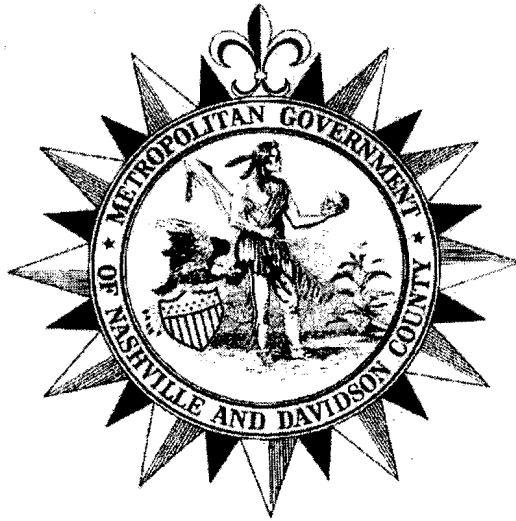


Metropolitan Planning Commission



Staff Reports

March 10, 2011

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

PREVIOUSLY DEFERRED ITEMS

- **Community Plan Amendments**
- **Zoning Text Amendment**
- **Institutional Overlay Final**

NO SKETCH



| | |
|-----------------------------|---|
| Project No. | Community Plan 2011CP-000-001 |
| Project Name | Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030 |
| Associated Cases | 2011CP-000-002 2011Z-001TX-001 2011CP-008-001 |
| Council District | Countywide |
| School Districts | Countywide |
| Requested by | Metro Planning Department |
| Deferral | Deferred from the February 24, 2011 Planning Commission Meeting |
| Staff Reviewer | Briggs |
| Staff Recommendation | <i>Approve with Conditions</i> |

APPLICANT REQUEST

Adopt the Major and Collector Street Plan

Adopt the Major and Collector Street Plan

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

Deferral

This item was deferred by the Planning Commission in order to answer additional questions raised by Public Works and to hold a work session for the Commissioners on March 10, 2011 concerning related items.

MAJOR & COLLECTOR STREET PLAN BACKGROUND

Summary

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

Complete Streets

This update of the MCSP reflects Metro's commitment to utilizing a "Complete Streets" approach to street design. Complete Streets is an initiative by which cities, states, and other jurisdictions adopt policies to insure that future



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roadway projects will attempt to accommodate multiple users – pedestrians, bicyclists, motorists, transit riders, and drivers of motor vehicles, and people of all ages and abilities, including children, older adults, and people with disabilities.

Locally, Mayor Karl Dean's Complete Streets Executive Order informs the direction of the MCSP update. The Complete Streets Executive Order, issued on October 6, 2010, directs Metro Departments to "Give full consideration to the accommodation of the transportation needs of all users, regardless of age or ability..."

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

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

Context Sensitive Solutions

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



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

- Addresses needs in a financially feasible manner by matching the street to the setting that ensures safety for multiple users of corridor;
- Involves stakeholders in the design process, balancing various needs to produce a solution that is an asset of lasting value to the community.
- Allows flexibility in design guidelines, particularly in constrained conditions;
- Designs a transportation system that serves multiple users regardless of travel mode; and
- Incorporates aesthetics as an integral part of good design.

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

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

Need to Update Plan

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

How the Major and Collector Street Plan Was Updated

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



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The MCSP was updated through the following steps:

1. Review of the plans referenced below,
2. Analysis of the existing conditions of all the major and collector streets in Davidson County, review of local transportation plans, review of Community Plans and Detailed Design Plans and assessment of the role of each street in light of *Mobility 2030's* guiding principles,
3. Designation of a Transect Category, Street Context, and Functional Design Type for each major and collector street in Davidson County. (Note that this assessment and proposal of street classifications did include upgrading some local streets to collectors or arterials and downgrading other streets from arterial to collector or from collector to local.)
4. Subjecting these proposed street classifications to the Nashville Area MPO's regional travel demand model to check the impact of the proposals on the overall street network,
5. Reviewing the document and street classifications with Metro Public Works, Metro Transit Authority and State of Tennessee Agencies, and receiving their input, and
6. Receiving input on street classifications and the document from the public at community meetings.

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

- Each Community Plan's recommendations for Major and Collector Streets
- Metropolitan Planning Organization Network (Regional Transportation Plan and Transportation Improvement Program)
- Strategic Plan for Sidewalks and Bikeways
- Nashville's Strategic Transit Master Plan



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- 2011 Northeast Corridor Mobility Study
- 2009 Northwest Corridor Conceptual Feasibility Study
- 2007 Southeast Corridor Alternatives Analysis
- The Code of the Metropolitan Government of Nashville and Davidson County, Tennessee
- The Subdivision Regulations of the Metropolitan Government of Nashville and Davidson County, Tennessee
- The Guiding Principles of *Mobility 2030*

HOW THE MAJOR AND COLLECTOR STREET PLAN WILL BE USED

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

Users of the MCSP

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

Public Sector

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



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

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

Private Sector

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

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

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

INTERPRETING MCSP DESIGNATIONS

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

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

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

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



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Environment

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

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

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

Street Context

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

Functional Design Type

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

Multi-modal and Scenic Overlays

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



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

IMPLEMENTATION OF THE MCSP

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

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

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

Constrained Development Situations

Planning staff recognizes that in some situations, there are constraints on a developer or property owner's ability to dedicate the standard right-of-way outlined in the proposed MCSP update. This is not new to Nashville – there have long been constrained development situations,



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especially on streets with historic buildings, with shallow property depths, etc. Today, under the existing MCSP, there is independent negotiation between Metro Departments and applicants involving the rights-of-way. These constrained situations will continue to exist, so discussion among Metro Departments and applicants will continue to take place. In the future, however, the final outcome will be more clearly documented to ensure consistency in the future developments along the same corridor.

Planning staff, in conjunction with Public Works, is currently doing an assessment of potential constrained areas along the major and collector street plan system. These areas will be identified and designated for rights-of-way smaller than the standards in the MCSP. In instances where the applicant and Metro staff cannot come to an agreement on the appropriate amount of right-of-way, the applicant may go to the Metro Planning Commission to request a smaller right-of-way standard.

MAJOR & COLLECTOR STREET PLAN UPDATE COMMUNITY PARTICIPATION

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

Agency Stakeholder Outreach

Agencies involved in implementing portions of the MCSP include:

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

Numerous meetings took place between Planning Department staff and representatives from the above listed agencies. Significant coordination and review of the draft document and MCSP designations were conducted jointly with MPW and TDOT. MTA coordinated with Planning Department staff in identifying future mass transit system opportunities within the draft MCSP based upon their strategic plan. The Nashville



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Area MPO also coordinated priorities established within the newly adopted Regional Transportation Plan (RTP) and their regional mass transit planning efforts.

Transportation Advocacy Outreach

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

Community Outreach

Staff conducted two community meetings to discuss the update to the Major and Collector Street Plan. The community meeting held on October 26 from 6 pm to 7:30 pm introduced the update to community members. It emphasized the more context-sensitive approach of the MCSP update and introduced the Complete Streets approach. Information was available regarding the streets now included in the MCSP and how the new approach to establishing rights-of-way contrasts with the currently adopted MCSP.

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

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

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



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

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

Community Feedback

One theme that has emerged from the feedback that the Planning Department has received related to the MCSP involved traffic calming on major and collector streets. Residents have expressed concern in how the designations within the MCSP are applied in Metro Public Works' Neighborhood Traffic Management Program. Public Works uses the MCSP functional design type designation as one tool to determine eligibility for the program, which includes only local streets. Streets identified within the MCSP in addition to certain streets designated by the Public Works Department are generally not eligible for these low cost improvements.

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

Public Hearing

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



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CHANGES SINCE THE STATIC DRAFT PLAN WAS POSTED

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

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

STAFF RECOMMENDATION

Approve the Major and Collector Street Plan (MCSP) entitled *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030* as the Planning Commission moved to approve, amended the motion, and subsequently deferred the motion at the February 24, 2011 meeting with the following conditions:

CONDITIONS (UPDATED TO REFLECT CONDITIONS FROM THE FEBRUARY 24 COMMISSION MEETING)

1. Remove Carothers Road from the MCSP because of approved Ordinance No. BL2006-1295, which establishes streets standards on Carothers Road that meets the planning and mobility concepts of the UDO’s design standards and of the proposed MCSP.
2. ~~Change the MCSP designation of Harding Road from east of Bosley Springs Road to west of Belle Meade Plaza from T5-M-AB5-UM to T5-M-AB6-UM to meet the transportation plan objectives of the adopted UDO.~~ Keep the proposed number of lanes on Harding Road as it is in the currently adopted MCSP – six lanes. The appropriate MCSP designation is T5-M-AB6-UM.



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3. Grant planning staff permission to fix typographical and grammatical errors as necessary.
4. Change the MCSP designation of Stewarts Ferry Pike from I-40 to McCrory Creek Road from T3-M-AB4 to T3-M-AB5 and from McCrory Creek Road to Lebanon Pike from T3-R-AB3 to T3-R-AB5 to reflect Public Works' pre-planning to widen to five lanes.
5. Remove Oakley Drive from the MCSP from Trousdale Drive to Edmondson Pike to reflect the removal of the proposed connection from the Collector Plan as adopted in the Southeast Community Plan.
6. The MCSP will be effective as of August 1, 2011.
7. Delete the following from the Major and Collector Street Plan pending final engineering studies:
 - a. Proposed Bosley Springs Connector
 - b. Hillwood Boulevard
 - c. Hickory Valley Road
 - d. Vine Ridge Drive
 - e. Brook Hollow Road
 - f. Davidson Road

The following condition is recommended by staff as part of the amended motion:

8. To address concerns of Travecca Nazarene University, add an alternative conceptual alignment that achieves a similar mobility concept as the University Row/Walsh Road proposed extension. This alternative conceptual alignment is designated as T4-M-PAB4-UM and links Wedgewood Avenue/Walsh Road near the existing Fairgrounds site to Polk Avenue. This concept continues on Polk Avenue and Fessler's Lane to Murfreesboro Road. Additionally, the designations on Polk Avenue change from T4-M-AB3 to T4-M-AB3-UM; T4-R-AB3 to T4-R-AB3-UM; and D-I-AB3 to D-I-AB3-UM. The designation on Fessler's Lane changes from D-I-AB4 to D-I-AB4-UM.

NO SKETCH



Project No. Community Plan 2011CP-008-001
Project Name North Nashville Community Plan: 2010 Update
Associated Case 2011CP-000-001
Council District 2 – Harrison, 19 – Gilmore, 21 – Langster
School Districts 1 – Gentry, 7 – Kindall
Requested by Metro Planning Staff
Deferral Deferred from the February 24, 2011, Planning Commission meeting to follow Major and Collector Street Plan adoption

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

APPLICANT REQUEST Amend the North Nashville Community Plan: 2010 Update











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

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



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

North Nashville Community Plan: 2010 Update The *North Nashville Community Plan: 2010 Update* focused on appropriate residential and commercial infill development, creating unique open space, as well as providing multiple transportation options. Transportation options are covered in the North Nashville’s Transportation Plan. The Transportation Plan provides recommendations on bike and

Major and Collector Street Plan Recommendations

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

Community Plan Recommended Street Connections

-  Required Streets
-  Suggested Streets

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

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



Source: Metropolitan Nashville Planning Department

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



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pedestrian facilities, greenways, transit, and major, collector and local streets within the North Nashville Community. Recommendations regarding major and collector streets in North Nashville are provided via the Major and Collector Street Plan (MCSP).

The Major and Collector Street Plan

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

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

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

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

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

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



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

5th Avenue North

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

9th Avenue North

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

10th Avenue North

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

Dominican Drive

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

21st Avenue North

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

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



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CONCLUSION

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

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

STAFF RECOMMENDATION

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

NO SKETCH



| | |
|-----------------------------|--|
| Project No. | Text Amendment 2011Z-001TX-001 |
| Project Name | New Zoning Code Terminology Related to the Update of the Major and Collector Street Plan |
| Associated Cases | 2011CP-000-001 2011CP-000-002 |
| Council District | Countywide |
| School District | Countywide |
| Requested by | Metro Planning Department |
| Deferral | Deferred from the February 24, 2011, Planning Commission meeting to follow Major and Collector Street Plan adoption |
| Staff Reviewer | Ratz |
| Staff Recommendation | <i>Approve if the Major and Collector Street Plan is approved, defer if the Major and Collector Street Plan is deferred.</i> |

APPLICANT REQUEST

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

Text Amendment

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

PURPOSE

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

Additionally, the table of street setbacks for multi-family and non-residential districts and uses will be amended to reflect the updated terminology and to distinguish between



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the measurement of right-of-way and the measurement of the street setback on private property.

