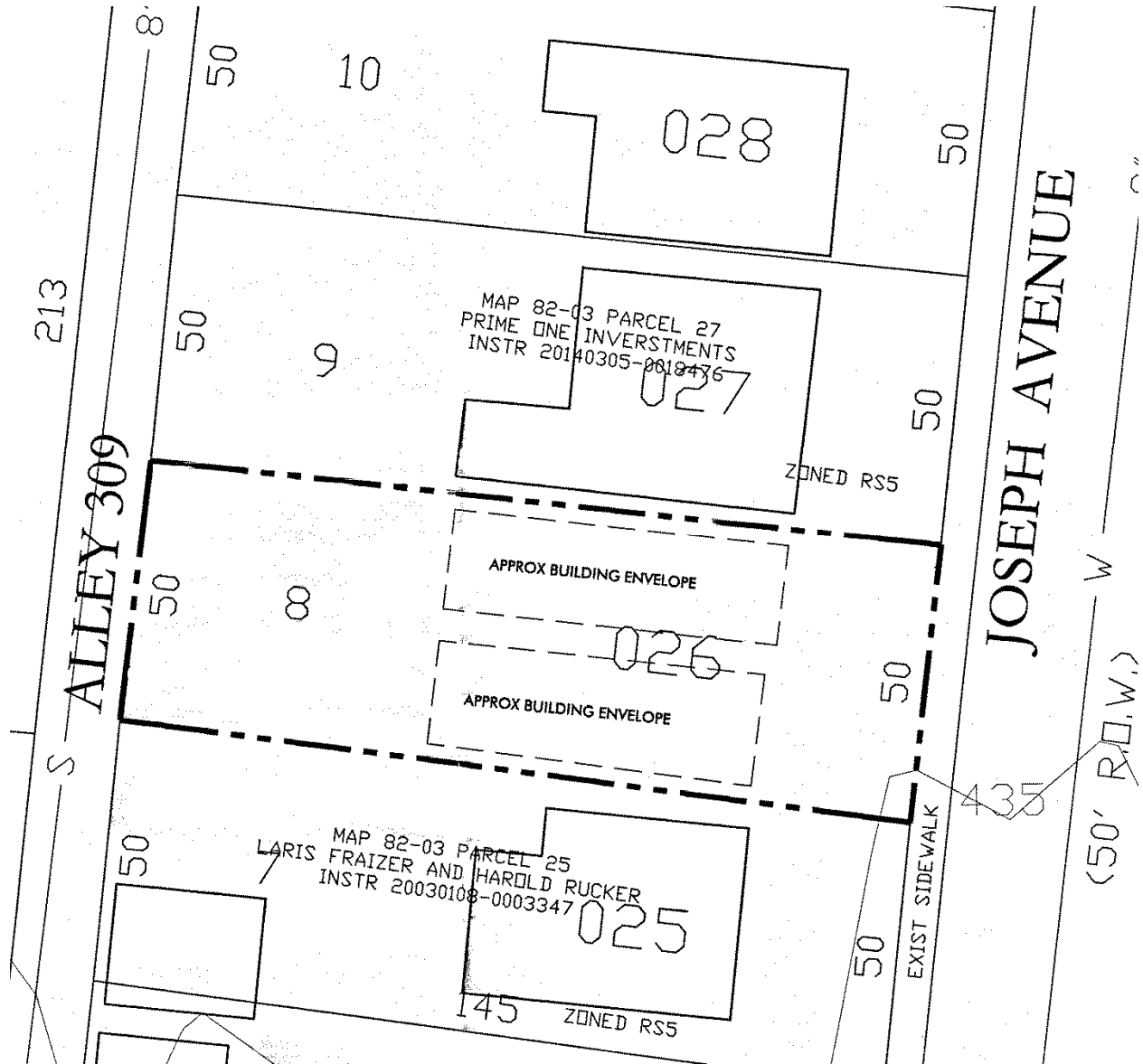
**EAST NASHVILLE COMMUNITY PLAN**

**Structure Plan Policy**

Community Center (CC) policy is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Appropriate uses within CC areas include single- and multi-family residential, offices, commercial retail and services,



# Metro Planning Commission Meeting of 7/24/2014



**Proposed Site Plan**





## Metro Planning Commission Meeting of 7/24/2014

and public benefit uses. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

### Detailed Policy

Mixed Use (MxU) is intended for buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and/or residential above.

### Consistent with Policy?

Yes, the proposed SP is consistent with the Mixed Use in Community Center land use policy. The Mixed Use in Community Center policy supports a variety of housing options, in addition to commercial uses. In addition, the proposed development is located adjacent to existing transit line which will be supported by greater residential density as proposed by the SP.

### PLAN DETAILS

The site is located on Joseph Drive south of the intersection of Joseph Drive and Evanston Avenue, west of Dickerson Pike. The property is currently vacant. Surrounding zoning includes RS5 and CL, and the area includes a mixture of land uses. Access to the site is from the alley located to the rear of the property.

### Site Plan

The SP would permit a detached two family dwelling or a single-family dwelling. The SP provides the following requirements:

Use	Single or Two Family Residential Detached
Number of Lots	1
Max FAR	0.6 (per lot)
Max ISR	0.7 (per lot)
Front Yard Setback	Section 17.12.030 (Metro Zoning Code)
Side Yard Setback	3'
Separation between units	6'
Rear Yard Setback	20'
Height Standards	2 Stories (29' at front setback and 35' max)
Lot Access	Rear Alley Only

The SP also provides conceptual house plans and provides further limitations which are as follows:

1. Two-family units must be detached.
2. Separation between units is subject to all Building and Fire Code requirements.
3. Façade Requirements:
  - a. Building facades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
  - b. Windows shall be vertically oriented at a ratio of 2:1 or greater.
  - c. EIFS and vinyl siding shall be prohibited.



## Metro Planning Commission Meeting of 7/24/2014

- d. Finished ground floors and porches shall be elevated a minimum of 24” and a max of 48” from the abutting ground elevation.
- e. Porches shall provide a minimum of six feet of depth.

### ANALYSIS

The proposed SP is consistent with the existing Mixed Use in Community Center land use policy, and the plan meets two critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.

### FIRE MARSHAL RECOMMENDATION

N/A

### STORMWATER RECOMMENDATION

#### Conditional if approved

- Add Preliminary Note to plans:  
(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.)

### TRAFFIC & PARKING RECOMMENDATION

No exception taken

### WATER SERVICES RECOMMENDATION

#### Approved

- Applicant will need to pay capacity fees before the Final SP Stage.

### PUBLIC WORKS RECOMMENDATION

#### No exception taken

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

Maximum Uses in Existing Zoning District: **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)	0.16	8.71 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.16	-	2 U	20	2	3



# Metro Planning Commission Meeting of 7/24/2014

Traffic changes between maximum: RS5 and proposed SP-R

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

## SCHOOL BOARD REPORT

**Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High**

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

The proposed SP-R zoning district would not generate any more students than what is typically generated under the existing RS5 district. Students would attend Glenn Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated September 2013.

## STAFF RECOMMENDATION

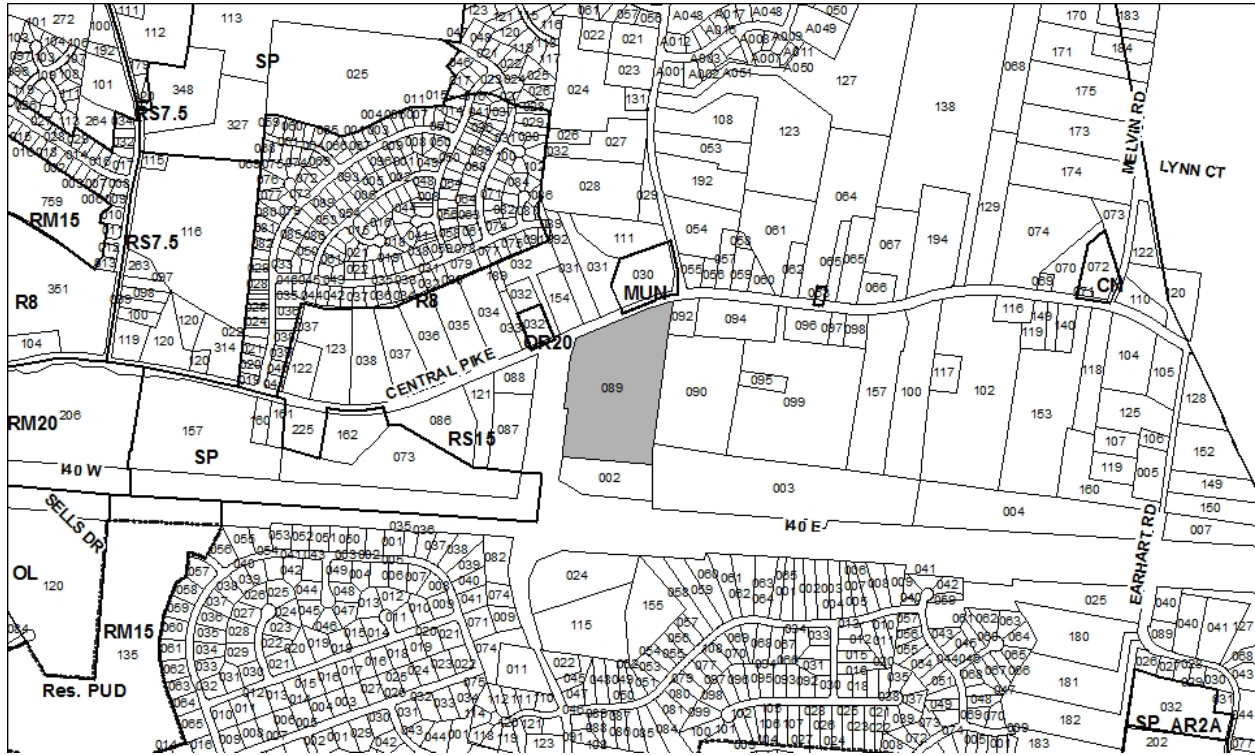
Staff recommends approval with conditions and disapproval without all condition.

## CONDITIONS

1. Uses within the SP shall be limited to two detached residential units.
2. Access shall be limited to the alley.
3. Parking shall not be permitted between the structures and Joseph Avenue.
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 RS3.75 zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 7/24/2014



**2014SP-050-001**  
NHC CENTRAL PIKE  
Map 087, Parcel(s) 089  
14, Donelson - Hermitage  
12 (Steve Glover)



<b>Project No.</b>	<b>Zone Change 2014SP-050-001</b>
<b>Project Name</b>	<b>NHC Central Pike</b>
<b>Council District</b>	12 – Glover
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	Ragan-Smith-Associates, Inc., applicant; Thomas Golden, et ux, owners.

**Deferral** This request was deferred from the June 26, 2014, Planning Commission agenda at the request of the applicant.

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

**APPLICANT REQUEST**

**Preliminary SP intended to provide standards for a variety of uses.**

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 4214 Central Pike, at the southeast corner of S. New Hope Road and Central Pike (15.4 Acres), to permit a mixture of uses.

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 44 single-family lots.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**DONELSON/HERMITAGE COMMUNITY PLAN**

Suburban Residential Corridor (T3 RC) is intended to preserve, enhance and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban 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.



# Metro Planning Commission Meeting of 7/24/2014



**Proposed Site Plan**



## Metro Planning Commission Meeting of 7/24/2014

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

### Consistent with Policy?

The SP would permit a variety of residential uses consistent with the T3 RC land use policy, which makes up a majority of the site. The SP also permits non-residential uses. While the T3 NC policy supports non-residential uses, the SP limits the scale of non-residential uses so that they are accessory to the residential uses.

### **PLAN DETAILS**

The approximately 14 acre site is located along the southeast corner of Central Pike and New Hope Road. The current use on the site is residential consisting of one single-family home. The site contains open field and some spotty wooded areas. The site does not contain any steep slopes and the site generally slopes up from west to east. There are no streams mapped on the site; however, there are sink holes.

### **Site Plan**

The proposed SP is regulatory in nature. The primary intent of the SP is to permit Nursing Home Assisted Living and/or Independent Living (Multi-Family) uses, but it also permits a variety of nonresidential accessory use as well as residential uses. Consequently, uses are broke down into two categories: primary and accessory. The below table identifies all uses permitted in the proposed SP:

<b>Primary</b>	<b>Accessory</b>
Assisted-care living	Home Occupation*
Nursing home	Day Care – Parent’s Day out*
Independent Living (Multi-Family)	Community Education
	Dormitory
	Personal Instruction
	Financial Institution
	General Office
	Leasing/Sales Office
	Hospice
	Medical Appliances Sales
	Medical Office
	Rehabilitation Services
	ATM



## Metro Planning Commission Meeting of 7/24/2014

	Business Services
	Cultural Center
	Day Care Center (up to 75)**
	Cay Care Home**
	Religious Institution
	Recreation Center
	Greenway
	Park
	Pond/Lake
	Single and Two Family Residential

The proposed SP does not permit an accessory use to exist without a primary use. The proposed SP also does not permit the floor area for an accessory uses to exceed the floor area of the primary use (with the exception of single-family and or two-family residential). Uses denoted with an \* are subject to the requirements of Section 17.16.260 of the Metro Zoning Code for accessory uses. Uses denoted with an \*\* are subject to the requirements of Section 17.16.035 of the Metro Zoning code for uses permitted with conditions.

### Primary and Accessory Standards

The proposed SP limits nursing home and/or assisted living use as follows:

Nursing Home	120 Beds
Assisted Living	80 Units

Multi-family is intended to provide for independent living. Independent living would include central dining facilities as well as other services such as housekeeping, linen service, transportation, and social recreation. A maximum of 220 units would be permitted under the proposed SP.

The intensity of primary and accessory uses is limited through floor area ratios (FAR) and impervious surface ratios (ISR). This is in addition to the limit of beds and units for the primary uses. The maximum FAR and ISR is as follows:

Max FAR:	0.6
Max ISR:	0.8

The minimum building setback along Central Pike and New Hope Road is 30 feet. Interior front setback is ten feet.

The proposed SP permits buildings to be a maximum of three or four stories in height, in two building height zones. Buildings in the perimeter zone are limited to three stories, while buildings in the interior zones are limited to four stories.

### Single and Two-Family Residential Standards

Single and Two-Family are subject to all zoning and subdivision requirements. The R10 would provide the basis for the review of any cluster or conventional subdivision.





# Metro Planning Commission Meeting of 7/24/2014

## Other Use Standards

### Parking/Access

As proposed the required number of parking spaces will be consistent with current requirements stipulated in the Metro Zoning Code. Access into the site will be permitted from either New Hope Road or Central Pike. Access locations will be determined with any final site plan and would be subject to Public Works approval.

### Buffer Yards

The plan provides buffer requirements along the perimeter of the SP. The SP also provides flexibility for buffer requirements in the event the adjacent properties are rezoned to permit uses/intensities similar to this SP.

### Sign Standards

All signage in the proposed SP would be consistent with all Metro Zoning Code sign requirements for MUN. Exceptions include a limitation on type and height. Free standings signs would be limited to monument type signs with a maximum height of eight feet. The proposed SP also prohibits billboards.

## ANALYSIS

While the SP does not provide a site plan, it does provide the necessary language that will be used to regulate any future development within the SP boundary. The SP is consistent with the sites T3 NC and T3 RC land use polices. Since the proposed SP is consistent with the land use polices, then staff is recommending approval with conditions.

## FIRE MARSHAL’S OFFICE

N/A

## PUBLIC WORKS RECOMMENDATION

### Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- An approved TIS will be required prior to the submittal of a Final SP document. The TIS will determine access management, sight distance, off-site infrastructure improvements, etc.
- No detailed plans were submitted to MPW. A full detailed submittal will be required prior to the Final SP approval. The detailed plans must comply with all standards and requirements of MPW.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	14.02	2.90 D	40 U	448	38	47



## Metro Planning Commission Meeting of 7/24/2014

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Nursing Home (620)	14.02	-	120 beds	283	21	27

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Assisted Living (254)	14.02	-	80 beds	251	12	18

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Independent Living (254)	14.02	-	220 beds	301	15	25

Traffic changes between maximum: RS15 and proposed SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+387	+10	+23

### STORMWATER RECOMMENDATION

Approve

### WATER SERVICES

Approve

### METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 5 Elementary 4 Middle 3 High  
Projected student generation proposed SP-MU district: 9 Elementary 7 Middle 6 High

The proposed SP-MU zoning district could generate ten more students than what is typically generated under the existing RS15 zoning district. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. Dodson and Dupont Tyler are both as over capacity. There is capacity within the cluster for additional elementary and middle school students. This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all staff conditions.

### CONDITIONS

1. Uses shall be limited to the uses specified in the Council approved SP document. No other uses shall be permitted without Council approval.

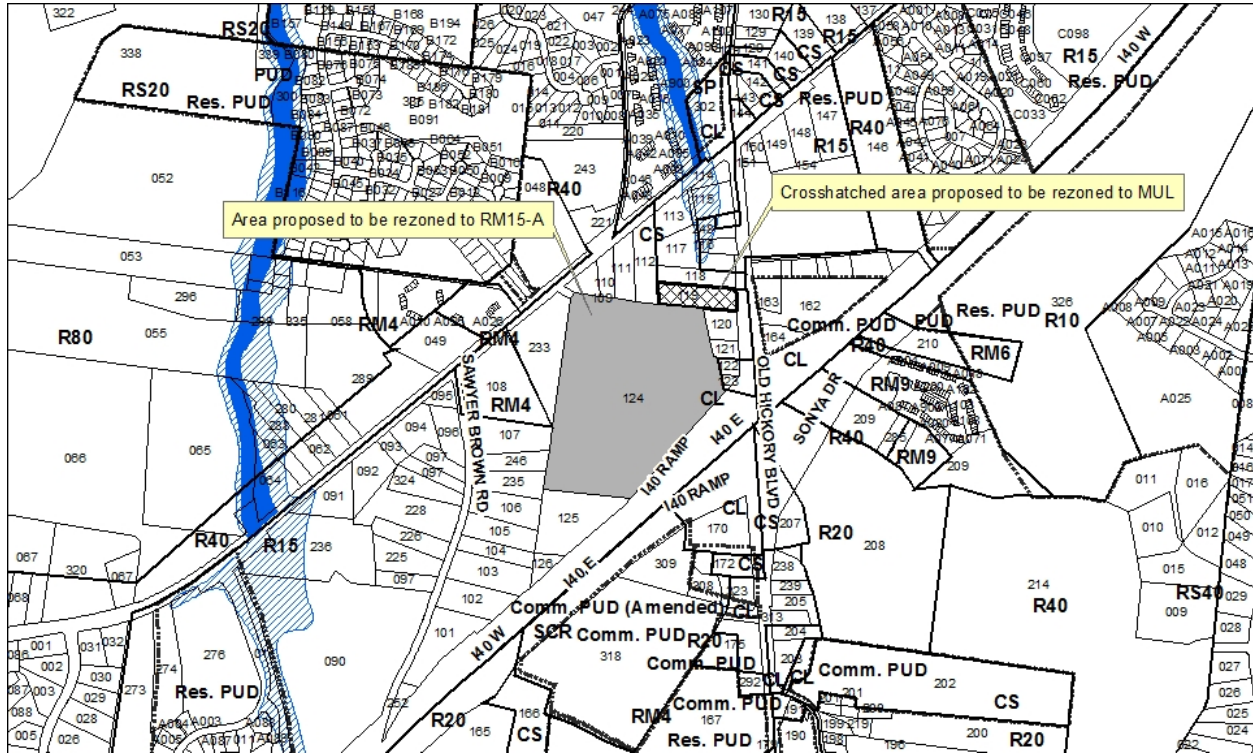


## Metro Planning Commission Meeting of 7/24/2014

2. Any single or two-family subdivision shall be consistent with and meet all Subdivision Regulations and Zoning Code requirements. For the purpose of review, any single and/or two-family residential subdivision shall be evaluated under the R10 zoning district.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 7/24/2014



**2014Z-044PR-001**

Map 114, Parcel(s) 119, 124

06, Bellevue

22 (Sheri Weiner)



<b>Project No.</b>	<b>Zone Change 2014Z-044PR-001</b>
<b>Council District</b>	22 - Weiner
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Dale and Associates, Inc. applicant; Agape Fellowship Church, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Disapprove</i>

**APPLICANT REQUEST**

**Zone change from R15 to MUL and RM15-A.**

Zone Change

A request to rezone from R15 to MUL (approximately 2.23 acres) and RM15-A (approximately 28 acres) for property located at 645 Old Hickory Blvd. and 7461 Charlotte Pike, east of Sawyer Brown Road (approximately a total 30.51 acres).

**Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 89 lots with 22 duplex lots for a total of 112 units.*

**Proposed Zoning**

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 420 units.*

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

**CRITICAL PLANNING GOALS**

- Does Not Preserve Sensitive Environmental Features

To protect environmentally sensitive features, such as steep slopes, a site plan is necessary. Reviewing the site plan would allow staff to verify the impact of development on environmental features and work with the developer to minimize those impacts. Staff has not received a site plan and cannot verify if the sensitive environmental features on this site will be protected.

**BELLEVUE COMMUNITY PLAN**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable



## Metro Planning Commission Meeting of 7/24/2014

land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

The general principles for areas with steep slopes are designed to encourage preservation of steeply sloping areas and reduce pressure for modification and development of these areas. Non-structural, low intensity uses and very low density residential uses are recommended in areas with 20% + slopes. In all areas with 12-20% slopes, development should be small footprint and, to the greatest extent possible, should be carefully designed to fit the natural land form of the site.

### Consistent with Policy?

No. MUL and RM15-A are appropriate zoning districts for the above policies, if accompanied by an Urban Design Overlay or Planned Unit Development, or SP to insure design objectives. The rezoning request does not include a site plan for review, thus making it inconsistent with the policy. The intent of the policy in requiring a site plan is to insure consistency with the policy. In this case, a site plan is necessary to insure that the steep slopes are preserved and developed in a sensitive manner if developed at all.

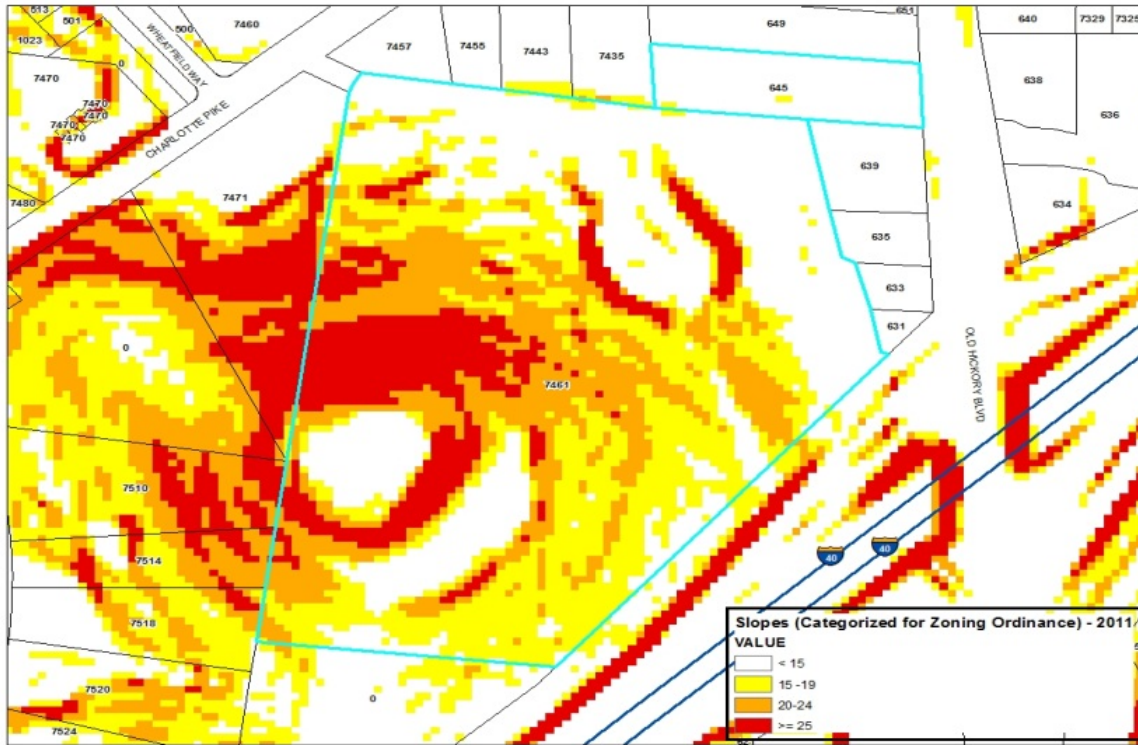
### **ANALYSIS**

For most zone changes, Traffic Impact Studies (TIS) are not typically required prior to the zone change, but are required at the time of development. This zone change could create approximately 420 units and a commercial development with significant traffic impacts. A TIS and SP application is recommended by Planning staff not only ensure design objectives, but also address traffic concerns.

A majority of the 28 acres proposed to be zoned RM15-A is covered by steep slopes. These slopes exceed a 20% grade change. Staff has requested that the applicant submit a site plan showing how they plan on addressing the slopes and the additional housing units the proposed zoning will allow. Without a site plan, staff cannot recommend approval for the zone change. A map of the area, including the slopes, is below:



# Metro Planning Commission Meeting of 7/24/2014



## FIRE MARSHAL RECOMMENDATION

- N/A

## PUBLIC WORKS RECOMMENDATION

- N/A

Maximum Uses in Existing Zoning District: **R15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	30.51	2.90 D	110 U*	1136	87	117

\*Based on R15 allowing 25% duplex lots.

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
Retail (820)	2.23	1 F	97,138 SF	6665	152	624

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	28.28	15 D	424 U	2693	212	251



## Metro Planning Commission Meeting of 7/24/2014

Traffic changes between maximum: **R15** and proposed **MUL and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+8222	+277	+758

### SCHOOL BOARD REPORT

**Projected student generation existing R15 District:     5 Elementary 3 Middle 3 High**

**Projected student generation proposed RM-15A District: 23 Elementary 16 Middle 12 High**

The proposed RM15-A zoning district could generate 40 more students than what is typically generated under the existing R15 zoning district. Students would attend Grower Elementary School, H.G. Hill Middle School, and Hillwood High School. H. G. Hill Middle School has been identified as over capacity. There is no capacity within the cluster for additional middle students.

### Fiscal Liability

The fiscal liability of 13 new middle school students is \$305,500 (13 X 23,500 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

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

### STAFF RECOMMENDATION

Staff recommends that the proposed MUL and RM15-A zoning districts be disapproved because they are not consistent with the Bellevue Community Plan and they do not meet the special policy of preserving sensitive environmental features.



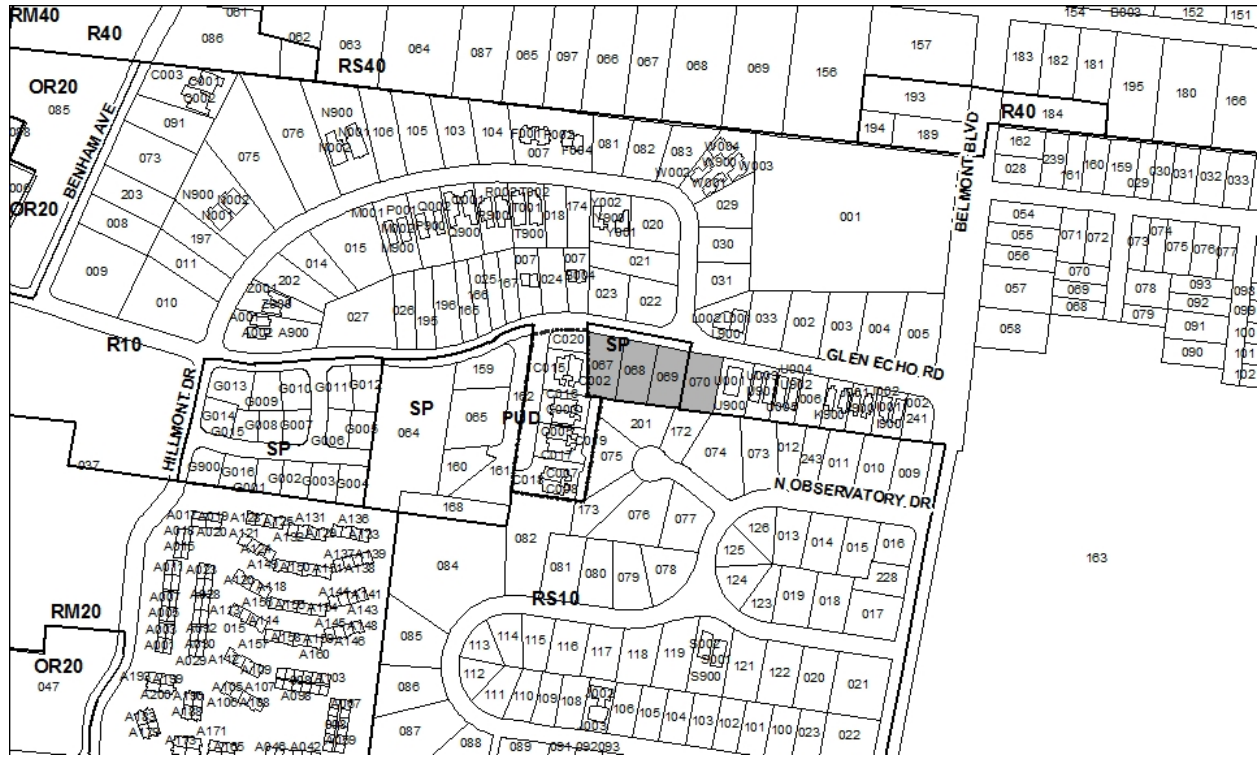


## **RECOMMENDATIONS TO METRO COUNCIL**

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



# Metro Planning Commission Meeting of 7/24/2014



**2013SP-010-003**

**GLEN ECHO COTTAGES (AMENDMENT)**

Map 117-15, Parcel(s) 067-070

10, Green Hills - Midtown

25 (Sean McGuire)



<b>Project No.</b>	<b>2013SP-010-003</b>
<b>Project Name</b>	<b>Glen Echo Cottages (Amendment)</b>
<b>Council Bill</b>	BL21013-417
<b>Council District</b>	25 - McGuire
<b>School District</b>	08 - Hayes
<b>Requested by</b>	Dewey-Estes Engineering, Applicant; STD Properties, LLC, James and Carolyn Singleton and Ruther Baker, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

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**APPLICANT REQUEST**

**SP Amendment to permit 11 detached residential units where eight were previously approved.**

SP Amendment

A request to amend the Glen Echo Cottages Specific Plan district for properties located at 1625, 1701, 1705 and 1709 Glen Echo Road, west of Belmont Boulevard, (1.37 acres), to add Tax Map Parcel #11715007000 to the boundaries of the Specific Plan District (currently zoned as R10 and proposed for SP-R) and permit 11 detached residential dwelling units where eight were previously approved (total of 1.44 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 6 lots with 1 duplex lots for a total of 7 units.*

**Proposed Zoning**

Specific Plan-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 only one residential building type.

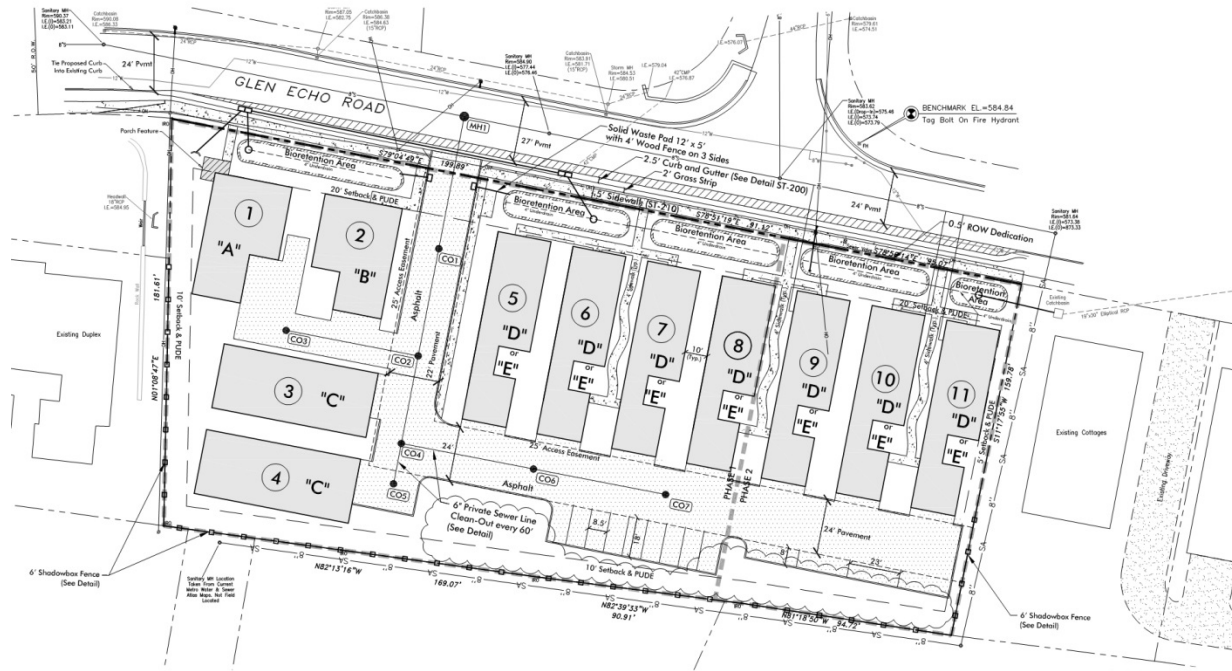
**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Supports Infill Development

The SP amendment adds the lot to the east of the already approved SP and increases the number of units in the SP from 8 to 11. There are few properties on Glen Echo Road that have not redeveloped. The more intense development and extensions of existing sidewalk have helped to create a sustainable and walkable neighborhood. Adding development at a higher density in this location supports infill development by utilizing existing infrastructure.