BACKGROUND

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

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

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

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

EXISTING METRO CODE AND PROPOSED CHANGES

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

Definitions

The definitions of the street designations "Collector" and "Arterial" in the Zoning Code need to be updated to reflect the terminology used in the MCSP and insure proper implementation of the existing standards. Rather than change every instance of the word "Collector" in the



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

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

Measurement of Setbacks

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

Table 17.12.030B

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

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

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



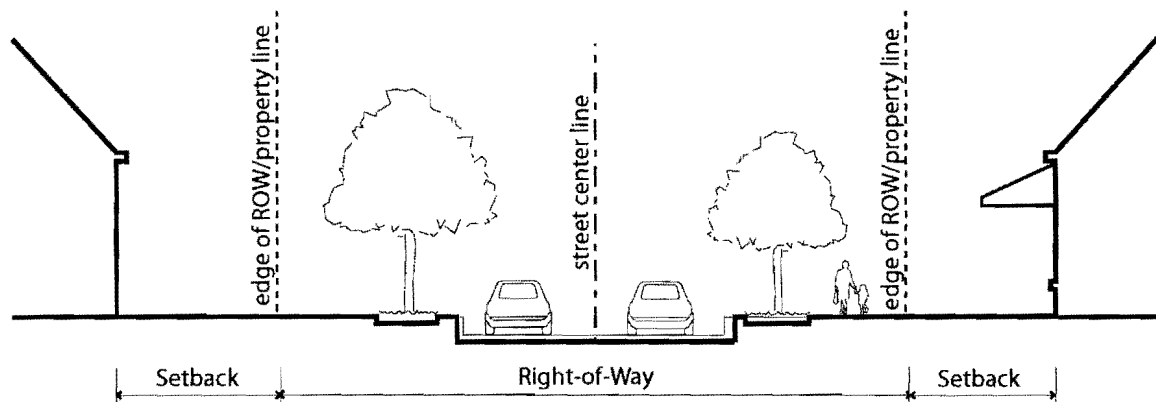
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about with the MCSP update; to insert all of the new street categorizations would make the table difficult to use. In an effort to keep the information presented in the zoning code simple, an alternative method for measuring building placement is proposed, *though the street setback dimensions themselves will remain unchanged*. The zoning code text regarding the measurement of street setbacks will be amended as follows:

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

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

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



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



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(BZA) or if they wish to propose an alternative right-of-way width (MPC).

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

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

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

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



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The complete amended table is as follows:

Table 17.12.030B

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

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

STAFF RECOMMENDATION

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

ORDINANCE NO. _____

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

SEE NEXT PAGE

NO SKETCH



Project No.
Project Name

Text Amendment 2010Z-024TX-001
Cash Advance, Check Cashing, Title Loan and Pawnshop

Council Bills
Council District
School District
Sponsored by
Deferral

BL2010-827
Countywide
Countywide
Councilmember Jamie Hollin
Deferred from the January 27, 2011, Planning Commission meeting

Staff Reviewer
Staff Recommendation

Regen
Disapprove

APPLICANT REQUEST

Delete Zoning Code definitions for cash advance, check cashing, pawnshop, and title loan uses.

Text Amendment

A request to amend the Metro Zoning Code, Section 17.04.060 (Definitions) and 17.08.030 (Zoning Land Use Table) by removing the definitions and land uses “cash advance”, “check cashing”, “pawnshop” and “title loan” as amending Chapter 17.16 relative to “financial institution” and “pawnshop”.

PURPOSE

This text amendment would classify *any* land use that makes loans, gives cash, or cashes checks as “financial institution” regardless of whether it is the primary business, or an accessory use.

ANALYSIS
Existing Law

On October 7, 2008, the Metro Council adopted a text amendment bill, BL2008-169, establishing definitions for cash advance, check cashing, pawn shop, and title loan as regulated by the Tennessee Code of Laws. That bill also identified what zoning districts such uses would be allowed. Prior to the adoption of this bill, these uses, except pawnshop, were classified as “financial institutions” by the Zoning Administrator. A pawnshop was classified as a “retail” use.

Prior Bill (BL2010-786)

On October 19, 2010, the Metro Council introduced a text amendment bill, BL2010-786 (2010Z-021TX-001), to remove from the above land uses, any reference to the Tennessee Code of Laws. The bill was deferred indefinitely by the Metro Council at the January 4, 2011, public hearing. Essentially, retail and financial institution land uses would not be allowed to have cash advance,



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check cashing, pawnshop, or title loan (alternate financial services [AFS]) as accessory uses unless the AFS use was allowed as a primary use by the base zoning district. The Planning Commission received staff's analysis in its December 9, 2010, staff report packet as did the bill's sponsor. In response to staff's analysis, the sponsor deferred indefinitely this bill, and introduced a new bill on January 4, 2011, BL2010-827.

Current Bill (BL2010-827)

The current bill, basically, repeals the adoption of BL2008-169 adopted in October 2008, by the Metro Council and makes bill BL2010-786 obsolete; BL2010-786 was deferred indefinitely by the sponsor earlier this year. By removing any distinction between the various AFS uses from the Zoning Code, this bill classifies **all** AFS businesses, whether primary or accessory, as a "Financial Institution", and classifies pawn shops as "Retail".

Metro Zoning Code

The Metro Zoning Code defines the various land uses addressed in this bill and references the Tennessee Code of Laws. By referencing state law, the Zoning Code mimics state law which draws a distinction between a bank or credit union and AFS businesses.

"Financial institution means any building, room, space or portion thereof where an establishment provides a variety of financial services, including generally, banks, credit unions, and mortgage companies."

Cash advance means any building, room, space or portion thereof where unsecured, short-term cash advances are provided, including those made against future pay checks, as regulated by Title 45, Chapter 17, of the Tennessee Code Annotated.

Check cashing means any building, room, space or portion thereof where checks are cashed in exchange for a fee, as regulated by Title 45, Chapter 18, of the Tennessee Code Annotated.

Pawnshop means any building, room, space or portion thereof where a pawnbroker regularly conducts business, as regulated by Title 45, Chapter 6, of the Tennessee Code Annotated.

Title loan means any building, room, space or portion thereof where a business operates that makes loans in exchange for possession of the certificate of title to property or a security interest in titled property, as regulated by Title 45, Chapter 15, of the Tennessee Code Annotated."



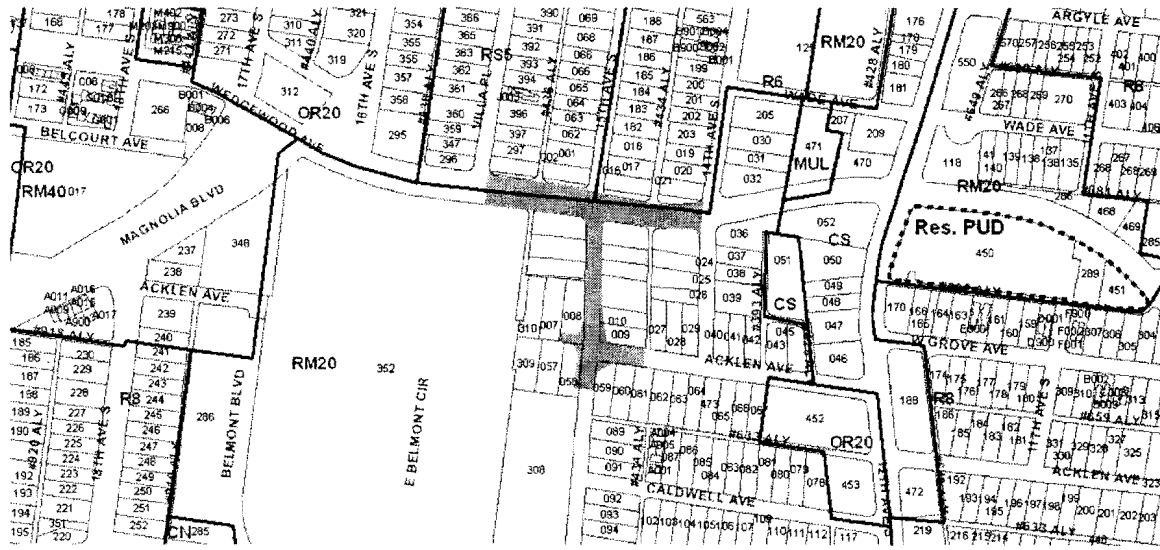
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Zoning Districts

Currently, the Metro Zoning Code permits AFS uses in all office, mixed-use, commercial, and shopping center districts and the IWD district. Pawnshops, as currently defined, are permitted in all mixed-use and commercial zoning districts. In addition, there are several Specific Plan zoning districts that have been adopted which use these definitions, and explicitly exclude AFS and pawnshop uses. The adoption of this bill would not modify the restrictions in these specific plans, including the one adopted for Gallatin Pike.

STAFF RECOMMENDATION

Staff recommends disapproval of this bill. The purpose of the Zoning Code is to distinguish land uses that function differently. It repeals BL2008-169 which was adopted to distinguish AFS uses from other types of financial businesses and pawnshop from retail uses. The currently proposed bill improperly classifies all stand-alone AFS uses as being financial institutions.



2006IN-002-005
BELMONT UNIVERSITY (FINAL: LAW SCHOOL OFF-SITE IMPROVEMENTS)
 Map 105-09, Part of Parcels 008-010, 058, 059
 Green Hills - Midtown
 18 - Kristine LaLonde



Project No. Belmont University IO
Project Name 2006IN-002-005
Council District 18 – LaLonde
School District 8 – Hayes
Requested by Littlejohn Engineering Associates Inc., applicant, for Belmont University, owner
Deferral Deferred from the September 14, 2010, Planning Commission Meeting

Staff Reviewer Bernards
Staff Recommendation *Approve with conditions and recommend to the Council that the Belmont University IO remain in place and the "Residential Buffer Zone" be more clearly defined.*

APPLICANT REQUEST Off-site improvements for the College of Law Building

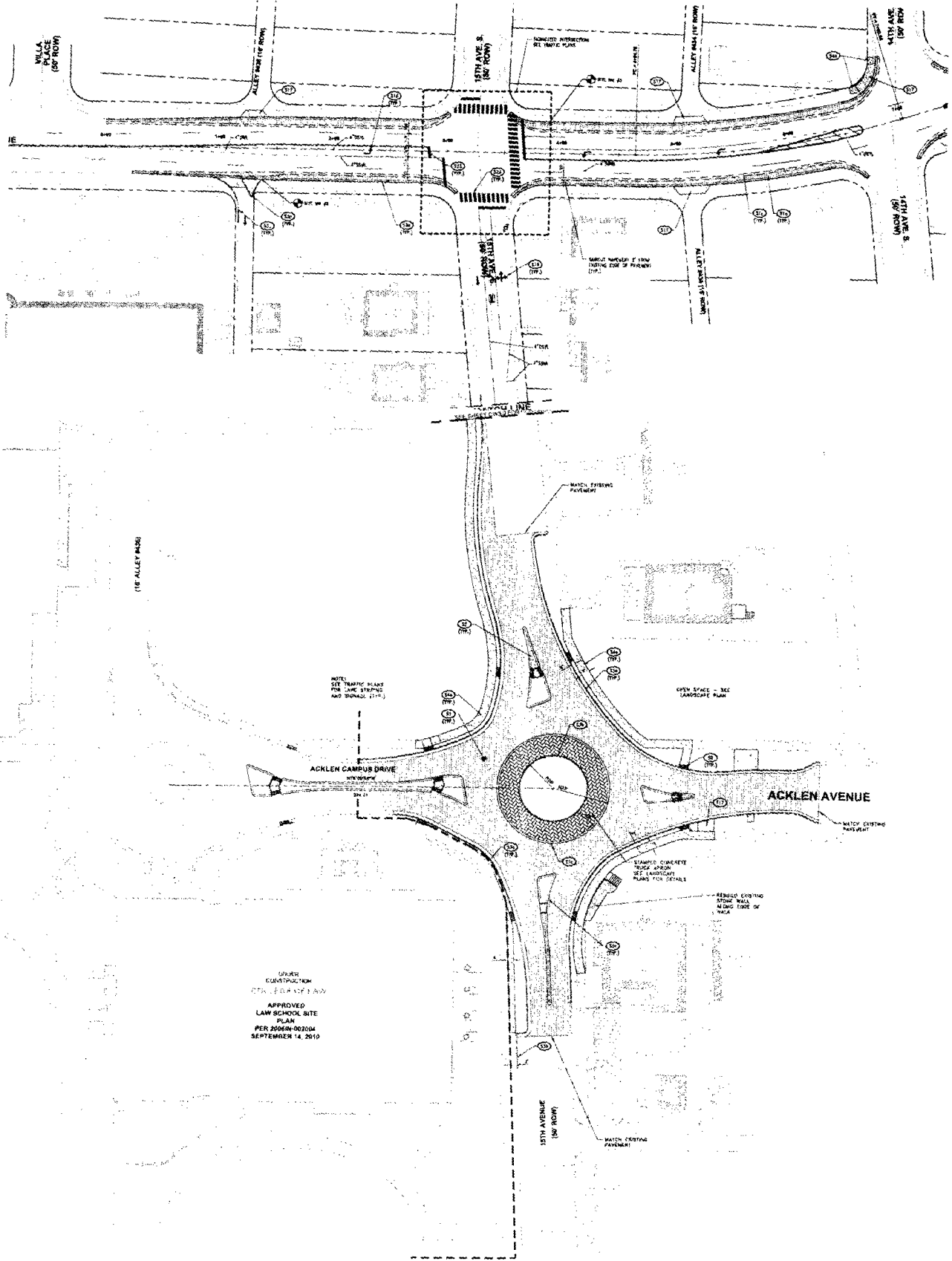
Final Plan Approval A request for final approval for a portion of the Belmont University Institutional Overlay district located at 1419, 1500, 1501, 1502, 1503, 1504 and 1505 Acklen Avenue, 1812 15th Avenue South, and at 15th Avenue South (unnumbered), zoned RM20, to permit the construction of off-site roadway improvements for Belmont School of Law

Deferral Originally, the final site plan for the College of Law Building and off-site roadway improvements were to be considered together. Consideration of the off-site improvements was deferred indefinitely so that Belmont and the Neighborhood Advisory Committee could continue to work on issues related to these improvements.

CRITICAL PLANNING GOALS N/A

PLAN DETAILS Belmont University received final site plan approval for a building to house the College of Law in September 2010. At this time, Belmont is requesting final approval for associated campus alterations to support the new building. These alterations involve roadway improvements, including the removal of one house within the residential buffer on 15th Avenue, north of Acklen Avenue, the loss of a portion of the on-street parking along this section of 15th Avenue and the installation of a traffic signal at 15th Avenue and Wedgewood Avenue.

Traffic Signal at 15th Avenue and Wedgewood Avenue The initial approval of the Institutional Overlay (IO) did not require a traffic signal at 15th and Wedgewood Avenues. With the construction of the College of Law, a



DRAWN
 CONSTRUCTION
 CITY OF DENVER
 APPROVED
 LAW SCHOOL SITE
 PLAN
 PER 2006N-002004
 SEPTEMBER 14, 2010



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traffic signal is warranted at this intersection. While a final site plan can be approved administratively if it is consistent with the approved preliminary plan, condition No. 20 of Council Bill 2005-555, the ordinance establishing the Belmont IO, states:

“20. Approval of the IO overlay does not require the installation of a traffic signal at 15th Ave. South, and Wedgewood Avenue by Belmont University. If Belmont University proposes or otherwise agrees to provide for the installation of a traffic signal at that location, the Planning Commission must review the approved development plan and provide a recommendation to Council as to the impact on the neighborhood and whether the IO should be continued.”

As a traffic signal is proposed with this final site plan request, the Planning Commission must review this plan and make a recommendation to the Council.

Traffic Impact Study

17.36.350.B of the Zoning Code, requires an updated Traffic Impact Study (TIS) every five years for IO Districts. The original ordinance adopted the Belmont IO District on August 19, 2005. An update to the TIS accompanied the submission of the final site plan for the College of Law. The TIS included three scenarios of potential student enrollment and already identified development growth since 2005. Scenario 1 included the construction and occupancy of the College of Law and Scenarios 2 and 3 included the development of specific areas within the IO associated with enrollment growth. The analyses showed that the projected volume of traffic associated with the proposed scenarios can be accommodated with specific roadway and traffic control improvements. Public Works has identified a number of improvements that must be made in order to accommodate the College of Law.

Residential Buffer Zone

The proposed road design to accommodate the College of Law includes two round-about style intersections. A residential structure within the Residential Buffer Zone will be impacted in order to accommodate the roundabout for the Acklen Avenue and 15th Avenue intersection. The applicant has proposed the removal of this house. The area of the property not included in the round-about is proposed to be landscaped.



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There is a limited description in the adopting ordinance of what the Residential Buffer Zone (the Buffer) consists of – only that it must be in place.

The Buffer is referenced in three places in the IO Master Development Plan.

The Current Property and Expansion Area section identifies the Buffer area as:

“Ten parcels along the east side of 15th Avenue South between Caldwell and Wedgewood Avenues plus two parcels on the south side of Acklen Avenue, which are a combined twelve parcels of mixed ownership designated to remain as an existing single-family residential buffer.”

In the Residential Campus Zone section the reference to Buffer is as follows:

“The east side of 15TH Avenue between Wedgewood and Caldwell Avenue is intended to remain as an existing residential buffer subject to condition and codes permitting.”

In the Proposed Development Sites and Existing Residential Buffer Zone section the location of the Buffer is called out and includes the following:

“Maintain the east side of 15TH Avenue between Wedgewood and Caldwell Avenue as an existing single-family residential buffer; Belmont may make complementary residential modifications to any university-owned properties”

There is not a clear definition in the Metro Zoning Code as to how this Buffer area is to evolve. Section 17.04.060 of the Metro Zoning Code defines “buffer” as “an area of land, including landscaping, berms, wall and fences, which is located between specified uses or rights-of-way.” The designation as a residential buffer, according to the Zoning Code, is to be simply a separation between the campus development and the adjacent residential neighborhood.

A condition has been added to this final site plan that suggests how the Council could strengthen the language to clarify that the residential buffer means residential units – either the units currently in place or if any need to be replaced, the replacement will be of a similar style as the



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existing structures. While the loss of the house at 1812 15th Avenue affects the buffer, staff is recommending approval of its removal as it is on the corner and the integrity of the buffer will continue with the remaining houses. If the Commission decides that the house is to remain, the front porch of the structure will need to be removed and replaced with a smaller porch and the side setback will be reduced to a range of zero to three feet along Acklen Avenue. Details of the front of the house have been provided to show how a renovated porch can be accommodated. The IO District allows for setbacks to be reduced.

The Zoning Code establishes the procedures for the review of Institutional Overlays. The Code requires the Planning Commission to review all final site plans to determine if they are in compliance with the Council approved preliminary overlay plan. The Commission must find that the proposed final site plan meets the standards established in the preliminary plan. Staff recommends that the proposed plan is consistent with the Residential Buffer Zone standards of the IO since this portion of the plan will still serve as an area that will separate the buildings in the IO from the surrounding residential area, and since there is not a clear definition in the Code as to how this buffer area was to evolve.

Revised Residential Buffer

The new language needs to make it clear that the residential character along 15th Avenue is to be maintained. If any structure is demolished it must be replaced with a structure that fits the footprint of the old structure and be residential in design and use.

Staff recommends that the following be added to the Proposed Development Sites and Existing Residential Buffer Zone section of the Master Development Plan of the Belmont University IO:

Residential Buffer Zone: The Residential Buffer Zone consists of residential uses and the structures located at 1800, 1802, 1804, 1806, 1810, 1906, 1908, and 1910 15th Avenue and 1415, 1417 and 1419 Acklen Avenue. These structures shall be maintained as residential and shall serve as the residential buffer and, if there is any need for a structure to be replaced, the replacement shall be of a similar style as the existing structures.



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Parking on 15th Avenue

In order to support the traffic signal at Wedgewood and 15th Avenues, turn lanes will need to be added and a number of the on-street parking spaces on 15th Avenue will need to be removed. There are two properties on the block not owned by Belmont University. As the University acquires the property, the intention is to widen 15th Avenue to accommodate the necessary lanes and add back four parking spaces on the eastern side. In order to ensure this parking is reserved for residents and not used by students or visitors to the university, a Residential Parking Permit program has been approved by the Metro Traffic and Parking Commission.

In a letter sent to the Executive Director of the Planning Department in September 2010, the Belmont Hillsboro Neighborhood, Inc. expressed concern with the loss of the on-street parking and its impact on the Residential Buffer Zone. Belmont responded to the letter by preparing a parking study for this block.

The parking study analyzed the bedroom count of each unit within the residences facing 15th Avenue. Based on the Zoning Code, 40 parking spaces would be required. On-site parking capacity under the proposed plan for these properties is 39 spaces. The majority of these would be accessed from the existing rear alley.

In order to fully utilize this potential, Belmont has prepared an Alley Improvement Plan designed to make the rear alley parking as convenient and accessible as possible. This includes the identification of improvements and the standardization of the parking on each property, including clearly identifying the spaces. The Plan does not include a program of ongoing maintenance within the alley. This will need to be added.

Belmont Advisory Committee

An advisory committee made up of community and Belmont representation was established with the Council conditions of the IO. The Belmont Neighborhood Advisory Committee has met several times this year to discuss and evaluate the proposed roundabout and traffic signal. The Advisory Committee prepared a position paper and submitted it to Planning staff. There was not complete agreement on all of the points. The points and the concerns raised by the member representing the Neighborhood Association are below.



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Staff Recommendation to the Council

As noted above, the Commission must review the approved development plan and provide a recommendation to Council as to the impact of the traffic signal at Wedgewood and 15th Avenues on the neighborhood and whether the IO should be continued. Staff recommends that the IO be continued since the proposed traffic signal is warranted by development that was contemplated in the original IO document approved by Council. The proposed TIS includes mitigation measures to adequately address traffic impacts of the continued development within the IO as was called for in the original Council approved plan. In addition, staff is recommending that the Council add the new language defining the Residential Buffer Zone along 15th Avenue.

NES RECOMMENDATION

- 1) All street lighting shall meet Metro/NES requirements for the public ROW. The conduit, footings, poles and fixtures must be installed by developer – NES needs locations of street light bases for conduit stub-outs to those general areas. Current customer drawings require the removal of Metro street lights without showing a new lighting layout for the proposed improvements. Customer needs to submit a proposed lighting layout for Metro/NES approval.
- 2) Sheet C3.0 – Demolition Plan shows a pole line along the south side of Acklen Ave to be removed. Pole line has been labeled as “NES to remove”. This pole line belongs to AT&T and removal must be coordinated with them.
- 3) Sheet CW3.0 – Demolition Plan shows NES to remove a pole at the corner of 15th Ave and Wedgewood Ave. If this pole is to be removed, overhead power will not be available on 15th Ave from Wedgewood to Acklen. Customer will be responsible for any relocation and easement costs required to keep electrical service to the customers along 15th Ave from Wedgewood to Acklen. Additionally, if power is removed from 15th Ave, NES does not have the ability to continue to provide temporary power to the construction offices for Belmont University located at the corner of Acklen and 15th Ave.

WATER SERVICES RECOMMENDATION

Approved

STORMWATER RECOMMENDATIONS

Approved



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PUBLIC WORKS RECOMMENDATION

Revise and Resubmit:

- 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.
- Show and label on plans a full 1.5 inch asphalt pavement overlay to the entire reconstruction area of Wedgewood, 15th, and Acklen Avenue.
- Add note to cover sheet All streets to remain open to local traffic during construction.
- Show construction detail and cross-section for core in roundabout. Truck apron to be stamped concrete 8" thick or stamped asphalt, include detail in street construction plans.
- Revise curbing on roundabout center and splitter islands to be TDOT mountable curb and gutter 6" Sloping Detached Concrete Curb RP-MC-2 Type B. Incorrectly shown is the mountable extruded curb.
- Show splitter island details and cross section. Provide continuous concrete 8" thick, and add detectable warnings 24" minimum on pedestrian entry and exit points.
- Revise roundabout entries to be 24' wide minimum with 12' minimum entry/exit lanes.
- Dimension the outer inscribed circle radius on the roundabout.

Comply with previous conditions.

- Sheet C4.0 Extend the proposed DSYL pavement marking on the north approach of the roundabout from the intersection of Wedgewood.
- Sheet CW3.0
 - (1) Remove the shared LT-THRU-RT pavement markings from the northbound right hand lane on 15th Avenue at Wedgewood and replace with THRU-RT markings.
 - (2) Label the SSWL lane marking for the northbound approach on 15th Avenue at Wedgewood
 - (3) Modify the traffic signal plan to accommodate the pavement marking changes on 15th Avenue at Wedgewood. Submit signal plan to Chip Knauf at MPW for review.

FIRE MARSHAL RECOMMENDATION

Approved



Metro Planning Commission Meeting of 03/10/2011

BELMONT UNIVERSITY NEIGHBORHOOD ADVISORY GROUP RECOMMENDATION

The Belmont Neighborhood Advisory Committee met several times this year to discuss and evaluate the proposed roundabout and light that has been submitted to the Planning Commission by Belmont University. The Neighborhood Advisory Committee circulated a nine point draft to all of its members based on the discussion held at the meetings. Several comments were received.

“Consequently, the nine point draft document is not a consensus view of the entire group.

There were objections to some of the language in this draft, particularly point 4, point 8 and point 9. In regards to point 4, the Belmont Hillsboro Neighborhood Association representative objected to the phrase "that we are all in agreement" about the residential buffer definition being vague. In regards to Point 8, the committee does have concerns about what kind of development might occur in the area from 15th Avenue to 12th Avenue South. However, there was not an agreement as to whether this requires re-examining the Institutional Overlay. Concerning Point 9, traffic calming around the university is something the committee would definitely like to discuss in the future, however, having Planning work with Public Works was not an agreed position.

Finally, the representative of the Belmont Hillsboro Neighborhood Association that is on the committee expressed the view of that organization that it believes that only the Metro Council can approve the proposal submitted by Belmont University. Their comments are included below.