# Metro Planning Commission Meeting of 7/24/2014



Proposed Site Plan



## Metro Planning Commission Meeting of 7/24/2014

### **GREEN HILLS/MIDTOWN COMMUNITY PLAN**

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

#### Special Policy Area # 11

The special policy promotes single-family, two-family and townhome development that is designed in a way that creates a sustainable and walkable neighborhood.

#### Consistent with Policy?

Yes. The proposed density is within the density supported by the RM policy and the design promotes a sustainable and walkable neighborhood.

### **PLAN DETAILS**

This request is to permit 11 detached residential units, where eight were previously approved. The subject site is a total of 1.44 acres. The site is located on the south side of Glen Echo Road in the Green Hills neighborhood. Extensive redevelopment has occurred and continues east of the site along Glen Echo and throughout the surrounding area.

#### Site Plan

The plan identifies the same layout for the original eight units. Six units front onto Glen Echo and two are located on the west side of the site behind the units fronting Glen Echo. The additional three units will also front onto Glen Echo. Architectural elevations are not provided. However, the architectural design elements that were approved with the original SP are required with the amendment.

Vehicular access will still be provided by a private drive from Glen Echo Road. Garages are proposed for all units and nine surface spaces are shown along the rear property line. Sidewalks are proposed within the interior of the site, providing pedestrian access to each unit. A sidewalk has been included along Glen Echo Road.

Existing mature trees shall remain and serve as screening along the rear property line for the site. Additional evergreen landscaping will provide a screen along the west portion of the rear property line. A shadowbox fence will be extended along the rear property line, and north along the east property line. The rest of the proposed land landscaping plan is consistent with the original SP.

#### Staff Analysis

The proposed SP amendment is consistent with the Community Plan's Land Use Policies and meets critical planning goals. The Major and Collector Street Plan calls for a 51 foot right-of-way (ROW). The current ROW is 50 feet, therefore, 0.5 feet of ROW dedication was required on the original SP. A staff condition is that the ROW be dedicated and shown on the final site plan and plat. Since the plan is consistent with the policies and meets critical planning goals, staff is recommending that the request be approved with conditions.



# Metro Planning Commission Meeting of 7/24/2014

## METRO SCHOOL BOARD REPORT

**Projected student generation Existing R10 District**      0 Elementary      0 Middle      0 High  
**Projected student generation Proposed SP-R District**      1 Elementary      0 Middle      0 High

### Schools Over/Under Capacity

The proposed SP-R zoning district could generate 1 more students than what is typically generated under the existing R10 zoning district. Students would attend Percy Priest Elementary School, J.T. Moore Middle School, and Hillsboro High School. Percy Priest and J.T. Moore are identified as over capacity. There is no capacity for additional elementary or middle school students within the cluster. This information is based upon data from the school board last updated September 2013.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

Approved

### **PUBLIC WORKS RECOMMENDATION**

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Western sidewalk connection to the existing sidewalk will require coordination in the field with MPW inspector. Sidewalk must be ADA compliant. Indicate on the plans to tie the proposed curb line to the existing curb line.
- Record ROW dedication prior to building permit signoff.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.33	4.35 D	2 U*	20	2	3

\*Based on one two-family lot.

### Maximum Uses in Existing Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.04	-	8 U	77	6	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.37	-	11 U	106	9	12



# Metro Planning Commission Meeting of 7/24/2014

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+9	+1	0

## CONDITIONS

1. Permitted uses include up to 11 residential units.
2. Add the architectural design elements of BL2013- 417 to the plan.
3. Prior to the issuance of any permits, the applicant shall provide a 0.5 foot right-of-way dedication consistent with the Major and Collector Street Plan.
4. No structure shall be more than three stories and shall be limited to a maximum height of 30 feet, measured to the ridge of the roof line. Building elevations for all street facades shall be provided with the final site plan. Each of the proposed street facades shall have a distinct design and composition. The following standards shall be met:
  - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
  - b. Units 5- 11 shall have a minimum of 25% glazing along the interior building facades.
  - c. Windows shall be vertically oriented at a ratio of 2:1 or greater.
  - d. EIFS and vinyl siding shall be prohibited.
  - e. Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 30 inches from the abutting average ground elevation.
  - f. Porches shall provide a minimum of six feet of depth.
5. If solid waste pad expands from 12'x5', the dumpster location shall be moved to the rear of the site. Screening shall be required with final site plan approval.
6. 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 RM9 zoning district as of the date of the applicable request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## **Metro Planning Commission Meeting of 7/24/2014**

10. Add the following note to plan: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.

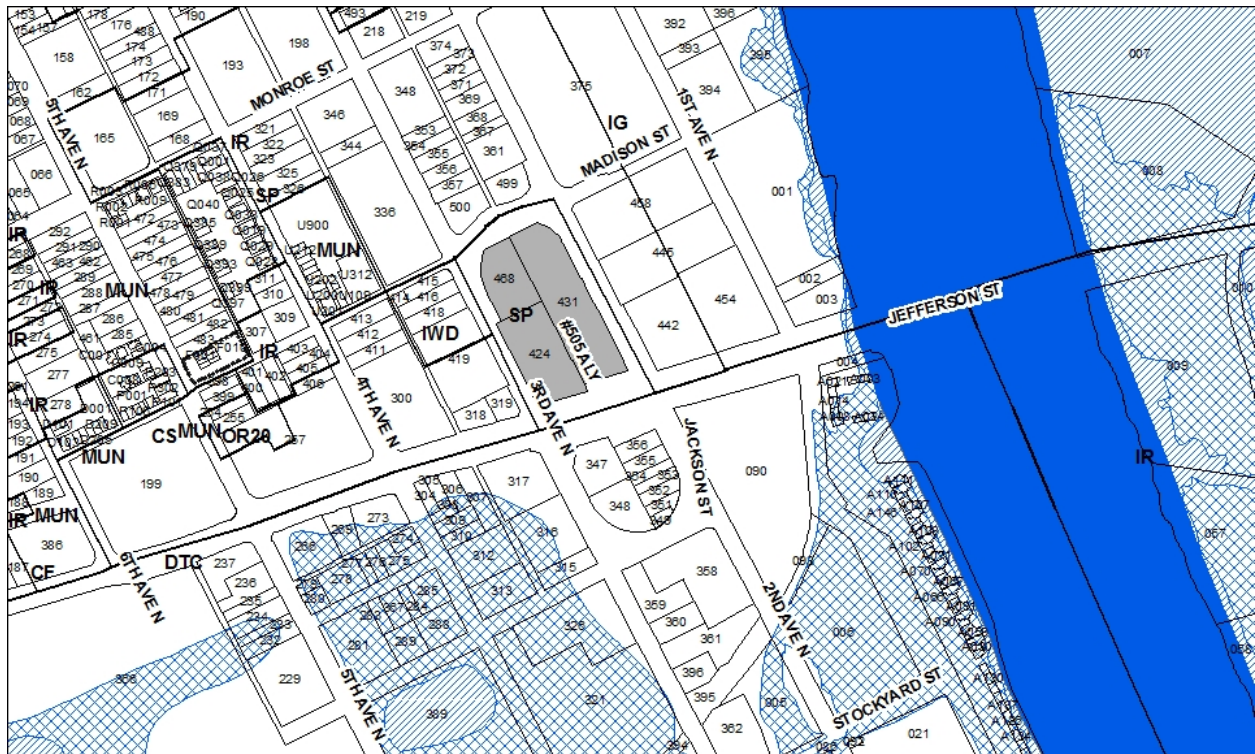




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/24/2014



**2014SP-002-002**

STADIUM LOFTS (AMENDMENT)

Map 082-09; Parcel (s) 424, 431 & 468

08, North Nashville

19 (Erica Gilmore)



<b>Project No.</b>	<b>2014SP-002-002</b>
<b>Project Name</b>	<b>Stadium Lofts</b>
<b>Council District</b>	19 – Gilmore
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Barge Cauthen & Associates, applicant; Third Avenue Associates and Sneed Family General Partnership, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

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**APPLICANT REQUEST**

**Amend SP to increase the permitted maximum height from 75 feet to 85 feet.**

Preliminary SP

A request to amend the Stadium Lofts Specific Plan district for properties located at 1102 and 1138 3rd Avenue North and 1121 2nd Avenue North, at the northwest corner of Jefferson Street and 2nd Avenue North, (2.63 Acres), to allow a maximum height of 85 feet where a maximum height of 75 feet was previously approved.

**Existing Zoning**

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *The existing SP is approved for a mixture of uses including up to 280 residential units.*

**CRITICAL PLANNING GOALS (From original Preliminary SP report 1/23/14)**

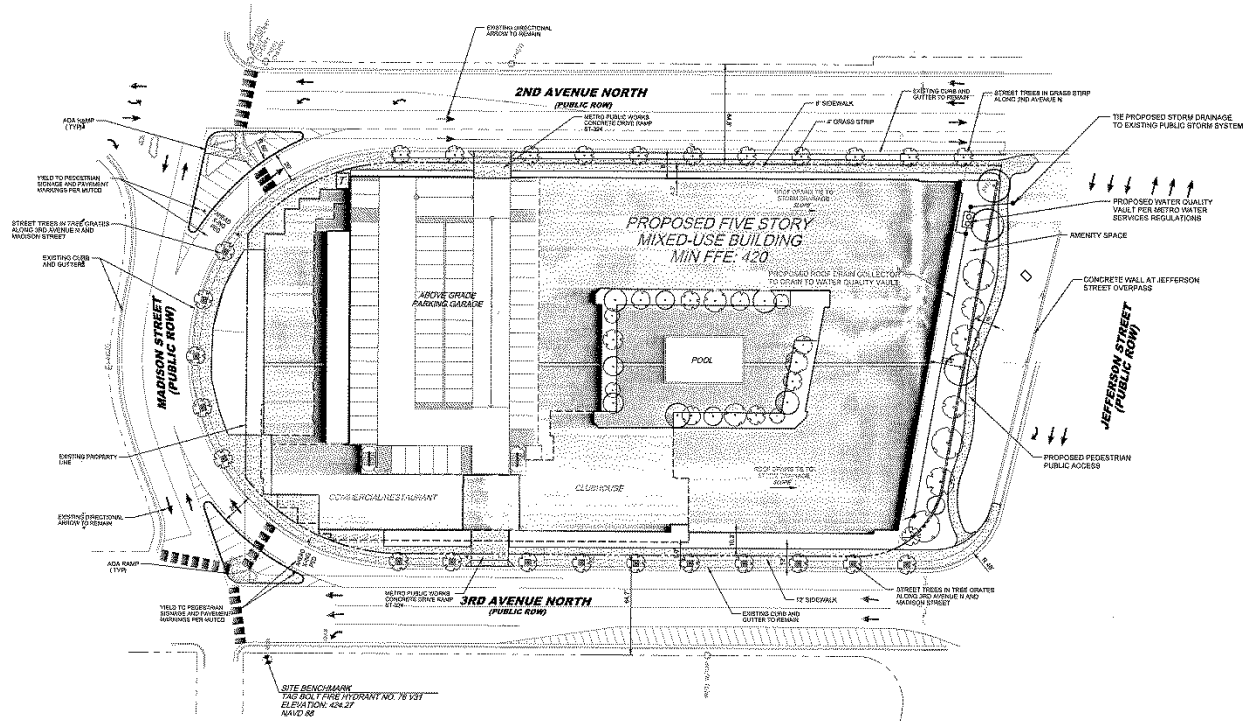
- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices

With the exception of an adequate sidewalk network, the area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure.

The site is located in highly developed area that is quickly transforming from an older industrial area to a vibrant mixed-use neighborhood. A new baseball stadium for the Nashville Sounds is slated for construction within the near future and the proposed development would support the stadium by providing additional services such as restaurants and retail uses. During games it would be easier to walk than drive to the subject location for food and shopping, which promotes pedestrian traffic. The plan calls for wide sidewalks and enhances cross walks adjacent to the site making it easier and safer to cross the street, which further promotes walkability.



# Metro Planning Commission Meeting of 7/24/2014



Proposed Site Plan



## Metro Planning Commission Meeting of 7/24/2014

The request provides an additional housing option in the area. Additional housing options are important to serve a wide range of people with different housing needs. The concentration of high density residential, office, restaurant and retail uses will foster walking, biking and the use of public transportation.

### **NORTH NASHVILLE COMMUNITY PLAN**

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

#### Consistent with Policy?

Yes. As proposed the SP remains consistent with T4 MU land use policy. The proposed SP zoning district would provide high density residential and moderate intensity non-residential uses, which would support the already diverse mixed use area. The proposed building is limited to five stories in height, which is supported by the policy. As proposed the request will place a five story building along the Jefferson Street corridor in an area that is experiencing tremendous growth. Jefferson Street is a very busy corridor where more intense development is appropriate. The site is also located in proximity to I-24, downtown and L.P. Field. The new baseball stadium for the Nashville Sounds will also be located nearby. These type areas are appropriate for more intense development. The proposed development would provide more opportunities for living in the urban core of the city and the non-residential uses will provide amenities for people residing in the area as well as people visiting the area.

### **PLAN DETAILS**

The site is located on the north side of the western foot of the Jefferson Street Bridge. The site boundaries include Jefferson to the south, 3<sup>rd</sup> Avenue to the west, Madison Street to the north and 2<sup>nd</sup> Avenue to the east. The site is also located within the Phillips-Jackson Street Redevelopment District. The site is approximately 2.63 acres in size. The site is relatively flat with the exception that the southern end slopes up towards the foot of the Jefferson Street Bridge. Current uses on the site consist of heavy manufacturing, strip commercial and vacant commercial.

The proposed amendment is to increase the permitted maximum building height from 75 feet to 85 feet. This would permit a proposed sixth floor as well as a roof structure labeled as a sky lounge. The plan also identifies a terrace which was not shown on the original plan. The proposed terrace would not require Council approval. If the sixth floor and the sky lounge were within the permitted 75 feet then it would also not require Council approval as the enacting ordinance (BL2014-678) specifically limits the height to 75 feet.

#### Site Plan

*The following information is from the January 23, 2014, staff report. The only change is to the permitted maximum height, which would permit an additional floor (the sixth) and a roof top structure.*



## Metro Planning Commission Meeting of 7/24/2014

The plan calls for a ~~five~~ six story building consisting 280 residential units, amenity area and 5,000 square feet of non-residential uses. While the plan shows only 5,000 square feet on non-residential uses, the SP would permit more floor area as long as the overall development is consistent with all bulk standards and parking requirements. The following bulk standards will apply:

Max ISR: 1

Max FAR: 4

Max Height: ~~75 feet~~ 85 feet

Vehicular access into the building is shown along 2<sup>nd</sup> Avenue North. Structured parking is shown. As proposed, the SP will require that the total number of parking spaces comply with Metro requirements for the Urban Zoning Overlay. Pedestrian entrances are shown along all sides with main entrances located at the corners of Madison and 2<sup>nd</sup> and Madison and 3<sup>rd</sup>. The plan calls for an eight foot wide sidewalk with four foot planting strip along 2<sup>nd</sup>, a 12 foot wide sidewalk along 3<sup>rd</sup> with tree wells. The sidewalk along Madison varies with the northwest portion being 12 feet wide. The plan also provides areas for outdoor dining at the corners of Madison and 2<sup>nd</sup> and Madison and 3<sup>rd</sup>. The plan calls for pedestrian islands at the intersections of Madison and 2<sup>nd</sup> and Madison and 3<sup>rd</sup>.

Conceptual elevations have been provided. A variety of building materials are shown, including brick veneer, stucco/cementitious panel and metal panel. The facing of the garage along 2<sup>nd</sup> Avenue North calls for architectural screening. Final elevations will be required with the final site plan.

### ANALYSIS

The amended plan is consistent with the land use policy and meets several critical planning goals as specified in the previous sections of this report.