- 1. The committee is in favor of construction of the roundabout and the installation of a light at 15th and Wedgewood.*
- 2. The committee believes that the most aesthetically pleasing approach for the roundabout is to demolish the house at the northeast corner of 15th and Acklen. Building the roundabout while leaving the house makes the house unappealing. The committee believes that the demolition of this house is a one time occurrence and that the elimination of other residential structures would not be consistent with the residential buffer that is part of the Institutional Overlay.*



Metro Planning Commission Meeting of 03/10/2011

3. *That in place of the house, Belmont be required to build and to maintain an open green space area. This area should have a significant amount of plantings plus have some "park like" features like benches for sitting. In addition, lighting should be installed to make the area feel safe at night.*
4. *That the residential buffer zone in the Institutional Overlay should be strengthened and clarified. We are all in agreement that the current language is too vague. The new language should make it clear that the residential character along 15th Avenue should be maintained. No more structures should be demolished, but if any structure is demolished it must be replaced with a structure that fits the footprint of the old structure and have a design that all reasonable people would recognize as residential. The committee wants to ensure that the residential buffer zone is not compromised by the construction of attached, dense housing that is not in keeping with the current features of the neighborhood.*
5. *Additionally, the alleyways behind 15th from Wedgewood to Caldwell should be cleaned up and beautified. In the rear areas, Belmont must install plantings that are consistent with the buffering requirements that separate commercial space from residential space.*
6. *Since Belmont University owns the majority of the houses along 15th Avenue it should also install plantings and greenery along the front of the properties that would enhance the curb appeal and beauty of the area. We understand that this work may need to wait until changes are made to the width of 15th Avenue. However, this work should be completed within a reasonable amount of time.*
7. *That residential permit parking be installed all along 15th Avenue from Wedgewood to Bernard. Part of 15th Avenue already has permit parking and this should be extended. Parking on the street must be maintained for the residents and not for the University. We believe this will further enhance the residential character of the neighborhood.*



Metro Planning Commission Meeting of 03/10/2011

8. *At some time in the not too distant future, the Planning Commission and Belmont should reexamine the Institutional Overlay to determine if an amendment is required to include properties from 15th to 12th Avenue and from Wedgewood to Caldwell. The committee's concern is this section of property close to the university could be developed without the benefit of the design standards that are a part of the Institutional Overlay.*
9. *That the Planning Commission in conjunction with Public Works renew the emphasis on the implementation of traffic calming around the University that was part of the original Institutional Overlay. The committee believes that traffic around the university is all related and that traffic changes to one part affect the other. It is the committee's understanding that the traffic calming evaluations have not been completed and may be awaiting further work from Public Works. This work needs the immediate attention of both Planning and Public Works.*

*Belmont Hillsboro Neighborhood Association (BNAG)
Comments concerning the draft document:*

Recommending the removal of a house to accommodate the roundabout is an aesthetical solution, and one that is supported by the approval of nearby affected residents. As a member of the advisory committee representing Belmont Hillsboro Neighbors, we feel strongly that the appropriating of property within the residential buffer for repurposing as roadway in the construction of a roundabout is against the terms defined in the Institutional Overlay. The Belmont advisory committee has struggled mightily through multiple meetings with this question of the teardown, which certainly lends support to the lack of clarity of purview.

Not all members of BNAG are in agreement that the language, "residential buffer," is vague. The term is mentioned multiple times in the IO document. The term is quite clear when read in context. The expressed intent of the language "single-family residential buffer," as stated by then Council Lady Hausser, was to provide a demarcation of future growth of the university to provide the residents of the neighborhood with a specified boundary that would protect the residential appearance



Metro Planning Commission Meeting of 03/10/2011

and its amenities, including on street parking. The IO contemplates the acquisition of properties on 15th Ave. by the university and clearly states this occurrence will not mitigate any requirement to maintain the residential appearance of 15th Ave. In fact, the IO states clearly that any teardown be replaced by a similar home in style and scale.

Planning overlays are critical for all property owners and the process must be abided by in the implementation of development. Otherwise, trust is diminished and clarity of purpose clouded. We respectfully request that the committee recommend that the decision for the creation of the roundabout and the aesthetic removal of the home at the corner of 15th Ave. and Acklen Ave. be submitted to the Metro Council for the appropriate granting of a change to the institutional overlay to permit the construction as submitted, and further recommend that the overlay be otherwise upheld by the Council.”

STAFF RECOMMENDATION

Staff recommends approval with conditions of the final site plan for the off-site roadway improvements for the College of Law. Staff also recommends that the Planning Commission recommend to the Council that the Belmont IO remain in place and that the revised definition of Residential Buffer Zone be added to the IO.

CONDITIONS

Recommended condition to the Metro Council for Residential Buffer Zone Amendment:

1. The following shall be added to the Proposed Development Sites and Existing Residential Buffer Zone section of the Master Development Plan of the Belmont University IO:

Residential Buffer Zone: The Residential Buffer Zone consists of residential uses and the structures located at 1800, 1802, 1804, 1806, 1810, 1906, 1908, and 1910 15th Avenue and 1415, 1417 and 1419 Acklen Avenue. These structures shall be maintained as residential and shall serve as the residential buffer and, if there is any need for a structure to be replaced, the replacement shall be of a similar style as the existing structures.



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Final Site Plan Conditions:

2. Belmont shall design and redevelop the rear alley parking for properties on the east side of 15th Avenue between Acklen Drive and Wedgewood Avenue to be as convenient and accessible as possible prior to the removal of the on-street parking. Belmont shall expand the Alley Improvement Plan to include a program of ongoing maintenance within the alley. This expanded plan shall be submitted to Planning Staff for review and approval.
3. The requirements of the Public Works Department shall be met as specified in the Public Works recommendation for approval above, and including any recommendations from Public Works received prior to the meeting.
4. With the reconstruction of 15th Avenue Belmont University shall plant street trees along the entire length of the Residential Buffer Zone acceptable to the Urban Forester, Public Works and Planning Departments.

SEE NEXT PAGE

RECOMMENDATIONS TO THE METRO COUNCIL

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

NO SKETCH



Project No.
Project Name
Council District
School District
Requested by

Text Amendment 2011Z-004TX-001
Alley Signage
Countywide
Countywide
Metro Planning Department

Staff Reviewer
Staff Recommendation

Swaggart
Approve

APPLICANT REQUEST

Amend Zoning Code to permit signage in alleys

Text Amendment

A request to amend the Metro Zoning Code Chapters 17.04 (Definitions) and 17.32 (Signs) by adding a definition for "Alley Sign", modifying the definition for "hanging sign" and providing provisions for alley signs.

PURPOSE

The purpose of this text amendment is to promote wayfinding by permitting signage in alleys when certain conditions are met. Alley signage would assist in wayfinding when parking is located at the rear of a building and the parking is only accessed by an alley.

REQUEST DETAILS

Currently Title 17, the Metropolitan Code Zoning Regulations, does not permit signage along alleys. As proposed, this text amendment would make signs within alleys possible. By placing the provision for alley signs within Section 17.32.040 (Exempt signs), alley signs may also be permitted within the Gallatin Pike SP and adopted Urban Design Overlays, which permit signs exempt by Metro Code Zoning Regulations.

A definition for alley sign will be added to Section 17.04 (Definitions). The definition is as follows:

"Alley Sign" means a hanging sign permitted within the rear yard or rear yard setback adjacent to an alley.

To recognize the new definition for "alley sign", the current definition for "hanging sign" in Section 17.04 (Definitions) also requires modification. The current definition is as follows:

"Hanging sign" means a ground sign with one vertical post and one or two arms from which a sign hangs. The sign is intended for buildings with a deep build-to zone and is placed perpendicular to the sidewalk.



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The proposed revised definition is similar to the current definition but adds language that recognizes situations when parking is accessed from an alley. The proposed revised definition is as follows:

“Hanging sign” means a ground sign with one vertical post and one or two arms from which a sign hangs. The sign is intended for buildings with a deep build-to zone, *or when parking is accessed by an alley* and is placed perpendicular to the sidewalk *or alley*.

As stated earlier, the provisions for alley signs will be placed in Section 17.32.040 (Exempt signs). The proposed new subsection will be added to 17.32.040:

CC: Alley Sign

- a) An alley sign may be permitted if:
 1. The property is not zoned for single or two-family residential, except where a valid permit has been issued for a Historic Bed and Breakfast Homestay.
 2. Required or accessory parking is located at the rear of the property.
 3. The rear parking is only accessible from an alley.
- b) A permitted alley sign shall meet the following requirements:
 1. A property is only permitted one alley sign.
 2. An alley sign shall not be internally lit, but may be externally lit.
 3. The maximum display surface area for an alley sign shall be four square feet.
 4. The maximum width of the display surface area shall be two feet.
 5. The maximum height of an alley sign above grade shall be five feet.
 6. The minimum side setback shall be three feet.
 7. The minimum setback from an alley right-of-way shall be five feet.
 8. Alley signs must be placed at a location that will not obstruct visibility along the alley or for vehicles entering or exiting the site.
 9. Must be a minimum of 40 feet from a public street right-of-way.



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10. Alley signs shall be for on-premise uses only.
11. For Historic Bed and Breakfast Homestay's with a valid permit, one sign with a maximum size of 14.5 inches by 5.25 inches and a maximum letter height of 1.25 inches tall may be allowed with no ornaments.

PUBLIC WORKS RECOMMENDATION

In addition to the minimum side setback and minimum setback from the right-of-way specified above, an alley sign must be placed at location that will not obstruct visibility along the alley or for vehicles entering or exiting the site.

STAFF RECOMMENDATION

Staff recommends approval of this bill. The additional signage will promote wayfinding and give additional incentives for rear loaded parking which is a key element for good urban form.

ORDINANCE NO. _____

An Ordinance amending Chapters 17.04 and 17.32 of Title 17 the Metropolitan Code, Zoning Regulations, by adding a definition for "Alley Sign", modifying the definition for "hanging sign" and providing provisions for alley signs all of which is more specifically described herein (Proposal No. 2011Z-004TX-001).

WHEREAS the Metropolitan Government of Nashville & Davidson County supports alley access to promote parking for those who live, work, and shop in a manner that does not dominate the street, is sensitive to the pedestrian environment, softens the visual impact of development and provides a greater level of safety and comfort for pedestrians and vehicular traffic alike.

WHEREAS signage along alleys is necessary to promote alley access for parking, assist in wayfinding, and protect the safety and welfare of those traveling within alleyways.

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

Section 1. That the codification of Title 17 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by amending Section 17.04.060 (Definitions of general terms) by adding a definition for "Alley Sign":

"Alley Sign" means a hanging sign permitted within the rear yard or rear yard setback adjacent to an alley.



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Section 2. That the codification of Title 17 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by amending Section 17.04.060 (Definitions of general terms) by deleting the definition for “Hanging Sign” and replacing with the following new definition for “Hanging Sign”:

“Hanging sign” means a ground sign with one vertical post and one or two arms from which a sign hangs. The sign is intended for buildings with a deep build-to zone, or when parking is accessed by an alley and is placed perpendicular to the sidewalk or alley.

Section 3. That the codification of Title 17 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by amending Section 17.32.040 (Exempt signs) by adding the following new subsection CC.:

CC: Alley sign

a) An alley sign shall be permitted under the following circumstances:

1. The property is not zoned for single or two-family residential, except where a valid permit has been issued for a Historic Bed and Breakfast Homestay.
2. Required or accessory parking is located at the rear of the property.
3. The rear parking is only accessible from an alley.

b) A permitted alley sign shall meet all the following requirements:

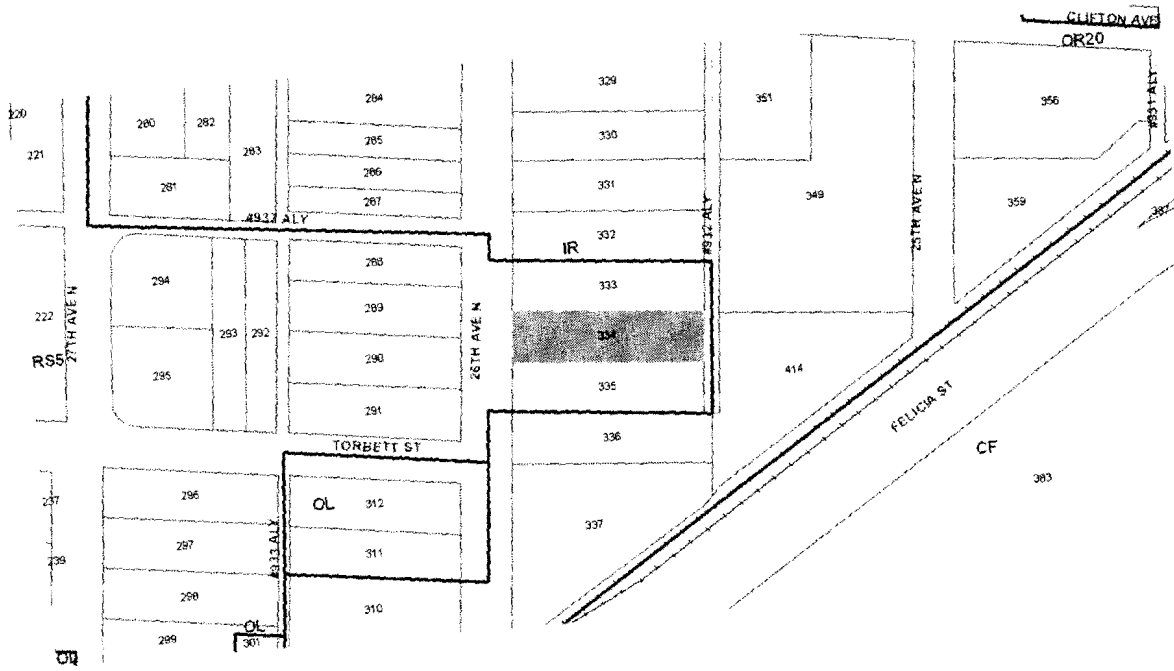
1. A property is only permitted one alley sign.
2. An alley sign shall not be internally lit, but may be externally lit.
3. The maximum display surface area for an alley sign shall be four square feet.
4. The maximum width of the display surface area shall be two feet.
5. The maximum height of an alley sign above grade shall be five feet.
6. The minimum side setback shall be three feet.
7. The minimum setback from an alley right-of-way shall be five feet.
8. Alley signs must be placed at location that will not obstruct visibility along the alley or for vehicles entering or exiting the site.
9. Must be a minimum of 40 feet from a public street right-of-way.
10. Alley signs shall be for on-premises uses only.



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11. For Historic Bed and Breakfast Homestay's with a valid permit, one sign with a maximum size of 14.5 inches by 5.25 inches and a maximum letter height of 1.25 inches tall may be allowed with no ornaments.

Section 4. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.



2011SP-003-001
 605 26TH AVENUE NORTH
 Map 092-10, Parcel(s) 334
 North Nashville
 21 - Edith Taylor Langster



| | |
|-----------------------------|--|
| Project No. | Zone Change 2011SP-003-001 |
| Project Name | 605 26th Avenue North |
| Council District | 21 – Langster |
| School District | 7 – Kindall |
| Requested by | Dale & Associates, applicant, Dong Lian Sun, owner |
| Staff Reviewer | Johnson |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST

Rezone to SP to allow multi-family residential building.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan – Residential (SP-R) zoning for property located at 605 26th Avenue North, approximately 315 feet north of Felicia Street (0.22 acres), to permit a two-story, multi-family building consisting of a maximum of nine residential units.

Existing Zoning

RS5 District

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

Proposed Zoning

SP-R District

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

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

The proposed SP will provide several beneficial aspects to the surrounding neighborhood. As an infill project on currently vacant lot, the proposal will take advantage of existing infrastructure within a developed community. Located on a street with a handful of vacant lots, the development will add continuity to the street frontage, enhancing the pedestrian environment. The multi-family residential use will also provide housing diversity within the surrounding single-family residential neighborhood.

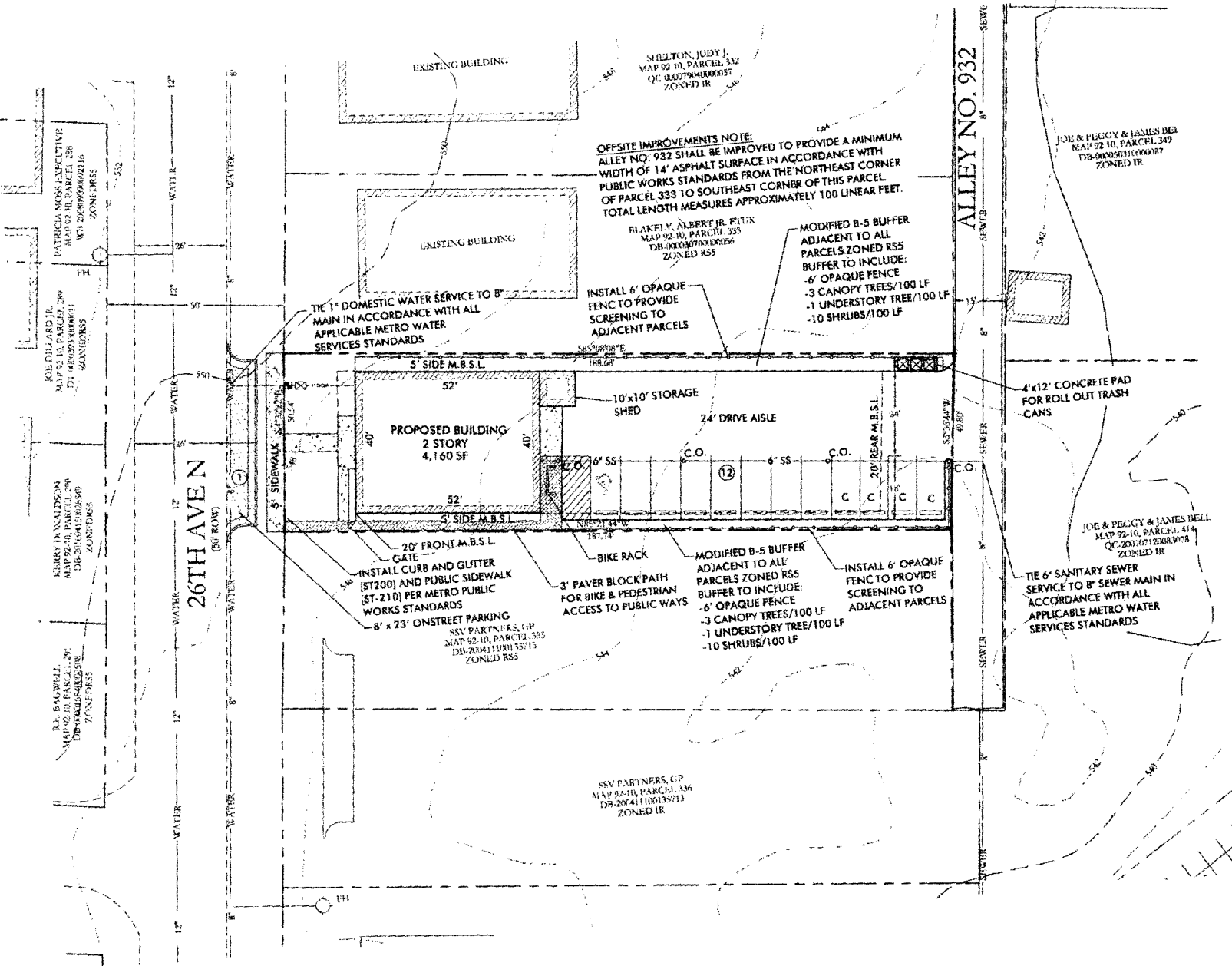
**NORTH NASHVILLE
COMMUNITY PLAN**

T4 Neighborhood Evolving

T4 NE policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized

26TH AVENUE
(8' ROW)

ALLEY NO. 932



OFFSITE IMPROVEMENTS NOTE:
ALLEY NO. 932 SHALL BE IMPROVED TO PROVIDE A MINIMUM WIDTH OF 14' ASPHALT SURFACE IN ACCORDANCE WITH PUBLIC WORKS STANDARDS FROM THE NORTHEAST CORNER OF PARCEL 333 TO SOUTHEAST CORNER OF THIS PARCEL. TOTAL LENGTH MEASURES APPROXIMATELY 100 LINEAR FEET.

MODIFIED B-5 BUFFER ADJACENT TO ALL PARCELS ZONED R55 BUFFER TO INCLUDE:
- 6' OPAQUE FENCE
- 3 CANOPY TREES/100 LF
- 1 UNDERSTORY TREE/100 LF
- 10 SHRUBS/100 LF

MODIFIED B-5 BUFFER ADJACENT TO ALL PARCELS ZONED R55 BUFFER TO INCLUDE:
- 6' OPAQUE FENCE
- 3 CANOPY TREES/100 LF
- 1 UNDERSTORY TREE/100 LF
- 10 SHRUBS/100 LF

TIE 1" DOMESTIC WATER SERVICE TO 8" MAIN IN ACCORDANCE WITH ALL APPLICABLE METRO WATER SERVICES STANDARDS

INSTALL 6' OPAQUE FENCE TO PROVIDE SCREENING TO ADJACENT PARCELS

4'x12' CONCRETE PAD FOR ROLL OUT TRASH CANS

TIE 6" SANITARY SEWER SERVICE TO 8" SEWER MAIN IN ACCORDANCE WITH ALL APPLICABLE METRO WATER SERVICES STANDARDS

JOE DILLARD JR.
MAP 92-10, PARCEL 289
DB-200007000001
ZONED R55

KERRY DONALDSON
MAP 92-10, PARCEL 290
DB-200007000002
ZONED R55

R. J. BAWWELL
MAP 92-10, PARCEL 291
DB-200007000003
ZONED R55

EXISTING BUILDING

EXISTING BUILDING

SHILTON, JUDY J.
MAP 92-10, PARCEL 332
QC-0007904000057
ZONED IR

BLAKELY, ALBERT JR. F111X
MAP 92-10, PARCEL 333
DB-20000700000256
ZONED R55

JOE & PEGGY & JAMES DELL
MAP 92-10, PARCEL 349
DB-00000010000187
ZONED IR

JOE & PEGGY & JAMES DELL
MAP 92-10, PARCEL 414
QC-200707120003078
ZONED IR

SSV PARTNERS, CP
MAP 92-10, PARCEL 336
DB-20041100135713
ZONED IR



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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 residential SP is consistent with the intent of the land use policy because it is consistent with the residential density allowance and the design principles of the T4 Neighborhood Evolving policy.

PLAN DETAILS

The preliminary SP proposes a two-story residential building with nine residential units.

Building Setbacks and Design

A proposed building setback of 15 feet from the front property line will allow the residential building to remain consistent with the street setbacks of surrounding dwellings. At two stories in height, the building will not dwarf surrounding single-family dwellings.

Parking Standards and Access

The project site will provide vehicular access from a rear alley. As a condition of approval, the applicant will be required to improve the alley to a width of 14 feet from its entrance on Clifton Avenue to the southern boundary of the project site. Consistent with the land use policy, required off-street parking is placed at the rear of the lot. Additionally, two on-street parking spaces are proposed within the 26th Avenue right-of-way.

The residential use requires 13 parking spaces. Twelve spaces are provided off-street at the rear of the property. Two on-street parking spaces proposed on the site plan will count as one required parking space, as allowed by the Zoning Code.

Landscaping and Signage

The proposed SP includes a modified version of the Type B landscape buffer as defined by the Zoning Code. The modified buffer will have a width of 5 feet to the side property line instead of 10 feet as required by the Zoning Code. The tree and shrub plantings will remain consistent with the requirements of the Zoning Code. This modification is appropriate because the layout of the lot is consistent with existing development on 26th Avenue.



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METRO STORMWATER RECOMMENDATION

Preliminary SP approved

FIRE MARSHAL RECOMMENDATION

Approved as a sprinklered project (per letter from Michael Garrigan, project manager dated 2/8/11).

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.
- Improve alley 932 from Clifton Ave to the southern property line of this parcel to provide a minimum 14 foot width asphalt surface in accordance with Public Works specifications.

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) | 0.22 | 7.41 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 |
|--|-------|-------------|-----------------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential Dormitory (220) | 0.22 | - | 4,160 SF 17 Beds (9 UNITS)* | 179 | 9 | 23 |

* For multi-family, the Zoning Administrator states that the number of kitchens determines the number of dwelling units.

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 |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +169 | +8 | +21 |

METRO SCHOOL BOARD REPORT

Projected student generation

1 Elementary 1 Middle 1 High

Schools Over/Under Capacity

Students would attend Park Avenue Elementary School, Bass Middle School, and Pearl-Cohn High School. Park Avenue Elementary School and Pearl-Cohn High School are under capacity. Bass Middle School has been



Metro Planning Commission Meeting of 03/10/2011

identified as being over capacity by the Metro School Board. There is capacity within the cluster for middle school students. This information is based upon data from the school board last updated October 2010.

STAFF RECOMMENDATION

Staff recommends approval with conditions of the SP. The site plan shows consistency with the design principles of the land use policy and with surrounding development. The expected density is also consistent with the land use policy.

CONDITIONS

1. Alley 932 shall be improved from Clifton Ave to the southern property line of this property to provide a minimum 14 foot width asphalt surface in accordance with Public Works specifications.
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 RM40 zoning district.
3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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

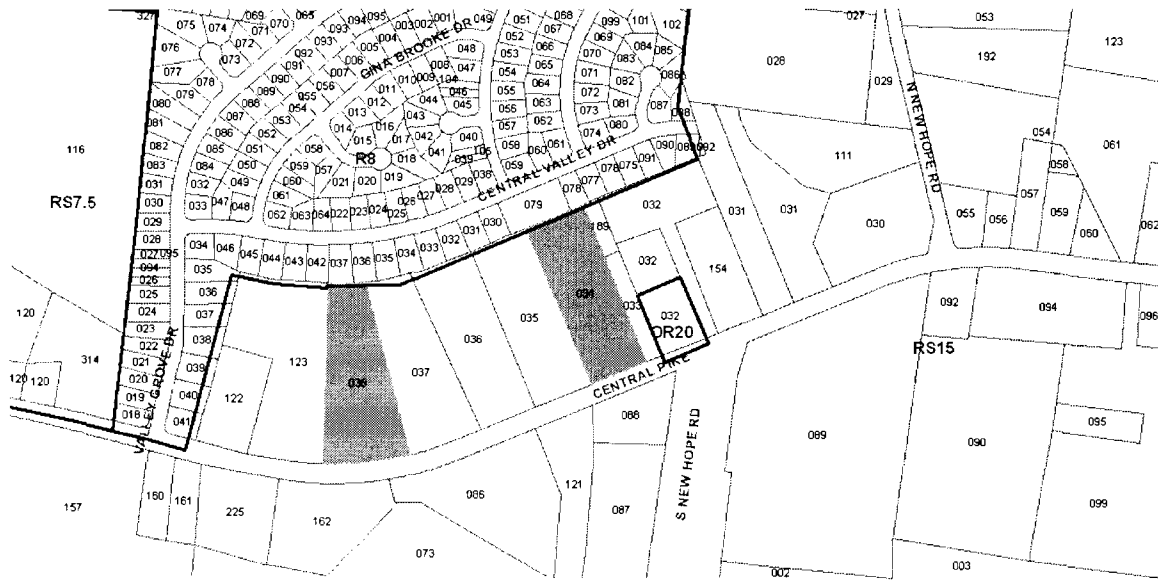


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not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this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

SEE NEXT PAGE



2011SP-006-001
CENTRAL PIKE NORTH
Map 087, Parcel(s) 034, 038
Donelson - Hermitage
12 - Jim Gotto



| | |
|-----------------------------|---|
| Project No. | Zone Change 2010SP-006-001 |
| Project Name | Central Pike North |
| Council District | 12 – Gotto |
| School District | 4 – Shepherd |
| Requested by | Anderson, Delk, Epps & Associates Inc., applicant, CDT New Hope and Central Pike Preuett, owners |
| Staff Reviewer | Johnson |
| Staff Recommendation | <i>Approve with conditions</i> |

APPLICANT REQUEST

Rezone to SP for mixed-use development

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at 4161 and 4193 Central Pike, opposite S. New Hope Road (6.68 acres), to permit up to 135 multi-family units consisting of either live/work units, flats and/or townhomes with a proposed 78 units at 4161 Central Pike and 57 units at 4193 Central Pike.