Currently the section of Madison Street adjacent to the site is designed to carry a high volume of traffic at a moderate speeds. This configuration does not foster walkability. Although it is uncertain at this time, it is possible that the configuration of Madison Street could change in the future. A traffic study for the area, which has been triggered by the proposed baseball stadium, is currently underway. The original SP plan called for a redesign of Madison Street, which would create a safer environment for pedestrians. If the traffic study ultimately supports the alterations, then the plan could be revised as a minor SP modification to the original design. It is important to note that while deviations from the plan would be permitted without Council approval, any final site plan would have to be within the proposed bulk standards and, more importantly, consistent with the overall concept.

*Since the proposal meets several critical planning goals and is consistent with the land use policy, then staff supports the request and recommends that it be approved with conditions.*

### STORMWATER RECOMMENDATION

**Approved**

### PUBLIC WORKS RECOMMENDATION

### STAFF RECOMMENDATION

Staff recommends that the request be approved with conditions.



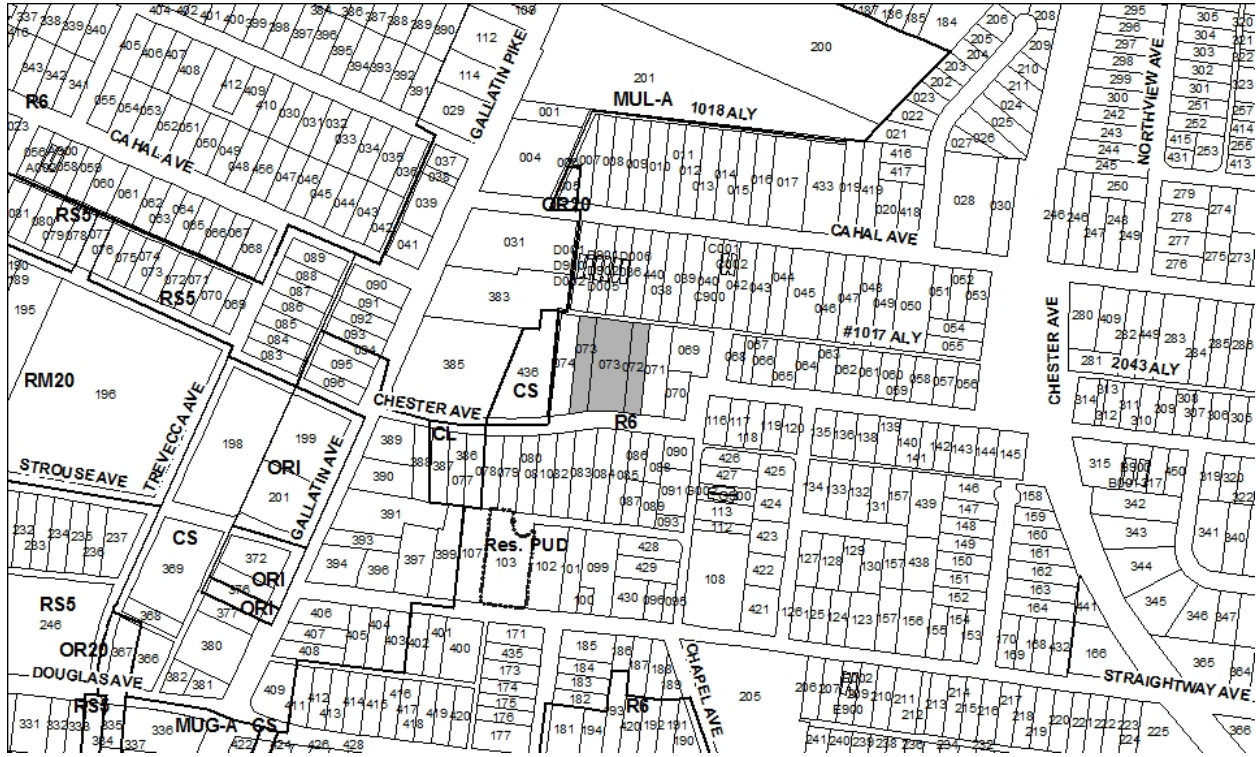
## Metro Planning Commission Meeting of 7/24/2014

### CONDITIONS

1. Permitted land uses shall be limited to multi-family residential and all other uses permitted in the MUG district. Multi-family residential shall be limited to 280 units.
2. A minimum of 5,000 square feet of non-residential uses shall be provided on the ground floor.
3. Bicycle parking shall be provided per Metro Zoning Code requirements.
4. This amendment supersedes BL2014-678 and the associated plan.
5. 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 MUG zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to 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 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.



# Metro Planning Commission Meeting of 7/24/2014



**2014SP-054-001**

WOODLAND GROVE

Map 072-14, Parcel(s) 073.01, 072-073

05, East Nashville

07 (Anthony Davis)





<b>Project No.</b>	<b>2014SP-054-001</b>
<b>Project Name</b>	<b>Woodland Grove</b>
<b>Council District</b>	07 – A. Davis
<b>School District</b>	05 - Kim
<b>Requested by</b>	Dale and Associates, applicant; Woodland Street Partners, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit 16 detached dwelling units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 1121 and 1125 Chester Ave, east of Gallatin Pike (1.18 acres), to permit up to 16 detached residential dwelling units.

**Existing Zoning**

One and Two Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 8 lots with 2 duplex lots for a total of 10 units.*

**Proposed Zoning**

Specific Plan-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 only one residential building type.

**CRITICAL PLANNING GOALS**

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

This area is located in the East Nashville Neighborhood and is served by adequate infrastructure. The site is within walking distance to Gallatin Pike, an active corridor, providing retail and services. Bus service is located along Gallatin Pike and bus stops are within walking distance of the subject properties.

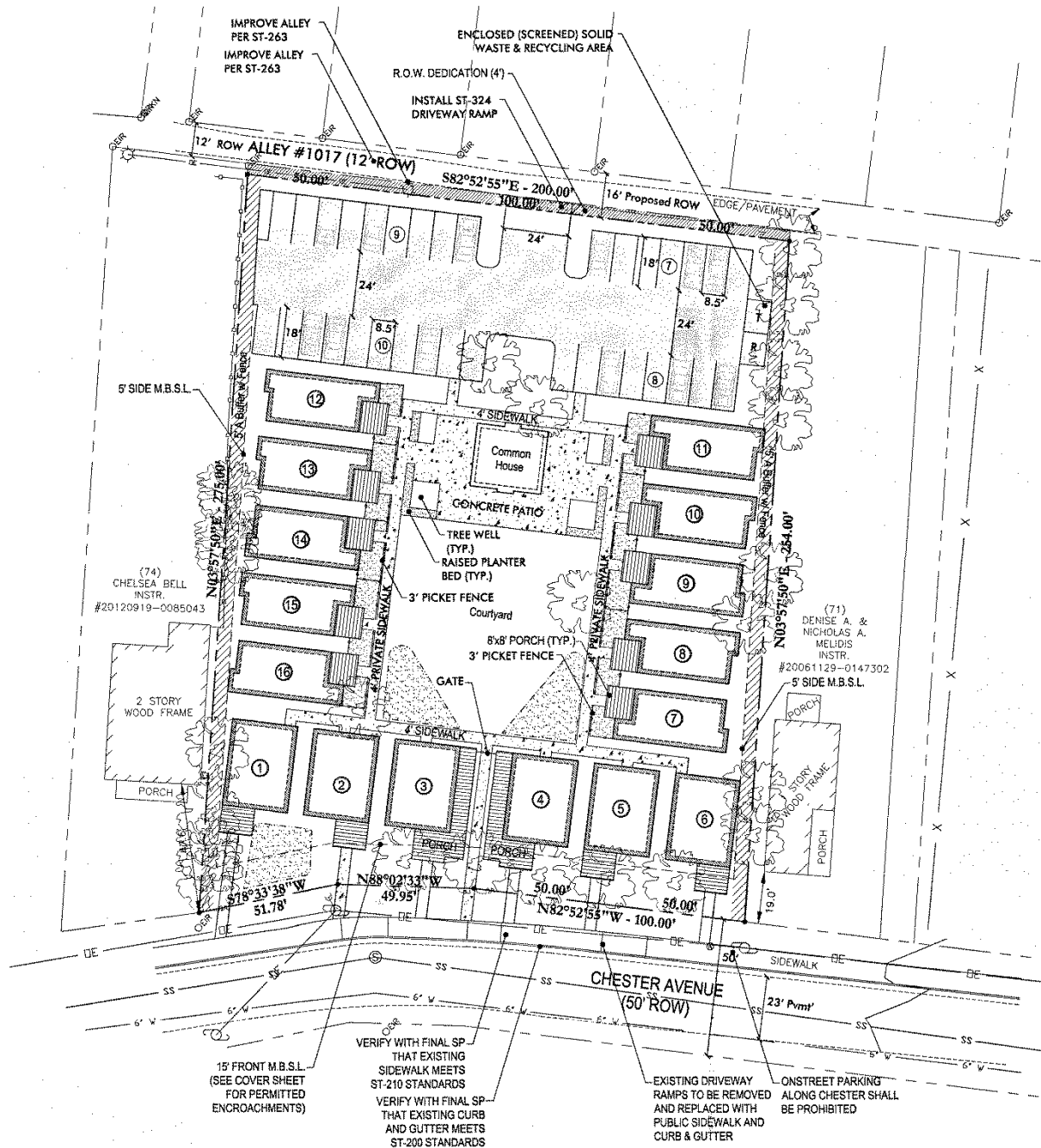
**EAST NASHVILLE COMMUNITY PLAN**

**Structure Plan Policy**

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



# Metro Planning Commission Meeting of 7/24/2014



Proposed Site Plan



## Metro Planning Commission Meeting of 7/24/2014

### Detailed Policy

Single-Family Detached (SFD) is intended for single family housing that varies based on the size of the lot. Detached houses are single units on a single lot.

### Consistent with Policy?

Yes. The proposed SP requires that the housing be detached in order to keep the appearance of single-family homes. The Neighborhood General Policy also encourages alley access, which already exists along the rear of the property.

### PLAN DETAILS

The site is approximately 1.18 acres (51,471 SF) acre in size and is located on Chester Avenue, east of the intersection of Gallatin Pike and Chester Avenue in East Nashville. Currently, each of the subject properties has a single-family residence on it. Vehicular access to the site is from Alley #2017, behind the development.

### Staff Analysis

The plan proposes 16 detached residential units. The dwellings will be situated around a courtyard in the middle of the property. Within the courtyard, a common house will serve the 16 detached residential units. Six proposed dwellings will be situated along and oriented to Chester Avenue to ensure the development supports the existing development pattern along the street. Units are intended to be two stories with a maximum of 30 feet at the top of the roof. All units will provide a porch entry on the facades oriented to the street or courtyard. Front porches will have a three foot picket fence to enclose a private garden. Finished floors and porches will be raised a minimum of 18 inches and a maximum of 30 inches from the abutting average ground elevation.

Vehicular access to the site is limited to one entrance on the alley behind the site. The existing alley has 12 feet of right-of-way. The applicant is required to widen the alley along the property frontage, to a total 16 feet of right-of-way, and pave the alley. All units will have access to the 34 parking spaces on north side of the lot. Sidewalks are proposed along the interior of the site, providing pedestrian access to each unit. The six units orientated to Chester Avenue will have sidewalks connecting to the existing sidewalk on Chester Avenue. Landscaping is shown throughout the development and a landscape buffer and fence has been provided along the west and east property lines. Architectural images have been included with the preliminary SP. The SP also includes notes that address design considerations such as doorway placement, glazing, window orientation and porches. Elevations for units orientated on Chester Avenue are required to be varied, so that the units do not have the same façade. Also, EIFS and vinyl siding will not be permitted as building materials. Building elevations will be submitted and reviewed with the final SP site plan.

### ANALYSIS

The proposed SP is consistent with the Single-Family Detached in Neighborhood General land use policy, and the plan meets critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 1 Elementary 0 Middle 0 High**

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



## Metro Planning Commission Meeting of 7/24/2014

### Schools Over/Under Capacity

The proposed SP-R zoning district would generate two more students than what is typically generated under the existing R6 district. Students would attend Rosebank Elementary School, Bailey Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated September 2013.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

**Approved**

### **TRAFFIC AND PARKING RECOMMENDATION**

**No exceptions taken**

### **WATER RECOMMENDATION**

**Approved as Preliminary SP.**

- Will need to pay required capacity fees before Final SP can be approved.

### **PUBLIC WORKS RECOMMENDATION**

**Approved with Conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Stormwater should be designed so as not to flow over the public sidewalk. Coordinate with MPW and Metro Stormwater prior to Final SP for roadside design.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.2	7.26 D	10 U*	96	8	11

\*Based on two two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.2	-	16 U	154	12	17

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 6 U	+58	+4	+6



## Metro Planning Commission Meeting of 7/24/2014

### CONDITIONS

1. Uses are limited to 16 detached residential units.
2. Bicycle parking shall be provided per Metro Zoning Code requirements.
3. No structure shall be more than three stories and shall be limited to a maximum height of 30 feet, measured to the ridge of the roof line. Building elevations shall be provided with the final site plan. The following standards shall be met:
  - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
  - b. Windows shall be vertically oriented at a ratio of 2:1 or greater.
  - c. EIFS and vinyl siding shall be prohibited.
  - d. Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 30 inches from the abutting average ground elevation.
  - e. Porches shall provide a minimum of six feet of depth.
  - f. Elevations for units 1-6 shall be varied.
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 RM15 zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Add the following note to plan: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.



# Metro Planning Commission Meeting of 7/24/2014



**2014SP-055-001**

**EAST NASHVILLE CONDO PROJECT**

Map 072-10, Parcel(s) 116-119, 356-357; P/O 344

05, East Nashville

07 (Anthony Davis)



<b>Project No.</b>	<b>Zone Change 2014SP-055-001</b>
<b>Project Name</b>	<b>East Nashville Condo Project</b>
<b>Council District</b>	7 – A. Davis
<b>School District</b>	5 – Kim
<b>Requested by</b>	Kline Swinney Associates, applicant; Parks at Five Points, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit 130 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning for properties located at 1106, 1110, 1114, 1200, 1202 and 1204 Litton Avenue and a portion of property located at 1120 Litton Avenue, approximately 200 feet east of Gallatin Pike (7.32 acres), to permit up to 130 residential units.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 53 lots with 13 duplex lots for a total of 66 units.*

**Proposed Zoning**

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

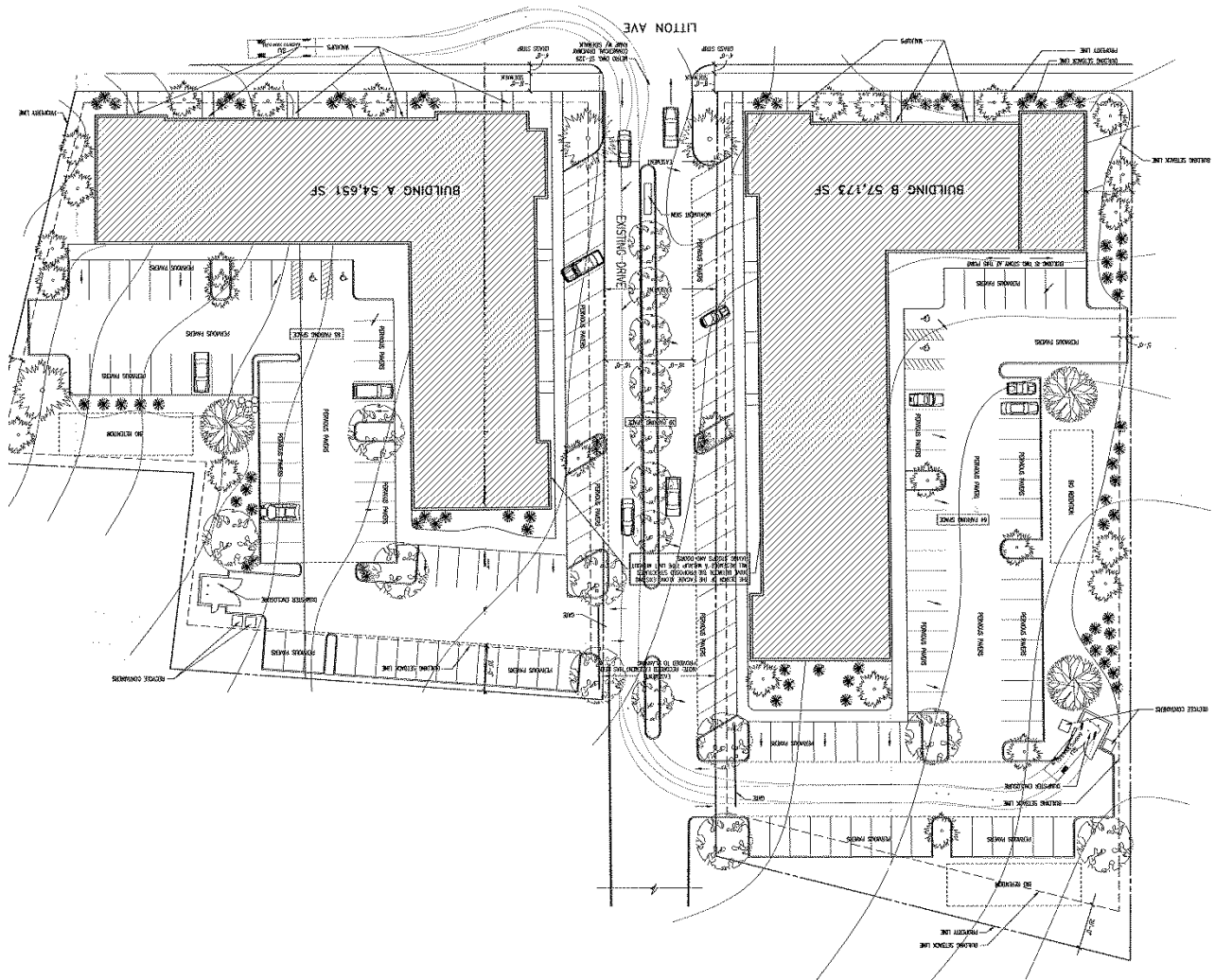
**CRITICAL PLANNING GOALS**

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

This site is located in an area that is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. While multi-family uses exist in the area, the proposed SP will provide for a different multi-family type/option. Additional housing options are important to serve a wide range of people with different housing needs. The area is served with a sidewalk network providing a safe pedestrian environment which encourages walking. Density is an important factor for walkability and a strong public transportation system. Higher density areas typically foster walkability and better public transportation because housing, work and conveniences are located within a smaller area making them more accessible by foot and or public transportation.



# Metro Planning Commission Meeting of 7/24/2014



**Proposed Site Plan**





## Metro Planning Commission Meeting of 7/24/2014

Bus service is located along Litton as well as along Gallatin Road to the west which also includes a Bus Rapid Transit lite line.

### **EAST NASHVILLE COMMUNITY PLAN**

Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

#### Consistent with Policy?

Yes. The proposed SP is consistent with the T4 NE policy. The policy supports residential uses, including multifamily residential. The plan provides an urban form by placing the buildings along Litton and the internal private drive. Parking is located at the back as well as along the internal private drive.

### **PLAN DETAILS**

The site is located in East Nashville on the south side of Litton Avenue just east of Gallatin Pike. The majority of the site is undeveloped and consists of open field with some larger mature trees. A drive runs through the site and provides access from Litton Avenue to a large apartment complex to the south of the site. Records do not indicate any environmentally sensitive areas on the site.

#### Site Plan

The plan calls for a total of 130 residential units with an overall density of approximately 18 units per acre. The plan calls for the units to be distributed in two separate buildings (Building A and Building B). Both buildings front onto Litton Avenue. They also front onto the private drive that will provide access to this site and the existing apartment complex adjacent the site to the south. Building A is 54,651 square feet and Building B is 57,173 square feet. The plan provides the following bulk standards:

Max FAR: 0.92

Max ISR: 0.65

Building Height: Three Stories (Two Stories in 33 feet near to the eastern property line)

All parking is located at the rear of the buildings. Parking is also shown along both sides of the private drive accessing the site. This drive also provides access into the apartment complex to the south of the site. The minimum number of parking spaces will be consistent with Metro Zoning Requirements. An eight foot sidewalk with a four foot planting strip is proposed along Litton Drive. The plan proposes a school bus shelter which will either be incorporated into the building design or a standalone structure.

The plan provides a conceptual elevation which indicates a design that is urban in form and includes stoops with direct access to the street. The plan also provides a material list which includes masonry veneer and fiber cement panel. It prohibits vinyl siding.



## Metro Planning Commission Meeting of 7/24/2014



### ANALYSIS

The plan is consistent with the sites Urban Neighborhood Evolving land use policy and meets several critical planning goals. The plan does not provide any signage standards. Included in staff's recommendation is a condition that signage be consistent with Section 17.32.080 On-premises signs in residential districts, found in the Metro Zoning Code.

### FIRE MARSHAL'S OFFICE

N/A

### PUBLIC WORKS RECOMMENDATION

#### Conditions if approved

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Dedicate ROW on Litton prior to building permit approval, if required to place 8' sidewalk within ROW. Roadside cross section per MPW standard design and details.
- A TIS is required prior to final site plan approval.



## Metro Planning Commission Meeting of 7/24/2014

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	7.32	7.26 D	66 U*	710	56	74

\*Based on 13 two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	7.32	-	130 U	912	68	90

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 64 U	+202	+12	+16

### STORMWATER RECOMMENDATION

Approve

### WATER SERVICES

Approve

### METRO SCHOOL BOARD REPORT

Projected student generation existing **R10** district: 7 Elementary 6 Middle 5 High  
 Projected student generation proposed **SP-R** district: 0 Elementary 0 Middle 1 High

The proposed SP-R zoning district could generate 17 fewer students than what is typically generated under the existing R6 zoning district since multi-family development typically generates less students than single-family development. Students would attend Inglewood Elementary School, Issac Litton Middle School, and Stratford High School. All three schools have capacity for additional students. This information is based upon data from the school board last updated September 2013.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses shall be limited to up to 130 residential units.



## **Metro Planning Commission Meeting of 7/24/2014**

2. Bicycle parking shall be provided per Metro Zoning Code requirements.
3. Any signage shall be consistent with Section 17.32.080 On-premises signs in residential districts, of the Metro Zoning Code.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/24/2014



**2014SP-057-001**

HERMOSA STREET PARKING LOT

Map 092-03, Parcel(s) 355-358

08, North Nashville

21 (Edith Taylor Langster)



<b>Project No.</b>	<b>Zone Change 2014SP-057-001</b>
<b>Project Name</b>	<b>Hermosa Street Parking Lot (Preliminary and Final)</b>
<b>Council District</b>	21 – Langster
<b>School District</b>	5 – Kim
<b>Requested by</b>	James & Associates, Inc., applicant; Meharry Medical College, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit an automobile parking lot and for final site plan approval.**

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan – Auto (SP-A) zoning and for final site plan approval for properties located at 1904, 1906, 1908B and 1910 Hermosa Street, approximately 350 feet east of 21st Avenue North, (0.74 acres), to permit an automobile parking lot.

**Existing Zoning**

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 14 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**NORTH NASHVILLE COMMUNITY PLAN**

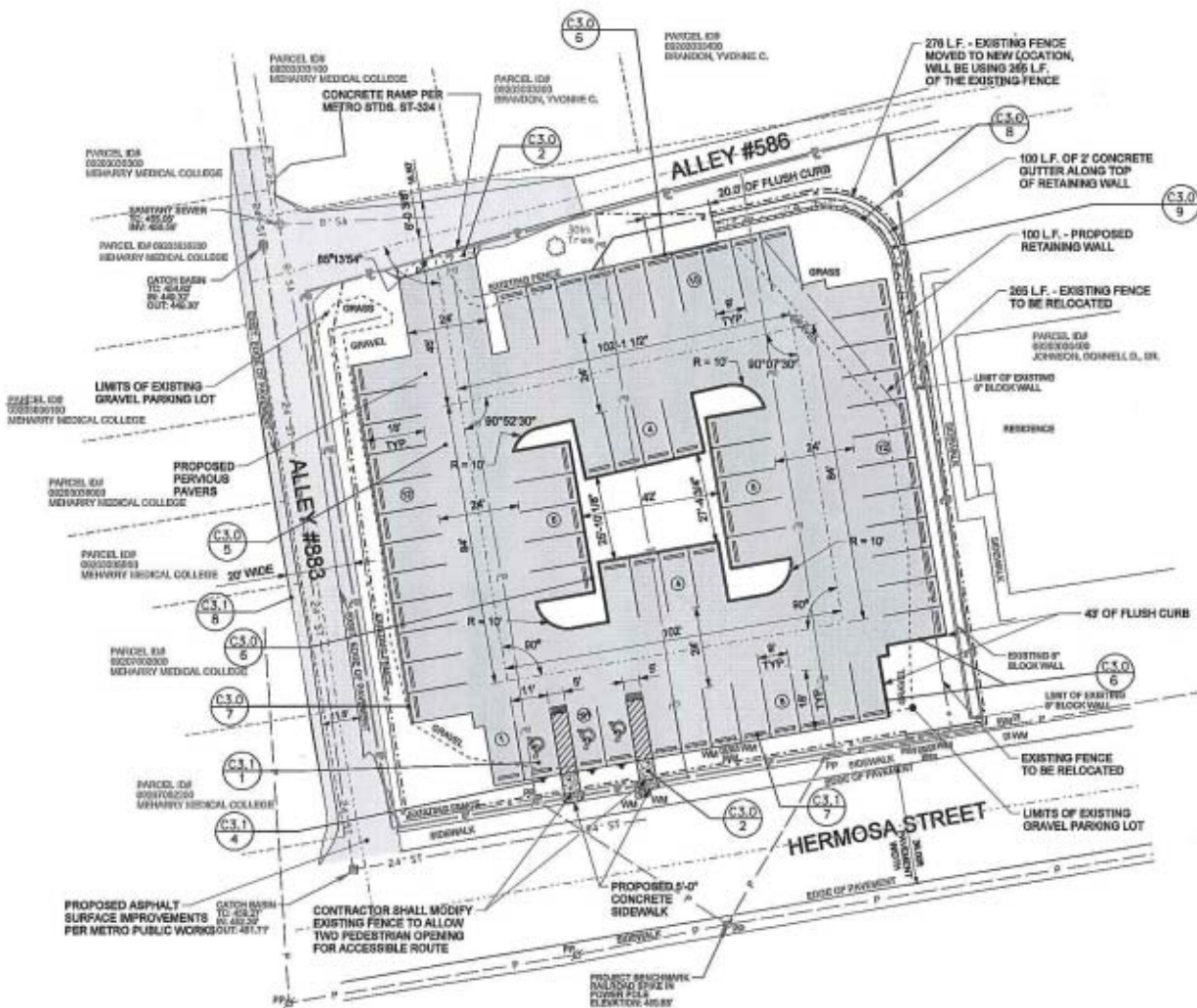
District Major Institutional (D MI) policy is intended to preserve, enhance, and create Districts where major institutional uses are predominant and where the development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm. Land uses include large institutions such as medical campuses, hospitals, colleges and universities, and government community facilities as well as uses that are ordinarily ancillary to the principal use.

Consistent with Policy?

Yes. The request is consistent with the policy. The D MI was placed in this area specifically recognizing Fisk University, Meharry Medical College, St. Cecilia, Tennessee State University and Watkins College of Art and Design. The proposed parking area provides additional parking for



# Metro Planning Commission Meeting of 7/24/2014



Proposed Site Plan





## Metro Planning Commission Meeting of 7/24/2014

Meharry College which supports its everyday operations. By providing additional parking there is less pressure to park along residential streets.

### PLAN DETAILS

The subject site consists of four parcels with a total of approximately 0.74 acres (32,234 square feet). The site is located on the north side of Hermosa Street just west of 21<sup>st</sup> Avenue. A parking lot exists on the site today. There is also a large parking lot on the west side of this site than runs along 21<sup>st</sup> from Hermosa to Morena Street to the north.

The existing zoning does not permit stand-alone parking. Parking would only be permitted if it were associated with a residential use on the site.

### Site Plan

The site plan calls for a total of 64 parking spaces. Access to the proposed parking lot is from the alley adjacent to the north site boundary.

### ANALYSIS

The additional parking is intended to support Meharry Medical College which is recognized by the land use policy.

### FIRE MARSHAL'S OFFICE

N/A

### STORMWATER RECOMMENDATION

#### Approve with conditions

1. Provide Plan Review and Grading Permit fee of \$900 (payable to Metro Water Services) and the recording fee of \$77 (payable to Register of Deeds).
2. For the construction entrance, specify a minimum width of 20'.
3. Add the following note to plans: "Contractor to provide an area for concrete wash down and equipment fueling in accordance with Metro CP-10 and CP-13, respectively. Contractor to coordinate exact location with NPDES department during preconstruction meeting. Grading Permittee to include BMP's designed to control site wastes such as discarded building materials, chemicals, litter, and sanitary wastes that may cause adverse impacts to water quality. The location of and / or notes referring to said BMP's shall be shown on the EPSC Plan."
4. Provide an "Initial" erosion control sheet. Specify amount of disturbance on this sheet.
5. Specify the type of matting to be used.
6. Double check pre and post drainage maps. It appears that drainage coming from properties from the east may drain toward the site?
7. Better show the locations of the ditches (1 and 2) on the plans.
8. For the pervious pavement, provide underdrains or infiltration testing showing that underdrains are not required.
9. Provide Public Works approval for the north and south discharge locations. Concentrated flows shouldn't drain towards ROW's.



## **Metro Planning Commission Meeting of 7/24/2014**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Widen and pave alley # 883 and alley # 586 past the driveway ramp.

### **WATER SERVICES RECOMMENDATION**

#### **Approved**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Permitted land uses shall be limited to automobile parking.
2. No permits for the SP shall be issued until the enacting ordinance for the SP is approved by Council. Permits may be issued for uses permitted by the existing RM20 zoning prior to the adoption of the SP or in the event the SP is not adopted.
3. Direct vehicular access to Hermosa Street shall not be permitted.
4. No signage other than directional signs as specified in Section 17.32.100, Informational signs for large sites shall be permitted.
5. 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 as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to 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 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



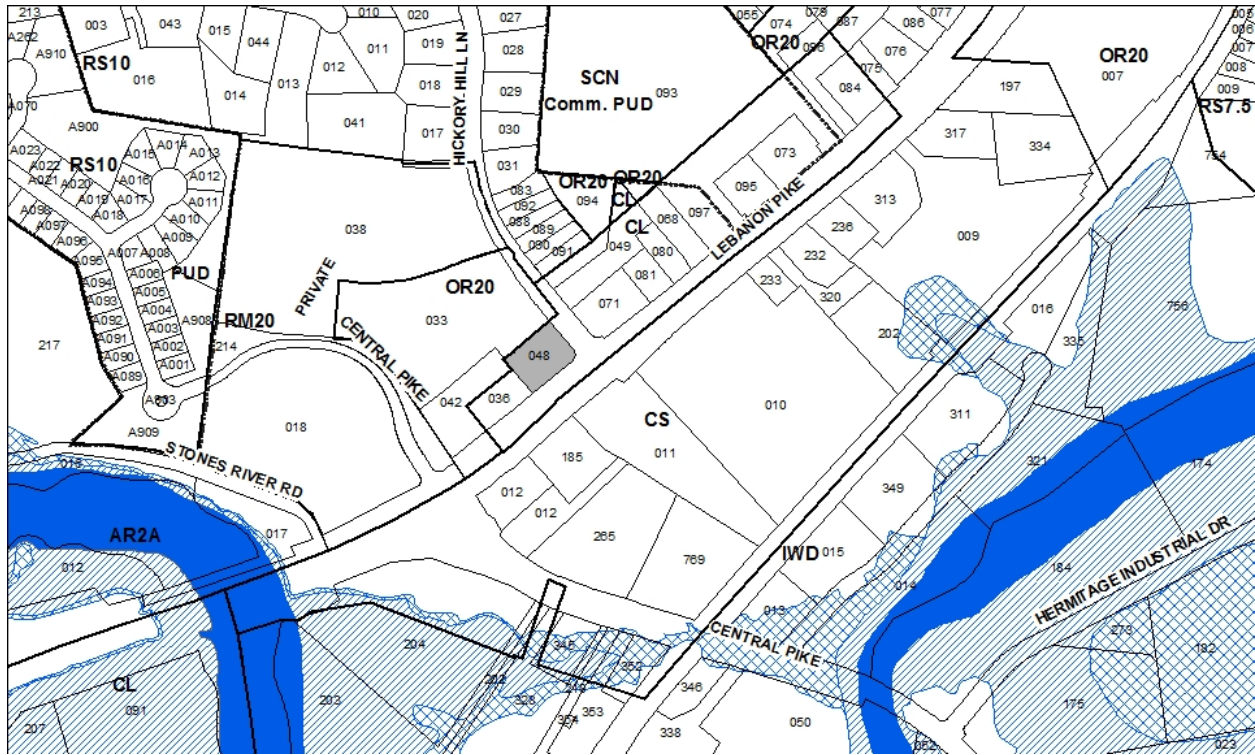
## **Metro Planning Commission Meeting of 7/24/2014**

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.