Existing Zoning

RS15 District

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.

Proposed Zoning

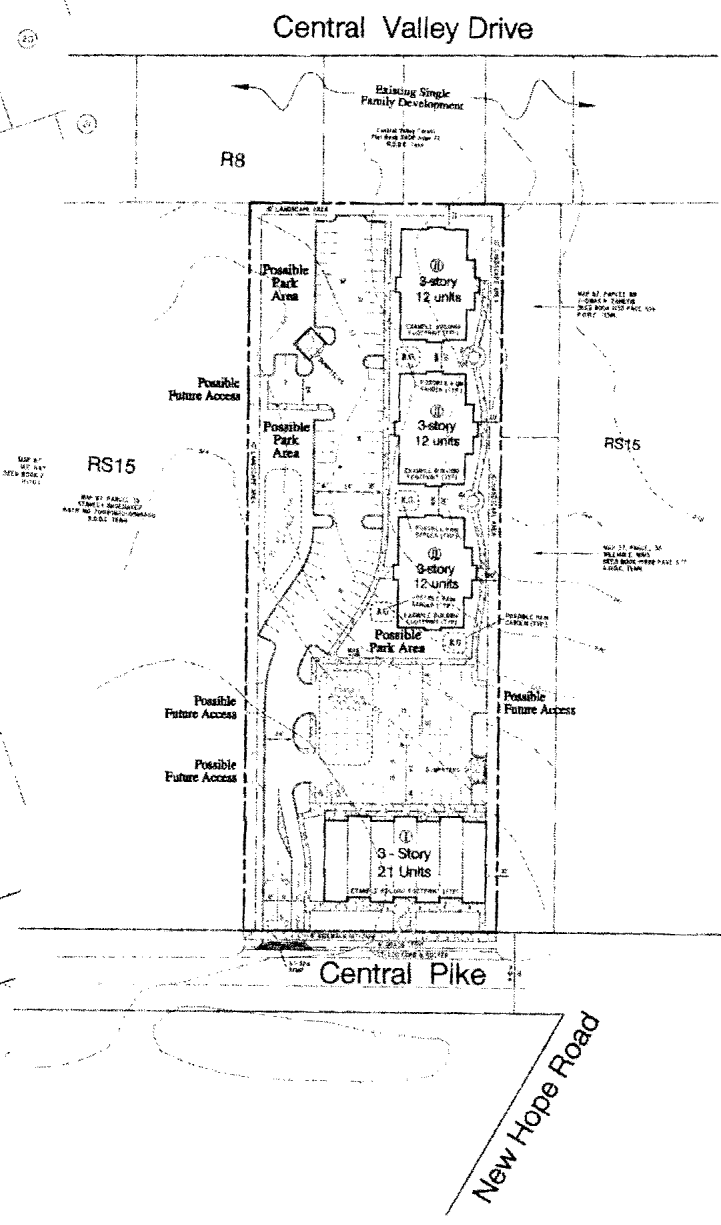
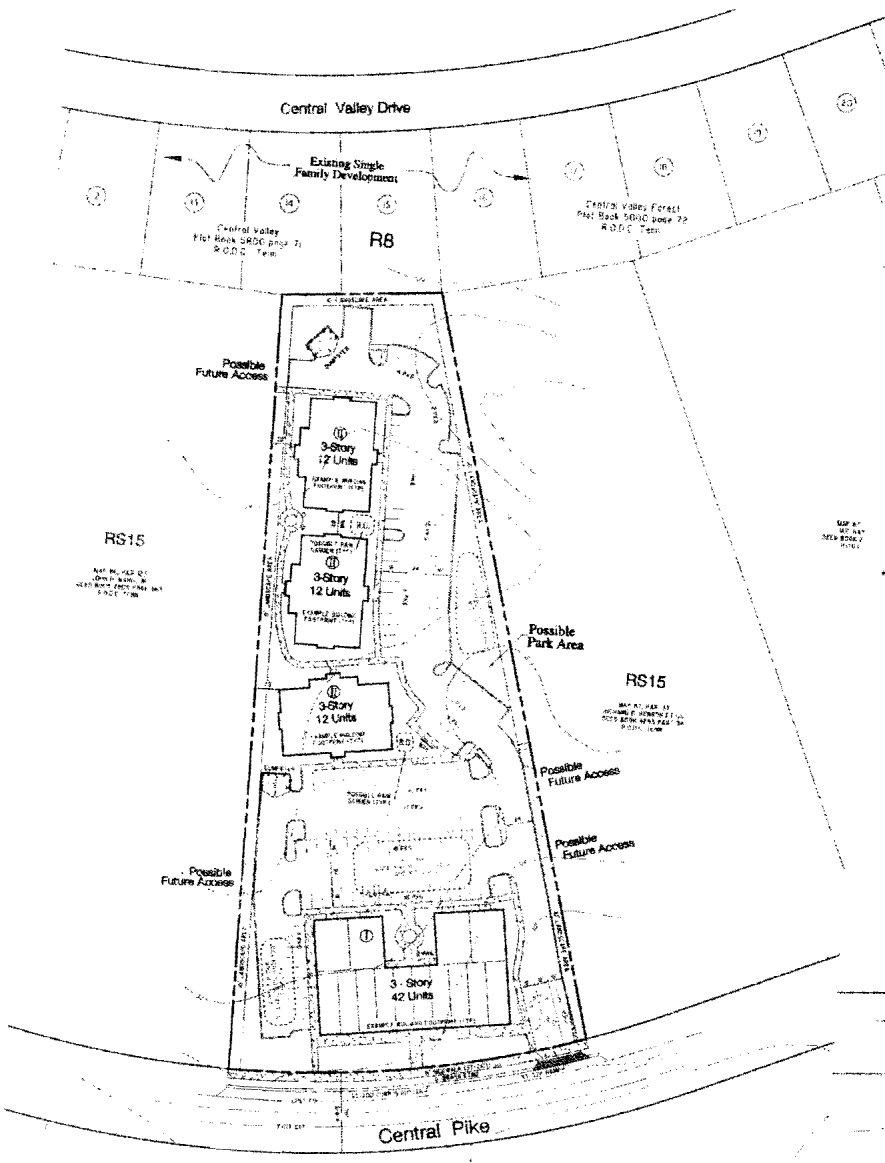
SP-MU District

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

CRITICAL PLANNING GOALS

Creates Walkable Neighborhoods
Provides a Range of Housing Choices

This SP promotes mixed-use and walkable development with the placement of multi-story mixed use buildings along the public street frontage with prominent pedestrian connections to the public street frontage. The proposed multi-family residential units will provide housing diversity to an area primarily comprised of single-family development.



New Hope Road



Metro Planning Commission Meeting of 03/10/2011

DONELSON/HERMITAGE/OLD HICKORY COMMUNITY PLAN

Corridor General (CG)

CG is intended for areas at the edge of a neighborhood that extend along a segment of a major street and are predominantly residential in character. CG areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities. Examples might include single family detached, single-family attached or two-family houses; but multi-family development might work best on such busy corridors. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

Consistent with Policy?

Yes. The SP proposes a mixed-use development with a combination of residential and non-residential uses in the form of live-work development. The commercial portion of the live-work proposal is intended to be small in scale, which is the intent of the CG policy.

PLAN DETAILS

The proposed SP consists of two individual lots on the north side of Central Pike that are separated by approximately 700 feet. The SP includes a site plan for each lot. The lots have been grouped into one SP because the ownership is the same for both lots and the development proposal for each is similar in terms of proposed uses and building placement.

The proposal includes three 12-unit multi-family residential buildings placed on the rear half of each lot with a three-story live/work building placed along Central Pike. Each live/work building is placed with a strong relationship to Central Pike providing building frontage along a majority of the lot frontage. This strong building frontage combined with pedestrian connections to a proposed sidewalk along Central Pike will provide an ideal precedent for pedestrian connectivity as surrounding properties redevelop.

Access and Parking

Each lot will provide vehicular access to Central Pike through a single driveway connection. The plans identify possible locations within each lot that could allow for driveway connections to adjacent lots with future development. Each lot provides a central parking area behind the live/work building to accommodate parking for residents and customers of commercial uses within the



Metro Planning Commission Meeting of 03/10/2011

live/work building. Additional parking is provided for residents of the residential-only buildings through a double-loaded driveway on the rear half of each lot.

All required parking for the proposed residential uses is provided on both lots within the SP. However, without some limitations on the commercial uses allowed within the SP, the number of parking spaces may not provide all of the required parking for non-residential uses. In order to reduce parking demand for commercial land uses, conditions of approval have been added to limit the size of individual tenant spaces, the amount of restaurant uses, and the overall amount of commercial square footage.

Recreational areas

Several areas are identified within the eastern lot of this SP as "possible park areas." Because this SP proposes up to 135 residential units, the provision of activity or recreation areas is desired, though not specifically required by the SP requirements within the Zoning Code. Standards for recreation areas are present for PUDs. Within a PUD, one recreational facility would be required for a residential project of this size. A condition of approval has been added to identify and provide a minimum of one specific recreational activity within one of the identified possible park areas prior to final SP approval.

Land uses

Permitted land uses within the live/work portion of the SP are specifically listed within the SP proposal and are intended to allow small-scale non-residential land uses that could exist appropriately within a primarily residential development.

STORMWATER RECOMMENDATION

Preliminary SP approved.

PUBLIC WORKS RECOMMENDATION

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Construct arterial sidewalk per Metro ST-210 (8' sidewalk with 6' grass strip), paved shoulder and curb & gutter per Metro ST-200 along whole project frontage. Construct driveway ramps per Metro ST-324.



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3. A Traffic Impact study and parking analysis are required prior to development.

Maximum Uses in Existing Zoning District: AR2a

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 2.9 | 0.5 D | 1 L | 10 | 1 | 2 |

Maximum Uses in Existing Zoning District: R8

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Detached (210) | 10.01 | 5.79 D | 57 L | 620 | 50 | 65 |

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 |
|---------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Res. Condo/Townhome (230) | - | - | 112 U | 710 | 57 | 66 |

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 |
|----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Office (710) | - | - | 20,000 Sq. Ft. | 387 | 52 | 102 |

Traffic changes between maximum: AR2a, R8 and proposed SP-MR

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | 8.97 | - | - | +467 | +58 | +101 |

METRO SCHOOL BOARD REPORT

Projected student generation

28 Elementary 16 Middle 10 High

Schools Over/Under Capacity

Students would attend Dodson Elementary School, Dupont Tyler Middle School, or McGavock High School. All three schools have been identified as being over capacity by the Metro School Board. There is no capacity for elementary or middle school students within the cluster. There is capacity within adjacent clusters for high school students.

The fiscal liability for 28 elementary students is \$560,000, and \$376,000 for 16 middle school students. This data is for



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informational purposes only and is not a condition of approval. This information is based upon data from the school board last updated October 2010.

STAFF RECOMMENDATION

Staff recommends approval with conditions. The proposed mixed use project is consistent with land use policy in terms of proposed uses and design.

CONDITIONS

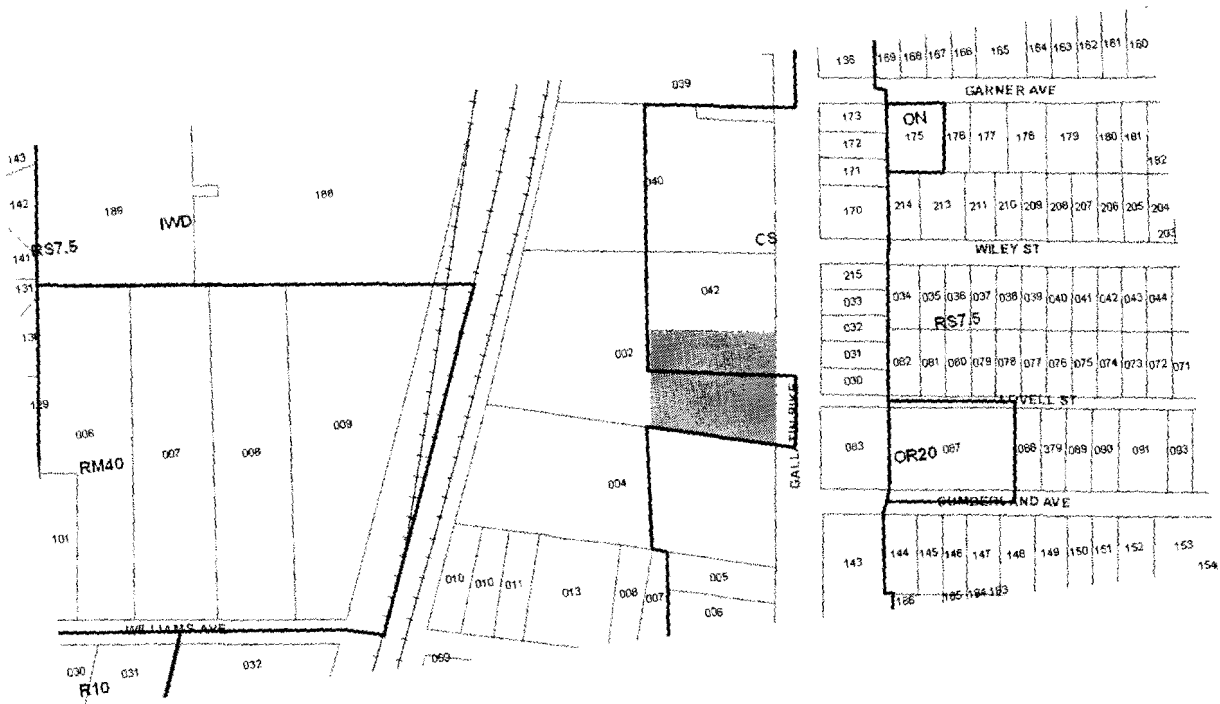
1. The maximum size of a non-residential tenant space within the SP shall be 1,400 square feet.
2. A maximum of one tenant space for the western portion of the SP and one for the eastern portion of the SP may contain a restaurant use.
3. On the western portion of the SP, the overall building square footage devoted to non-residential uses shall not exceed 5,400 square feet.
4. Stand-alone commercial development is not permitted. Non-residential uses shall occupy the first floor of a three-story building. First floor space may consist of residential uses.
5. Prior to final site plan approval, a phasing plan must be provided for both lots within the SP.
6. Prior to final site plan approval, a minimum of one recreational area shall be proposed on one of the possible park areas and shall be identified on the final SP site plan.
7. The SP shall comply with comments listed above from Metro Stormwater and Metro Public Works Departments.
8. 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 OR20 zoning district.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Council shall be provided to the Planning Department prior to the filing of any additional development



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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.