# Metro Planning Commission Meeting of 7/24/2014



**2014Z-045PR-001**  
1001 HICKORY HILL LANE  
Map 086-01, Parcel(s) 048  
14, Donelson - Hermitage  
14 (James Bruce Stanley)



<b>Project No.</b>	<b>Zone Change 2014Z-045PR-001</b>
<b>Project Name</b>	<b>1001 Hickory Hill Lane</b>
<b>Council District</b>	14 – Stanley
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	Jeff Smith, applicant; Emmanuel Evangelical Lutheran Church, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Approve</i>

**APPLICANT REQUEST**

**Zone change from Commercial Limited (CL) to Commercial Service (CS).**

Zone Change

A request to rezone from Commercial Limited (CL) to Commercial Service (CS) zoning for property located at 1001 Hickory Hill Lane, at the corner of Lebanon Pike and Hickory Hill Lane (0.68 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**DONELSON – HERMITAGE COMMUNITY PLAN**

Community Center (CC) policy is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Appropriate uses within CC areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses. 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?

The commercial uses permitted in CS zoning are generally consistent with the Community Center policy. Uses permitted in the CS zoning district are similar to those permitted in CL. The most notable difference is that CS permits auto sales as well as auto repair and service with conditions that address site design and location.



## **Metro Planning Commission Meeting of 7/24/2014**

In addition, the portion of the Lebanon Pike corridor where subject property is located includes a significant amount of CS zoning. Therefore, the proposed rezoning is not out of context with the surrounding area.

### **STORMWATER RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

- Traffic study may be required at time of development.

No table was prepared because this request is not anticipated to generate significant additional traffic.

### **STAFF RECOMMENDATION**

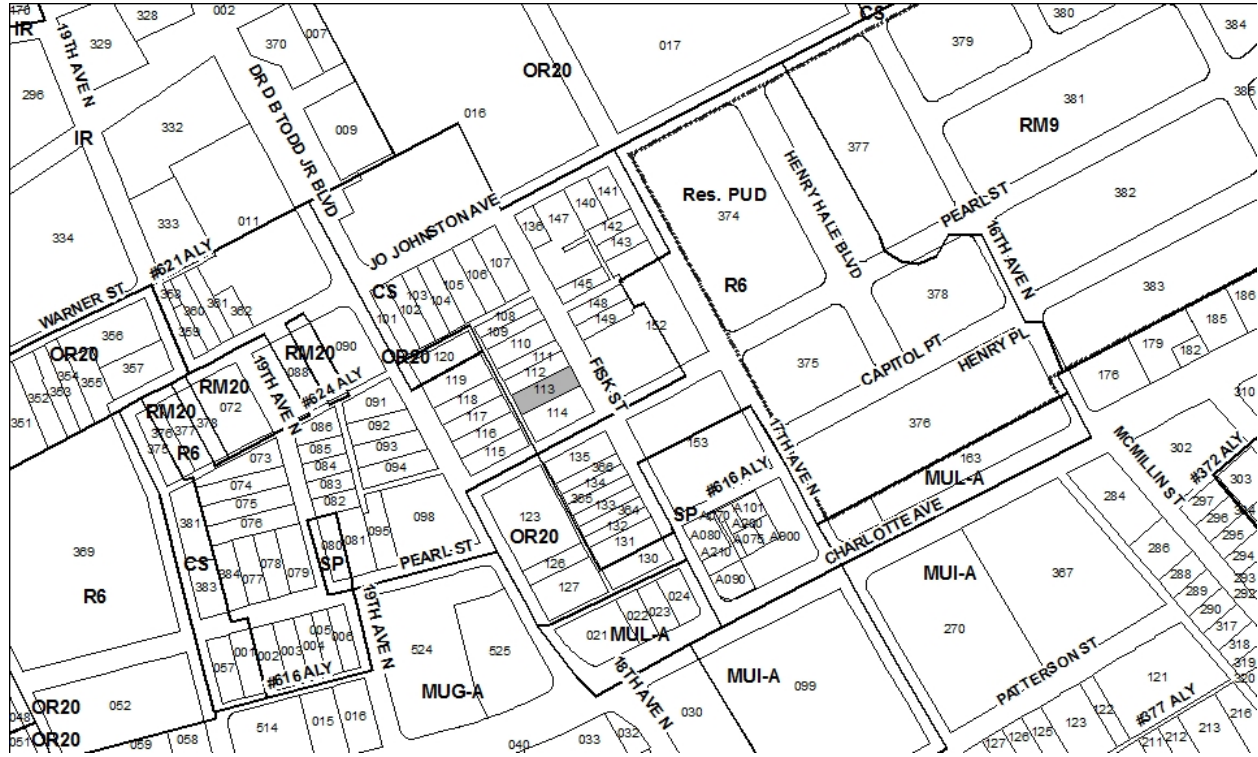
Staff recommends approval of the zone change as the request is consistent with the land use policy.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/24/2014



**2014Z-046PR-001**

503 FISK STREET

Map 092-08, Parcel(s) 113

08, North Nashville

19 (Erica S. Gilmore)





<b>Project No.</b>	<b>Zone Change 2014A-046PR-001</b>
<b>Council District</b>	19 - Gilmore
<b>School District</b>	5 - Kim
<b>Requested by</b>	Julian Jobe, Khira Turner and David Walker, owners and Applicants.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve</i>

**APPLICANT REQUEST**

**Rezone to MUN-A.**

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for property located at 503 Fisk Street, north of Pearl Street (0.17 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Neighborhood-A (MUN-A) is intended for a low intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**CRITICAL PLANNING GOALS**

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

The proposed zone change allows a broader range of uses, including residential uses, which increases the uses available to the existing building. Use of the A district will ensure that redevelopment, complements the surrounding built environment and enhances the pedestrian environment. New construction would be required to build up to and be oriented to the abutting street. The property is located in an area served by existing infrastructure.

**NORTH NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The policy encourages a diverse mix of residential and nonresidential land uses. The rezoning to MUN-A is consistent with the land use policy.



## **Metro Planning Commission Meeting of 7/24/2014**

### **ANALYSIS**

The purpose of mixed-use districts is to provide for and encourage a mix of compatible land uses that provide opportunities to live, work and shop within compact areas. The MUN-A zoning district would allow an opportunity for a live/work use combination on the site. The combination of uses complements the existing commercial use on site, and along the Fisk Street, and the residential uses behind the site.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

\* Traffic study may be required at time of development.

### **TRAFFIC & PARKING**

No table was prepared because this request is not anticipated to generate significant additional traffic.

### **SCHOOL BOARD REPORT**

No school support was prepared because this request is not likely to generate additional students.

### **STAFF RECOMMENDATION**

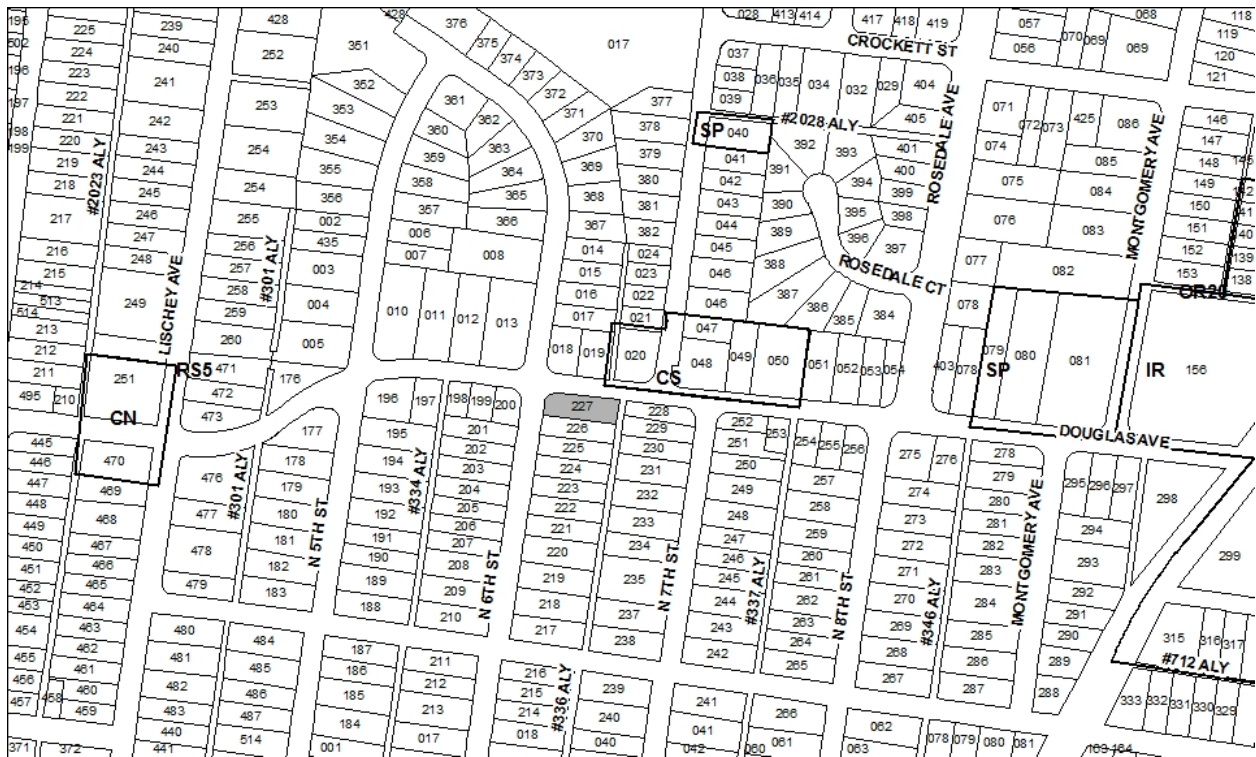
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/24/2014



**2014Z-047PR-001**

1223 N 6TH STREET

Map 071-16, Parcel(s) 227

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2014Z-047PR-001</b>
<b>Council District</b>	5 – S. Davis
<b>School District</b>	5 – Kim
<b>Requested by</b>	Dale & Associates, applicant; Ebert Investments, LLC, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	Approve

**APPLICANT REQUEST**

**Zone change from RS5 to RM20-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-A (RM20-A) zoning for property located at 1223 N. 6th Street, at the southeast corner of N. 6th Street and Douglas Avenue (0.20 acres).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

**Proposed Zoning**

Multi-Family Residential-A (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 4 units.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Supports a Range of Housing Choices
- Promotes Compact Building Design
- Supports a Variety of Transportation Choices

The proposed RM20-A promotes walkable neighborhoods by incorporating building placement and design elements to create a streetscape that enhances the pedestrian experience. RM20-A would expand the range of housing choices in the area by permitting multi-family residential and encourage compact building design by allowing more flexibility to build up rather than out. In addition, existing infrastructure is available at the subject property which supports infill development.

**EAST NASHVILLE COMMUNITY PLAN**

**Structure Plan policy**

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



# Metro Planning Commission Meeting of 7/24/2014

## Detailed Policy

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

## Consistent with Policy?

Yes. The proposed RM20-A is consistent with the MH in NG policy which supports a variety of housing types, including multi-family. Furthermore, the A district includes standards that achieves many of the design objectives of the policy.

## FIRE MARSHAL RECOMMENDATION

N/A

## STORMWATER RECOMMENDATION

N/A

## PUBLIC WORKS RECOMMENDATION

- Traffic study may be required at time of development.

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)	0.20	8.71 D	1 U	10	1	2

Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.20	20 D	4 U	39	3	5

Traffic changes between maximum: **RS5** and proposed **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 3 U	+29	+2	+3

## SCHOOL BOARD REPORT

**Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed RM20-A district: 1 Elementary 0 Middle 0 High**

The proposed RM20-A district would generate one more student than what is typically generated under the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. Shwab Elementary School has been identified



## **Metro Planning Commission Meeting of 7/24/2014**

as over capacity. There is capacity within the cluster for elementary school students. This information is based upon data from the school board last updated September 2013.

### **STAFF RECOMMENDATION**

Staff recommends approval of the zone change as the request is consistent with the land use policy.



**SEE NEXT PAGE**



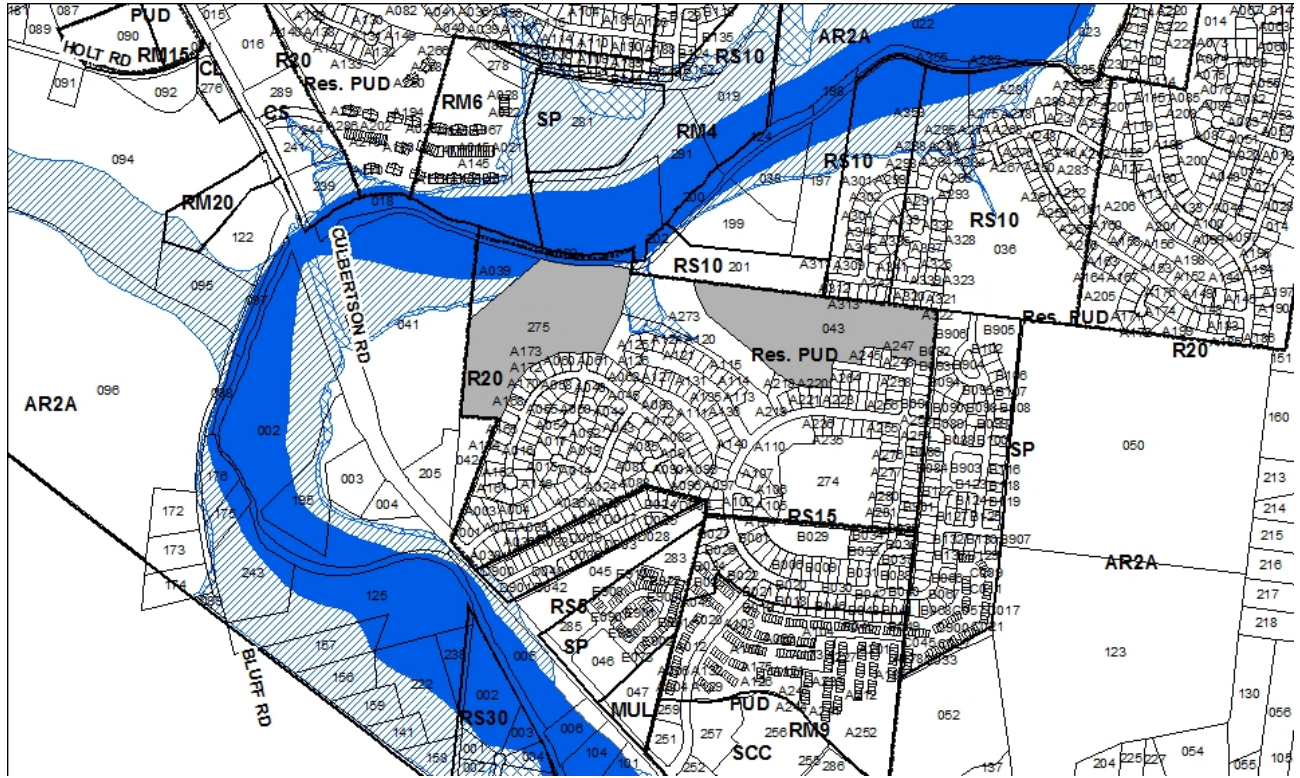


## **PLANNING COMMISSION ACTIONS**

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



# Metro Planning Commission Meeting of 7/24/2014



**88P-009-003**

AUTUMN OAKS, PH 5, 6 & 9

Map 181, Parcel(s) 043, 275

12, Southeast

31 (Fabian Bedne)



<b>Project No.</b>	<b>Planned Unit Development 88P-009-003</b>
<b>Project Name</b>	<b>Autumn Oaks , Phases 6, 8C &amp; 9</b>
<b>Council District</b>	31 – Bedne
<b>School District</b>	2 – Brannon
<b>Requested by</b>	Civil Site Design Group, applicant; Investment Properties, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions</i>

**APPLICANT REQUEST**

**Revise a portion of a Planned Unit Development to reduce the overall number of lots from 354 to 325.**

Revise Preliminary PUD

A request for a revision to the preliminary plan for a portion of the Autumn Oaks Planned Unit Development Overlay District on properties located at Oakfield Grove (unnumbered) and Culbertson Road (unnumbered), approximately 2,560 feet north of Nolensville Pike (27.0 acres), zoned One and Two-Family Residential (R20), to permit 42 single-family lots where 70 single-family lots were previously approved, reducing the overall permitted lot count from 354 to 326.

**Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25% duplex lots. *In this instance the number and size of lots is regulated by the PUD Overlay.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The subject PUD is approved for a maximum of 354 single-family lots.*

**CRITICAL PLANNING GOALS**

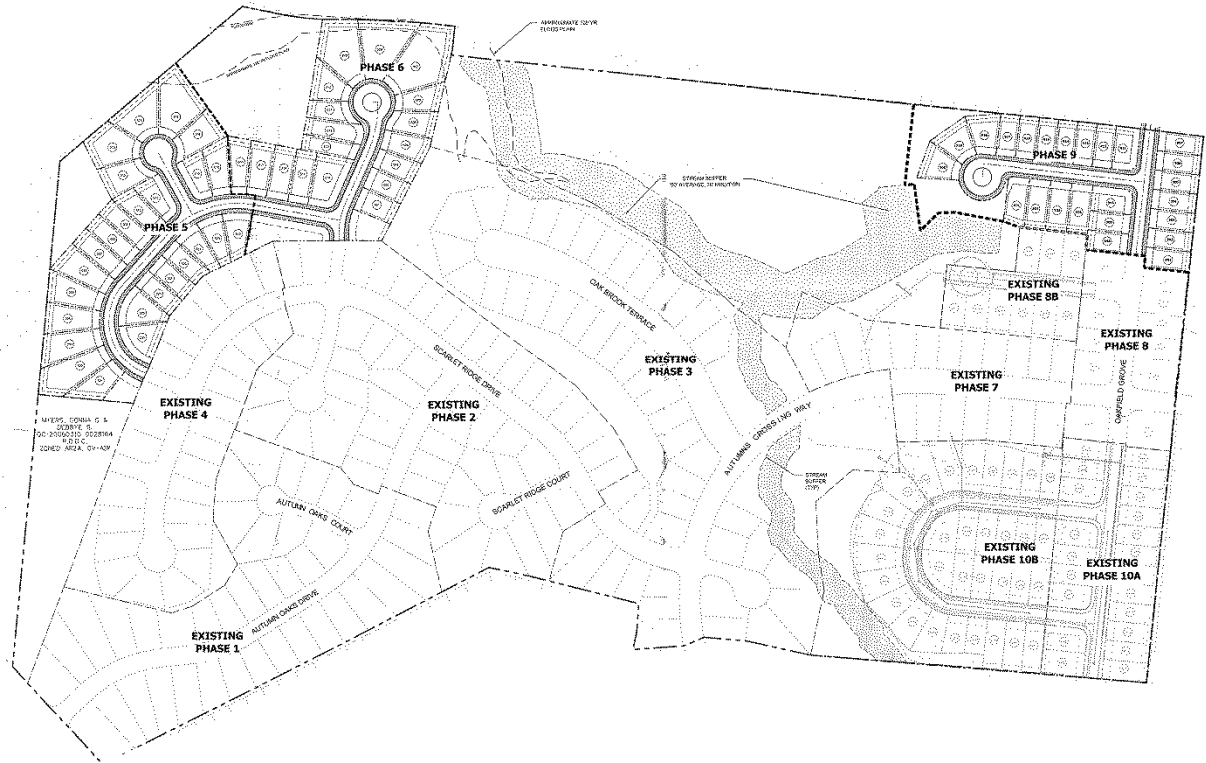
N/A

**PLAN DETAILS**

The Autumn Oaks Planned Unit Development (PUD) is located in southeast Nashville, north of Nolensville Pike. The development was approved in 1988 for 354 single-family lots. 258 lots have been platted leaving 96 lots remaining to be platted.



# Metro Planning Commission Meeting of 7/24/2014



**Proposed PUD Plan**



## Metro Planning Commission Meeting of 7/24/2014

The proposed revision removes a total of 36 lots. The lots to be removed are located in Phase 8C (27 lots) and Phase 9 (9 lots). An additional eight lots is being added to Phase Six. With this change, *the overall lot count within the PUD will be reduced to 326*. This leaves a total of 68 lots remaining to be platted within the PUD. The areas where lots are being removed contain moderately steep slopes and wet weather conveyances/streams.

### ANALYSIS

No changes are being proposed that conflict with the concept of the Council approved plan. The removal of lots is appropriate given that the lots would be located in areas that contain steep slopes. The removal of the lots will minimize disturbance of these areas. Consequently, staff finds that the proposed revision is a minor modification.

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

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

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



## Metro Planning Commission Meeting of 7/24/2014

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

### **BONDS**

In 2009, the Planning Commission adopted a bond policy pertaining to breached performance agreements. The policy prohibits staff from granting administrative approvals for any applications for any development within a PUD if there is a breached performance agreement with expired security in any portion of the PUD. This applies where the breach has occurred by the same developer, or by a separate developer.

There is an expired security for Phase 8B. Due to the breach, a hold has been placed on all building permits within the PUD. The breach did not occur under the current applicant/developer. The current applicant/developer has agreed to construct the unbuilt section of Oakfield Grove. This would provide a needed north/south connection between Autumn Oaks and Indian Creek.

Since the applicant has agreed to construct the roadway, staff is recommending that the permit holds be lifted for all phases except 8B, subject to the approval of all other relevant Metro departments. The holds should not be lifted until such time that the roadway has been completed and accepted. Staff is also requesting that the Commission grant staff the ability to administratively approve future applications for these phases as authorized by the Planning Commission's Rules and Procedures.

### **STORMWATER RECOMMENDATION**

**Approved**



## Metro Planning Commission Meeting of 7/24/2014

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

- Final construction drawings must be submitted to the Department of Public Works prior to commencement of work.
- Phase 9 shall be constructed and platted first, and the Oakfield Grove street connection with the Indian Creek Subdivision completed, prior to final plats in the other sections or phases.

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

#### **Approved with conditions**

- 1,000 gpm @ 20 psi required, 2,000 gpm @ 20 psi provided per Ryan Lovelace, PE. This subdivision has submitted engineering data that supports the approval for construction of homes up to 3,600 sq. ft. Any home over 3,600 sq. ft. will require an independent permit review by the Fire Marshal's Office.

### **STAFF RECOMMENDATION**

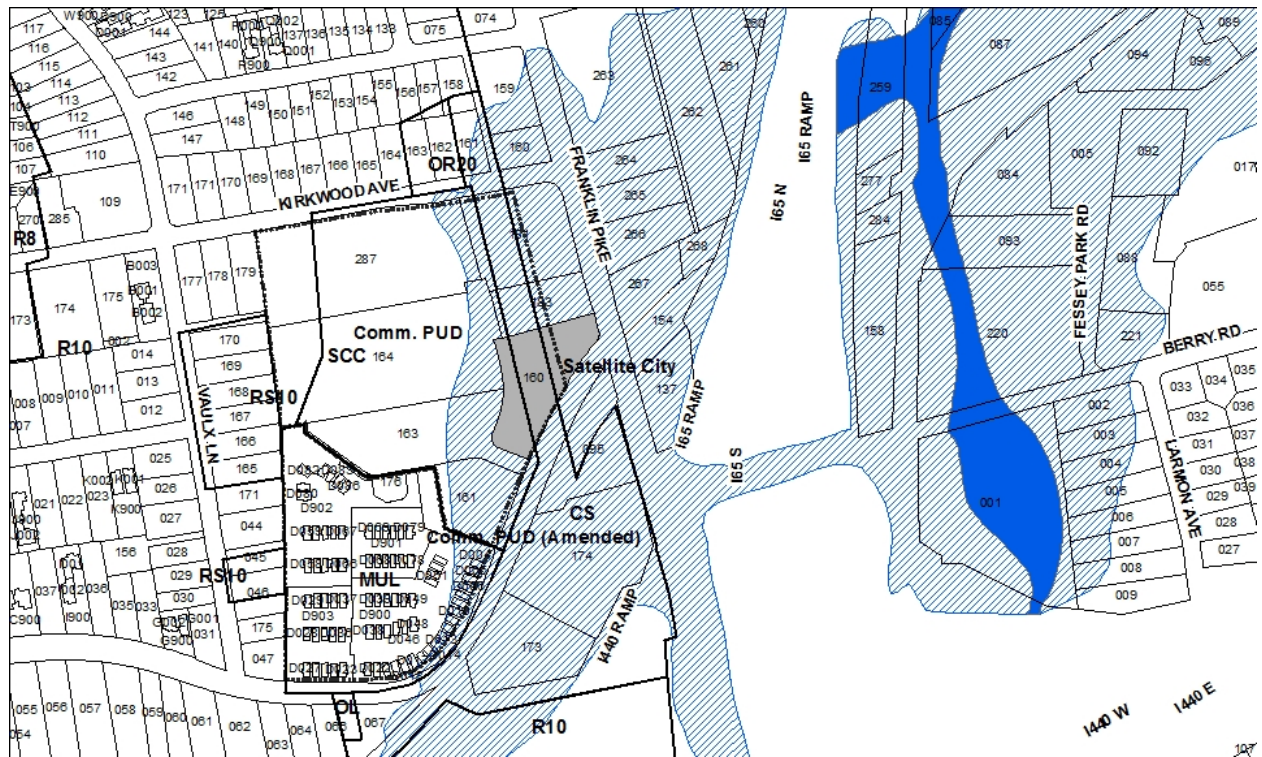
Staff recommends approval with conditions.

### **CONDITIONS**

1. The areas where lots are being removed shall be preserved as open space. Any proposal to reintroduce lots in these areas or increase the overall lot count from 326 shall require Council approval via a PUD amendment.
2. Building permit holds shall be released for all phases in the PUD, **except Phase 8B**, contingent upon the connection between Autumn Oaks and Indian Creek via Oakfield Grove, and all reviewing agencies recommending approval. The remaining section of Oakfield Grove to be constructed shall be accepted prior to the release of any building permits.
3. Staff may grant administrative approval for any future application for Phases 5, 6 and 9 within the PUD as authorized by the Planning Commission's Rules and Procedures.
4. A final plat for Phases 5 and 6 shall not be recorded until the portion of Oakfield Way in Phase 9 has been accepted by Metro Public Works.
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. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



# Metro Planning Commission Meeting of 7/24/2014



**89P-022-004**

GALE PARK (LOT 3)

Map 118-06, Parcel(s) 160

10, Green Hills - Midtown

17 (Sandra Moore)





**Project No.** **Planned Unit Development 89P-022-004**  
**Project Name** **Melrose PUD/Gale Park (Lot 3)**  
**Council District** 17 – Moore  
**School District** 7 – Pinkston  
**Requested by** Lukens Engineering Consultants, applicant; Check Holdings, LLC, owner.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Approve with conditions contingent upon Stormwater approval prior to the meeting. Defer or disapprove if the request has not been approved by Stormwater prior to the meeting.*

**APPLICANT REQUEST**

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

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Melrose Commercial Planned Unit Development Overlay District for property located at 2625 Franklin Pike, at the corner of Franklin Pike and Gale Lane and partially located within the Floodplain Overlay District, zoned Shopping Center Community (SCC) and Commercial Service (CS), (1.54 acres), to permit the development of a 7,651 square foot restaurant and retail building where a 7,505 square foot commercial building was previously approved.

**Existing Zoning**

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

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

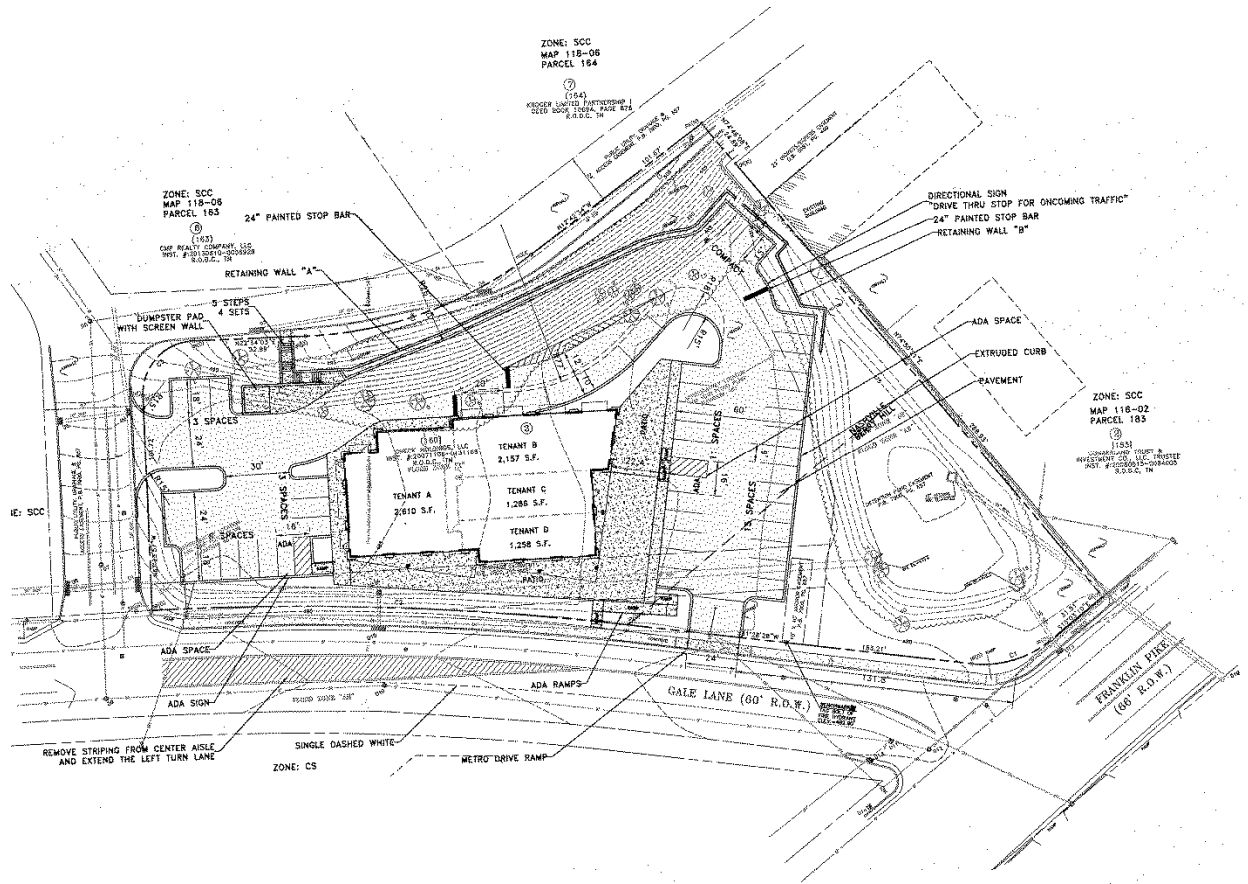
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**CRITICAL PLANNING GOALS**

N/A



# Metro Planning Commission Meeting of 7/24/2014



## Proposed PUD Plan



## Metro Planning Commission Meeting of 7/24/2014

### PLAN DETAILS

The subject site is located at the northwest corner of Franklin Pike and Gale Lane. A portion of the site is within Berry Hill. The site is approximately 1.54 acres in size and consists of open field. The Kroger and associated parking which is also within the Melrose Planned Unit Development (PUD) lot abuts the western property line.

The original PUD was approved in 1989. The subject site was last approved for a 7,505 square foot commercial building that included retail, restaurant and financial services uses. That plan was approved by the Planning Commission in 2008.

#### Site Plan

The plan calls for a new 7,651 square foot building. The building sits approximately 20 feet from Gale Lane. A large patio area is shown in front of the building (along Gale) as well as the northeastern side of the building. The patio area is intended to provide outdoor dining for the restaurant use.

Parking is located at the rear and side of the proposed building. Access into the site is shown directly from Gale Lane and from the internal drive that provides access to the Kroger. A sidewalk is provided along Gale Lane and a sidewalk connection is also shown from the rear parking lot to the Kroger parking lot. Due to the steep elevation change, this connection does require a series of stairs.

### ANALYSIS

Staff is recommending approval with conditions. The request is consistent with the overall concept of the Council approved plan. While the floor area for this proposal is slightly over what was last approved by the Planning Commission for this particular site in the PUD, the overall floor area remains within the maximum floor area permitted within the PUD. Since the proposed revision is consistent with the overall concept of the Council approved PUD plan and does not propose any changes requiring Council approval then finds that the proposed changes to the previous plan for this site is a minor modification.

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

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

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



## Metro Planning Commission Meeting of 7/24/2014

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

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



## **Metro Planning Commission Meeting of 7/24/2014**

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

N/A

### **CITY OF BERRY HILL**

No issues

### **STORMWATER RECOMMENDATION**

Comments will be provided prior to the meeting.

### **PUBLIC WORKS RECOMMENDATION**

#### **Conditions if approved**

- 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.
- Construct a dedicated right turn lane on Gale Lane at the proposed access drive onto Gale Lane as shown in the plan submitted on 2014-07-18.
- Extend existing left turn lane on Gale Ln. with TWTL pavement markings to existing PUD access drive.

### **WATER SERVICES**

Approved

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions contingent upon Stormwater approval prior to the meeting. Defer or disapprove if the request has not been approved by Stormwater prior to the meeting.