10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



2011SP-007-001
DOLLAR GENERAL
 Map 043-09, Part of Parcel 002
 Madison
 04 - Michael Craddock



Project No. Zone Change 2011SP-007-001
Project Name Dollar General SP
Council District 4 – Craddock
School District 3 – North
Requested by Ragan Smith Associates Inc., applicant, Union Planters National Bank, owner

Staff Reviewer Sexton
Staff Recommendation Approve with conditions

APPLICANT REQUEST

Rezone to permit a retail use.

Preliminary SP

A request to rezone from Commercial Service (CS) and Industrial Warehousing/Distribution (IWD) to Specific Plan - Commercial (SP-C) zoning for a portion of property located at 601 Gallatin Pike, approximately 500 feet north of Dupont Avenue (1.21 acres), to permit a 10,640 square foot retail establishment.

Existing Zoning

CS District

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

IWD District

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

Proposed Zoning

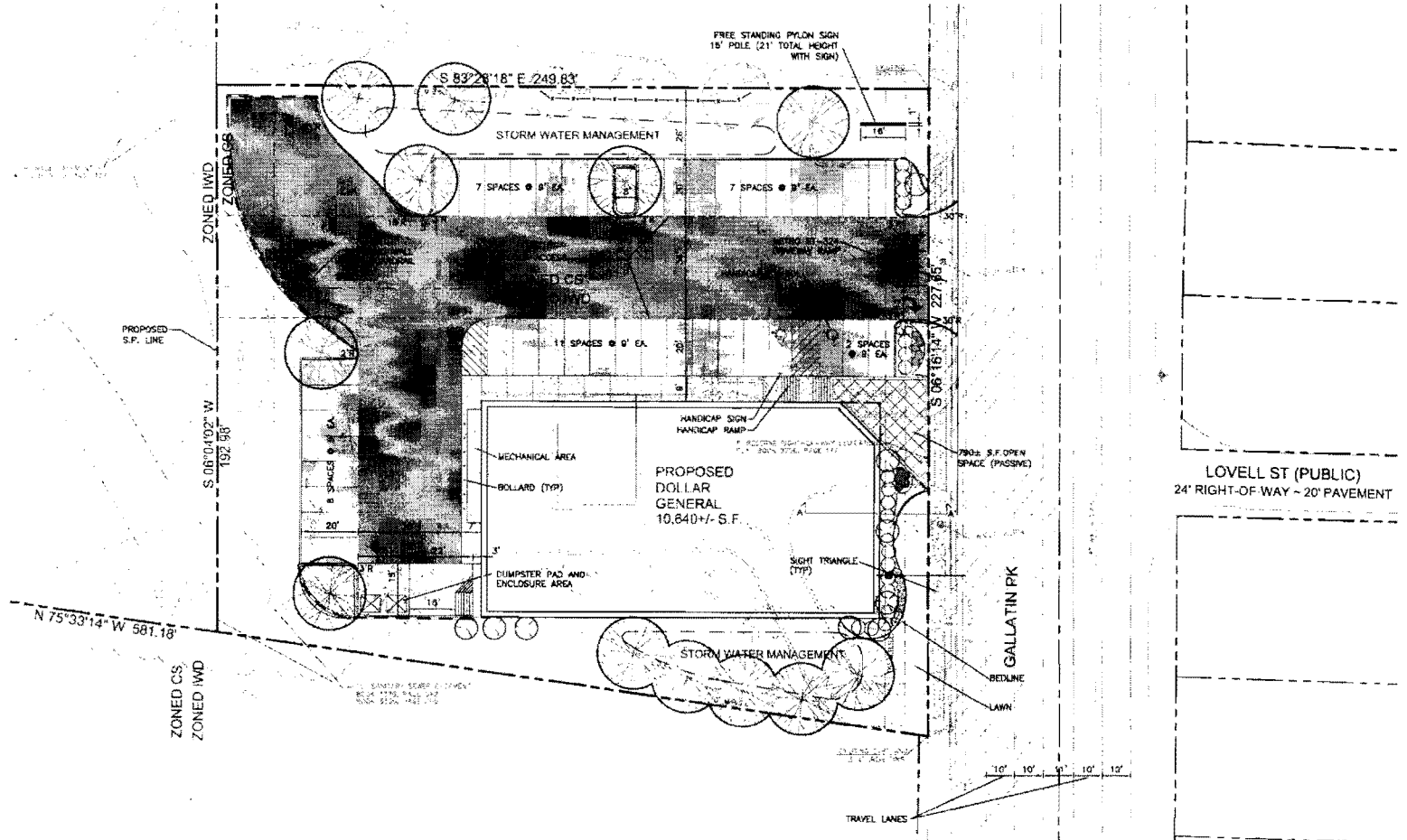
SP-C District

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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods

This SP adds to the creation of a walkable neighborhood. The site proposed for this SP is located west of Gallatin Pike and north of Dupont Avenue. The site is surrounded by a mixture of single family residences, office, industrial, and commercial uses on the north, south and east sides of the property. The SP adds to the walkable neighborhood environment by integrating a community shopping center into an existing neighborhood creating a destination that can be walked to from nearby residential, office, industrial or commercial uses.





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MADISON COMMUNITY PLAN

T4 Urban Mixed Use Corridor

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

Consistent with Policy?

Yes. While the plan does not achieve a mixture of uses envisioned by the policy, it does meet many of the building form and site design standards of the policy creating a more pedestrian friendly environment. The proposed SP is also compatible with the general character of the existing urban neighborhood. This SP is limited to retail, restaurant and general office uses.

PLAN DETAILS

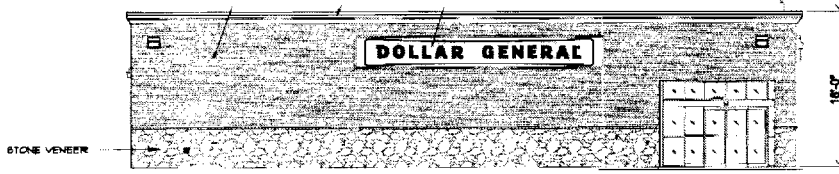
The preliminary site plan proposes a one-story retail use for a Dollar General store located on the west side of Gallatin Pike and north of Dupont Avenue. The applicant is only rezoning the front portion of the property to accommodate the retail use. The existing IWD zoning on the rear portion of the site will remain. The total acreage of the site proposed for this rezoning is approximately 1.21 acres. There is an existing building on the property that will need to be demolished prior to construction of the retail business. The proposed store will be surrounded by existing single family residences, office, industrial, and commercial uses on the north, south and east sides of the property.

Building Orientation/Landscaping

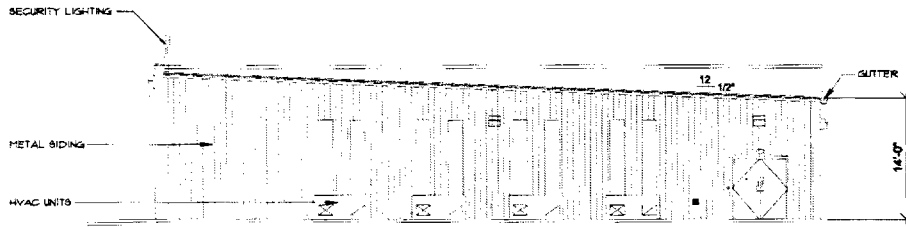
The proposed retail building is oriented toward Gallatin Pike. The primary entrance into the building is located on the northeast side of the building fronting Gallatin Pike. A list of building materials was not submitted and will be required prior to Final Site Plan approval for this development. Prohibited building materials include unfinished concrete blocks, plywood, aluminum and vinyl siding. A variety of canopy trees and shrubs are proposed on site and along the perimeter of the property which meets the Urban Foresters requirement for landscaping.

Access/Parking

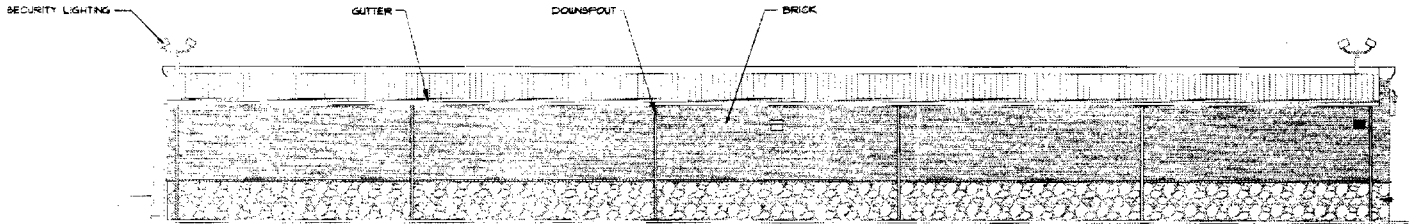
Primary vehicular access to the site is located along Gallatin Pike. A cross access easement is proposed on the



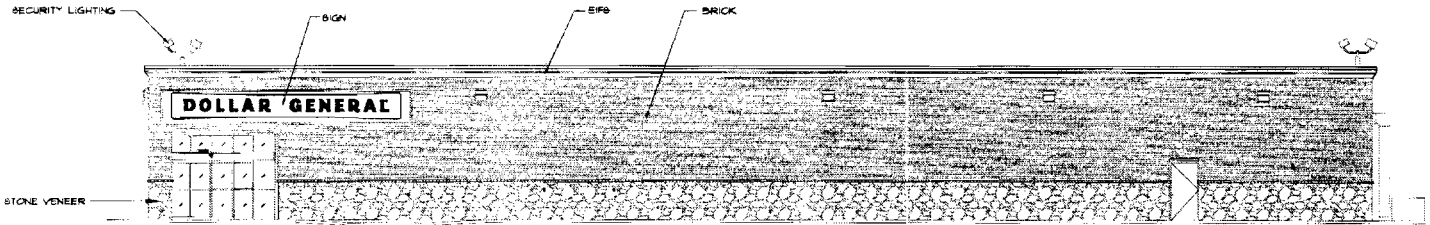
FRONT ELEVATION
 PRELIMINARY, NOT FOR CONSTRUCTION. **1/8" = 1'-0"**



REAR ELEVATION
 PRELIMINARY, NOT FOR CONSTRUCTION. **1/8" = 1'-0"**



LEFT ELEVATION
 PRELIMINARY, NOT FOR CONSTRUCTION. **1/8" = 1'-0"**



RIGHT ELEVATION
 PRELIMINARY, NOT FOR CONSTRUCTION. **1/8" = 1'-0"**



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northwest portion of the property providing future access to an adjacent lot. Sidewalks are already in place on Gallatin Pike. The parking area is located on the north and west sides of the building. While this property is not within the UZO, the plan proposes to utilize the 10 percent transit reduction and provides a total of 39 on-site parking spaces. The Public Works Department has requested that the applicant provide documentation that the 39 spaces will meet the parking requirements of this retail use in this location.

Signs

Sign details were included in this SP. The plan proposes two 116 square foot wall mounted building signs. The first sign will be placed on the front of the building along Gallatin Pike. The second sign will be placed on the north side of the building. An eight foot monument sign is also proposed on the northeast side of the property.

In addition to signs prohibited by Section 17.32.050 of the Metro Zoning Ordinance, prohibited signs in this SP include roof mounted signs, pole mounted signs, billboards, and signs that flash, rotate, scintillate, blink, flicker or vary in intensity or color, including all electronic signs. All light and glare shall be directed on-site to ensure surrounding properties are not adversely affected by increases in direct or indirect ambient light.

STORMWATER

Applicant shall ensure, prior to Final SP approval, that discharge location will not adversely affect downstream property owners.

PUBLIC WORKS RECOMMENDATION

Prior to approval of final SP, provide documentation that adequate parking is provided.