### **CONDITIONS**

1. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
2. Bicycle parking shall be provided per Metro Zoning Code requirements.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
6. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits



## **Metro Planning Commission Meeting of 7/24/2014**

for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

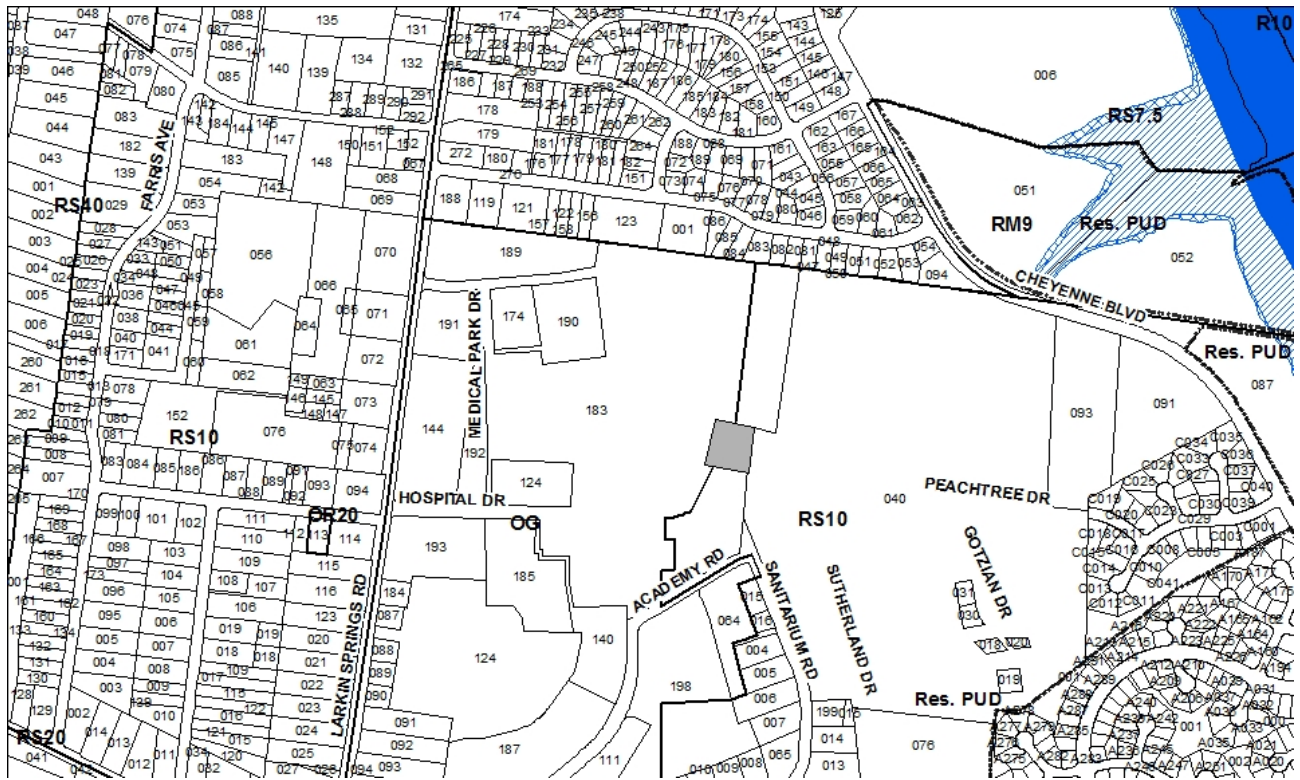
7. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to the issuance of any permit for this property, and in any event no later than 120 days after the date of conditional approval by the 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**



# Metro Planning Commission Meeting of 7/24/2014



**2012S-048-002**

SEVENTH DAY ADVENTIST & TENNESSEE CHRISTIAN MEDICAL CENTER,  
FOURTH REVISION, LOT 1

Map 052-03, Part of Parcel(s) 183

04, Madison

09 (Bill Pridemore)





**Project No.** 2012S-048-002  
**Project Name** Seventh Day Adventist & Tennessee Christian Medical Center, Fourth Revision, Lot 1  
**Council District** 9 - Pridemore  
**School District** 3- Speering  
**Requested by** Atwell, LLC, applicant; HTI Memorial Hospital Corporation, owner.  
  
**Staff Reviewer** Logan  
**Staff Recommendation** *Defer to the August 14, 2014, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Create 1 lot.**

Final Plat

A request for final plat approval to create one lot, dedicate easements and a variance for street frontage on a portion of property located at Hospital Drive (unnumbered), approximately 1,500 feet east of Larkin Springs Road, zoned OG and RS10 (0.60 acres), requested by Atwell, LLC, applicant; HTI Memorial Hospital Corporation, owner.

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 14, 2014, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 7/24/2014



**2014S-145-001**  
COTTAGES OF NEBRASKA  
Map 103-03; Parcel (s) 254  
07, West Nashville  
24 (Jason Holleman)



**Project No.** 2014S-145-001  
**Project Name** Cottages of Nebraska  
**Council District** 24 – Holleman  
**School District** 9 – Frogge  
**Requested by** Q.S. Pulliam, PLS, applicant; Jason Bockman, owner  
  
**Staff Reviewer** Sajid  
**Staff Recommendation** *Disapprove*

---

**APPLICANT REQUEST**

**Create two lots and grant variances from the street frontage and lot size compatibility requirement.**

Final Plat

A request for final plat approval to create two lots on property located at Nebraska Avenue, at the southwest corner of Nebraska Avenue and 49<sup>th</sup> Avenue North, zoned Single-Family Residential (RS7.5) (0.35 acres).

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 2 units.*

**CRITICAL PLANNING GOALS**

N/A

**PLAN DETAILS**

The applicant requests final plat approval for a two lot subdivision of property located at the intersection of Nebraska Avenue and 49<sup>th</sup> Avenue North in the West Nashville community plan area. The proposed subdivision does not meet the infill compatibility analysis that is outlined in Section 3-5.2 of the Subdivision Regulations. The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations; under this section, the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria, if the subdivision can provide for harmonious development within the community.

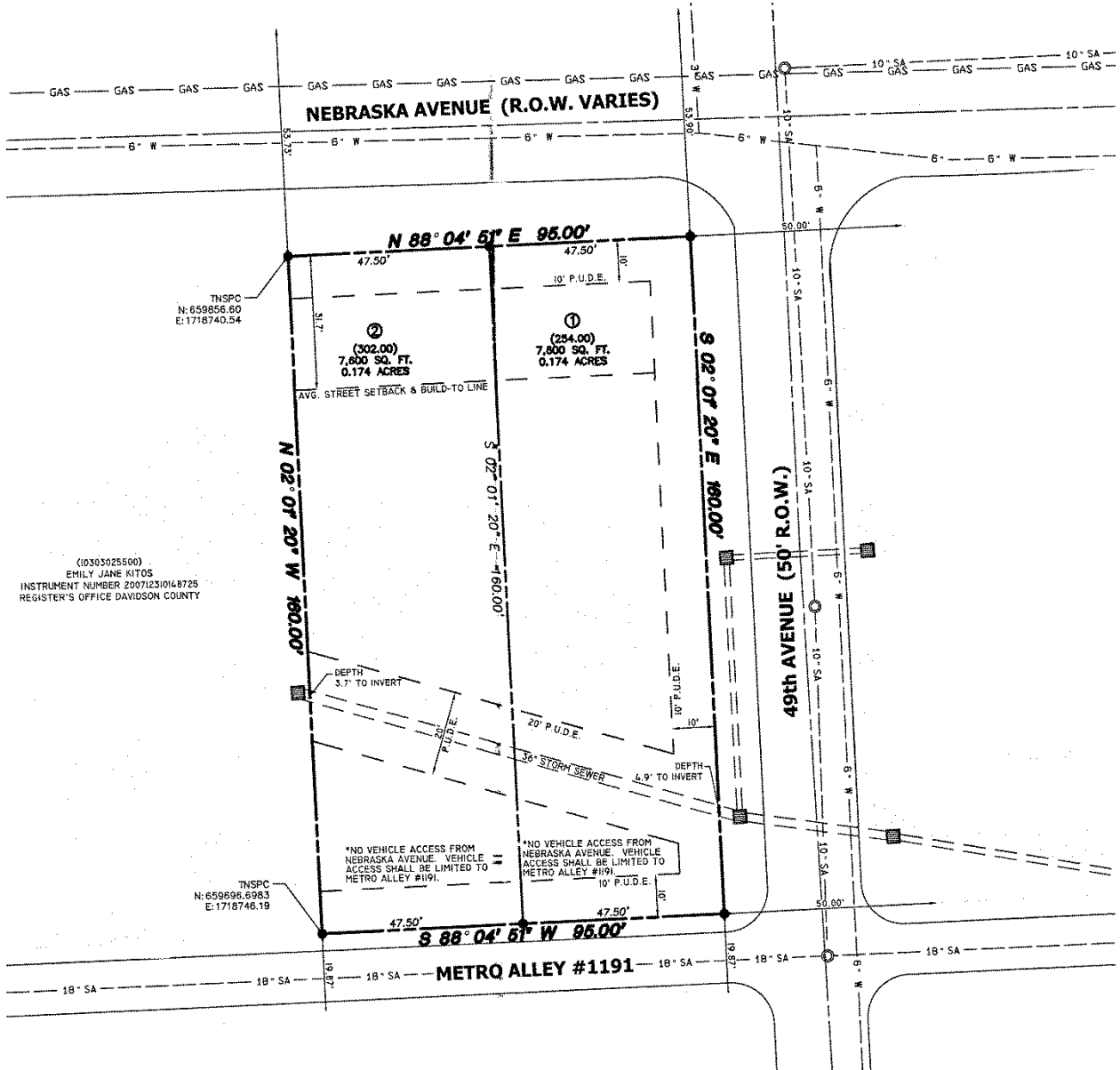
The existing lot is 15,200 square feet and has 95’ feet of frontage on Nebraska Avenue and is proposed to be subdivided into two lots with the following areas and street frontages:

- Lot 1: 7,600 Sq. Ft., (0.174 Acres), and 47.5 Ft. of frontage;
- Lot 2: 7,600 Sq. Ft., (0.174 Acres), and 47.5 Ft. of frontage.

The site is located at the southwest corner of the intersection of Nebraska Avenue and 49<sup>th</sup> Avenue North and is currently vacant. Access for both lots is to be restricted to the alley, and parking pads are not permitted within the front setback. The plat also includes a proposed street setback and restricts building height to a maximum of 2 stories in 32 ft.



# Metro Planning Commission Meeting of 7/24/2014



**Proposed Subdivision**



# Metro Planning Commission Meeting of 7/24/2014

## ANALYSIS

### Lot Compatibility

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

### Zoning Code

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

### Street Frontage

Both lots have frontage on a public street.

### Density

Urban Neighborhood Maintenance land use policy supports density up to 20 dwelling units per acre. The proposed infill subdivision provides a density of 5.7 dwelling units per acres which falls within the range supported by policy.

### Community Character

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. In this case, the lots created must be equal to or greater than 52.5 ft which is 70% of the average frontage of the surrounding lots. The proposed subdivision does not meet the lot frontage requirement.

<b>Lot Frontage Analysis</b>	
Minimum Proposed	47.5'
<b>70% of Average</b>	<b>52.5</b>
Smallest Surrounding Parcel	50'

2. Lot size: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. In this case, the minimum lot area must be at least 7,826 square feet, which is 70% of the average lot area of the surrounding lots. The proposed subdivision does not meet the lot size requirement.

<b>Lot Size Analysis</b>	
Minimum Proposed	7,600 SF
<b>70% of Average</b>	<b>7,826 SF</b>
Smallest Surrounding Parcel	7,405 SF

3. Street setback: The street setbacks for the subject properties are located within the Urban Zoning Overlay (UZO). A front setback/build-to line of 31.7 feet is proposed. Surrounding homes are setback from about 26 ft to 58 ft.



## Metro Planning Commission Meeting of 7/24/2014

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

### Agency Review

All review agencies recommend approval.

### Compatibility with Surrounding Area

The proposed subdivision does not meet the Community Character criteria. However, the Planning Commission may grant approval if it determines that the subdivision provides for the harmonious development of the community. In this case, the applicant has proposed several conditions to attempt to meet this provision: limiting the access to the alley, limiting the building height to 2 stories in 32 feet and adding a platted street setback.

Staff finds that the conditions proposed by the applicant do not overcome the incompatibility of the proposed lots with regard to lot frontage and lot area to provide for the harmonious development of the community.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

No exception taken

### **STORMWATER RECOMMENDATION**

Approve with conditions

- No disturbance to take place beyond the PUDE for the existing storm pipe. A chain link fence or equivalent will need to demarcate this area before construction commences.

### **WATER SERVICES RECOMMENDATION**

Approved

### **STAFF RECOMMENDATION**

Staff finds that the proposed subdivision is not consistent with the Subdivision Regulations and, therefore, recommends disapproval of the subdivision.

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

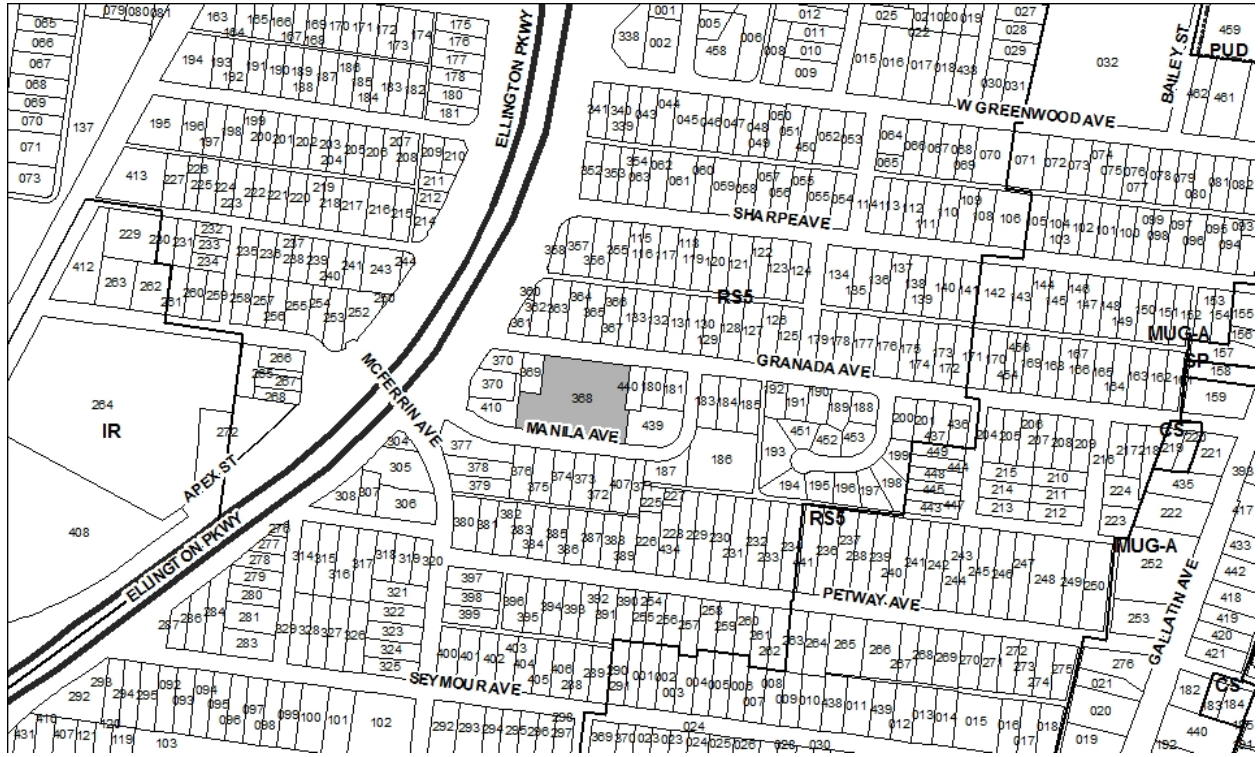
1. The final plat shall comply with the conditions of Metro Stormwater.
2. Remove Note 11.
3. Revise the access note on Lot 1 to restrict access to the alley and prohibit vehicular access from both Nebraska Avenue and 49<sup>th</sup> Avenue.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/24/2014



**2014S-151-001**  
JAMES BURNS, RESUB  
Map 082-04, Parcel(s) 368  
05, East Nashville  
05 (Scott Davis)





<b>Project No.</b>	<b>2014S-151-001</b>
<b>Project Name</b>	<b>James Burns, Resub</b>
<b>Council District</b>	5 – S. Davis
<b>School District</b>	5 – Kim
<b>Requested by</b>	Campbell, McRae & Associates Surveying, Inc., applicant; D.J. Robertson, owner.
<b>Staff Reviewer</b>	Sajid
<b>Staff Recommendation</b>	<i>Defer to the August 14, 2014, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Create six lots.**

Final Plat

A request for final plat approval to create six lots within the Greenwood Neighborhood Conservation Overlay District on property located at 909 Manila Avenue, approximately 235 feet east of Sharpe Avenue (1.36 acres), zoned Single-Family Residential (RS5).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 14, 2014, Planning Commission meeting at the request of the applicant.