Typical Uses in Existing Zoning District: CS

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Retail (814) | 0.47 | 0.254 F | 5,200 SF | 261 | 12 | 34 |

Typical Uses in Existing Zoning District: IWD

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Auto Dealer (841) | 0.73 | 0.039 F | 1,240 SF | 42 | 3 | 4 |



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Typical Uses in Proposed Zoning District: SP-C

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Retail (814) | 1.2 | - | 10,640 SF | 493 | 16 | 48 |

Traffic changes between typical: CS, IWD and proposed SP-C

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +190 | +1 | +10 |

Typical Uses in Existing Zoning District: CS

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Retail (814) | 0.47 | 0.6 F | 12,283 SF | 564 | 17 | 51 |

Typical Uses in Existing Zoning District: IWD

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Auto Dealer (841) | 0.73 | 0.6 F | 19,079 SF | 637 | 39 | 50 |

Traffic changes between maximum: CS, IWD and proposed SP-C

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | -508 | -40 | -53 |

STAFF RECOMMENDATION

Staff recommends approval with conditions. The SP is consistent with the design intent of the land use policy and the proposed use is consistent with surrounding development along Gallatin Pike.

CONDITIONS

1. Prior to final site plan approval, the SP plan shall include a set of building materials that shall be reviewed and approved by the Planning Department. Prohibited building materials include unfinished concrete blocks, plywood, aluminum and vinyl siding.
2. Prior to approval of final SP, the applicant shall provide to the Public Works Department documentation that adequate parking is provided.



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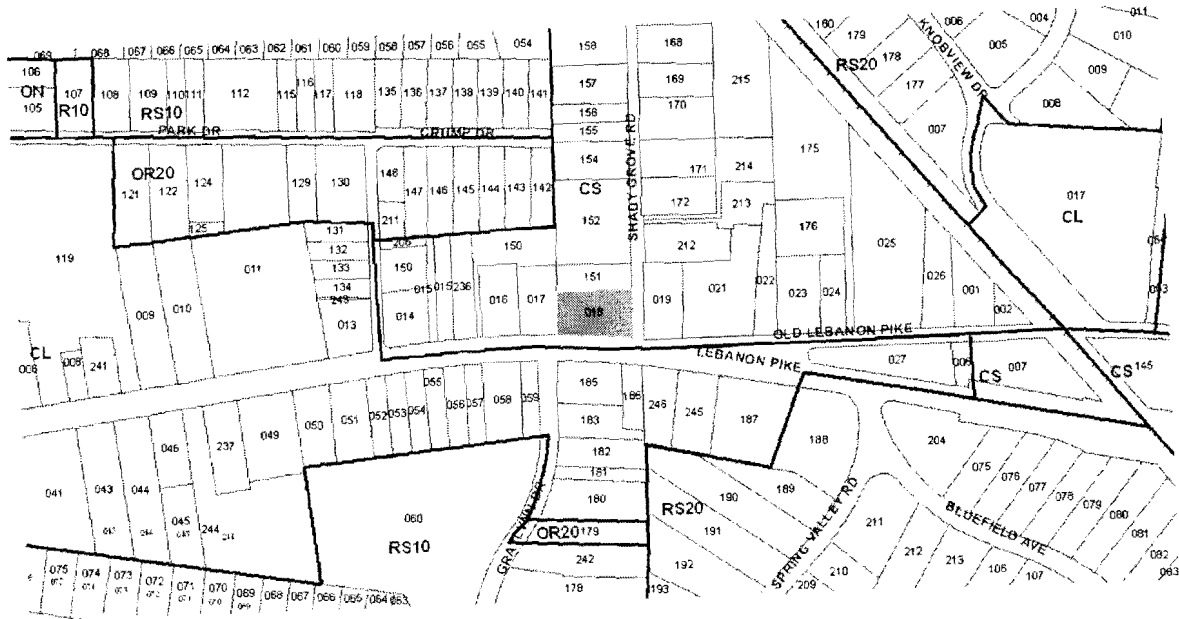
3. This SP is limited to retail, restaurant, and general office uses.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the CL zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall 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



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

SEE NEXT PAGE



2011SP-008-001
AUTO MASTERS-HERMITAGE (PRELIM & FINAL)
 Map 095-04, Parcel(s) 018
 Donelson - Hermitage
 15 - Phil Claiborne



Project No. Zone Change 2011SP-008-001
Project Name Auto Masters-Hermitage
Council District 15 – Claiborne
School District 4 – Shepherd
Requested by Dean Design Group, applicant for Thomas L. Goddard et ux, owners

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

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

Preliminary SP

A request to rezone from Commercial Services (CS) to Specific Plan – Auto (SP-A) zoning and for final site plan approval for property located at 2610 Lebanon Pike, at the northwest corner of Lebanon Pike and Shady Grove Road and located within the Downtown Donelson Urban Design Overlay District (0.56 acres), to permit automobile sales (new and used) and automobile service.

Existing Zoning
CS District

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

Proposed Zoning
SP-A District

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

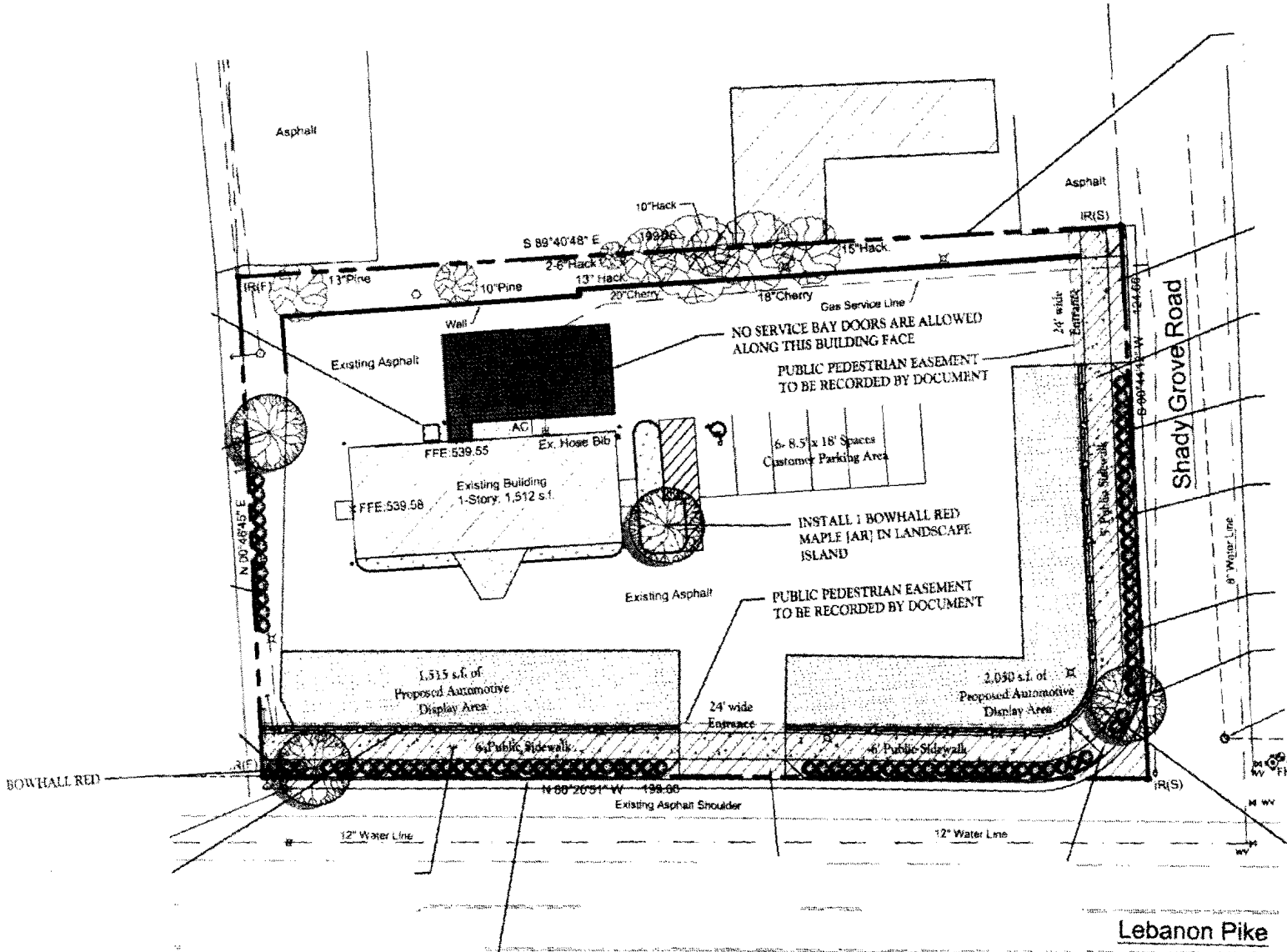
CRITICAL PLANNING GOALS

N/A

**DONELSON-HERMITAGE
COMMUNITY PLAN**

Mixed Use (MxU)

MU policy is intended to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Predominant uses include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential densities are comparable to



Lebanon Pike

Ex. Edge of Pavement



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medium, medium-high, or high density. 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.

Community Center (CC)

CC 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?

Yes. The proposed use is consistent with uses found within the property's policies, and the design and layout is consistent with the intent of these policies.

PLAN DETAILS

This is a request to rezone approximately 0.56 acres from CS to SP-A to permit auto sales new and used and auto services. The site is located at 2610 Lebanon Pike, at the northwest intersection of Lebanon Pike and Shady Grove Road. The property is currently developed and contains a 1,512, single-story building and parking area.

The proposed plan calls for the existing building to remain and for a small 766 square foot addition at the rear of the existing building to be used for auto services. The plan calls for additional landscaping along the western property line and along both Lebanon Pike and Shady Gove Road. The landscaping along the roadways will be in the form of a four foot wide planting strip along the edge of both roadways between the roadway and the sidewalk. The plan calls for a new six foot wide sidewalk along Lebanon Pike and a five foot wide sidewalk along Shady Grove Road. A three foot tall wrought iron fence with brick columns is proposed along the inside of the sidewalk which will separate the auto display area from the sidewalk. No free-standing signs are proposed, but two building signs are proposed. Each sign is 48 square feet and are consistent with the UDO. Access will be from the current locations on Lebanon Pike and Shady Grove Road.



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DOWNTOWN DONELSON URBAN DESIGN OVERLAY

The Downtown Donelson UDO compliance provisions become effective when a base zone change is requested by the property owner. Full or partial compliance is determined by the amount of square footage of an expansion. In this case, the expansion is greater than 25 percent of the existing square footage and would trigger full compliance with the UDO. The Planning Commission may approve modifications to standards in the UDO.

SP Changes to UDO Standards

Through this SP application, the applicant is proposing to modify the design standards for this site. The SP will control the development standards for this site. If the base zoning were to be changed, the UDO would, again, take effect. The SP includes all standards of the UDO with some modifications as outlined below.

Two portions of the UDO are being changed through this SP. The applicant has requested a modification to the standards for parking areas adjacent to public streets. The UDO requires that parking areas and driveways be separated from the right-of-way by a landscape strip five feet in width and planted with shrubs. The strip may be reduced if a fence or wall is used. Additionally, one tree is to be planted every 35 feet within the parking area perimeter strip.

As this SP would reuse an existing site where sidewalks previously did not exist, and as there is limited space to work within, the applicant has proposed a four foot planting strip with a continuous row of shrubs and two trees between the sidewalk and the edge of street pavement. This location addresses the priority for pedestrian safety. A low fence with brick columns is provided between the sidewalk and the parking area. Staff recommends approval of the modifications to landscaping for parking areas adjacent to public streets.

An additional modification to the UDO standards is proposed with this SP for building frontage length. The Downtown Donelson UDO requires a minimum façade length of 60% of the Lebanon Pike lot frontage for the subject property. Because the lot is approximately 200 feet wide along Lebanon Pike, the building length along that frontage should be a minimum of 120 feet to reach full compliance with the UDO. The length of the existing building is approximately 60 feet.



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Staff finds this modification requested with this SP to be appropriate. The existing building has a generous setback of approximately 50 feet from the Lebanon Pike property line with parking in front. This existing setback complies with the UDO requirements. Because of the existing setback and location of parking, the placement of the addition to meet the 60% frontage requirement would do little to improve the quality of the Lebanon Pike street frontage. The proposed addition would house car service bays. Placement of these bays in full view from the Lebanon Pike frontage could degrade the visual quality of the frontage. The proposed placement of these bays behind the existing building would allow them to remain mostly hidden from public streets.

ANALYSIS

While the proposed auto related use is consistent with uses found within the property's mixed-use and community center policies and the Downtown Donelson Design Overlay, the design of the project is very important, and ultimately determines if the project is consistent with the policies and overlay. The policies and overlay are intended to promote a walkable urban neighborhood. The very nature of the proposed use would seem to conflict with this purpose; however, with the right design the proposed use can fit neatly within the urban context. The plan submitted by the applicant provides elements that improve the existing site and make it fit better into an urban context including new sidewalks, a planting strip and a perimeter fence to provide physical separation between the car display area and the sidewalk. As proposed the plan is consistent with the property's land use policies, and while the SP modifies the UDO, staff finds that request meets the overall intent of the UDO.

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Extend sidewalks to property lines.
3. Dedicate a public easement for sidewalks outside the public right-of-way.
4. An access study will be required at development.



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STAFF RECOMMENDATION

Staff recommends that the request be approved with conditions. As proposed the plan is consistent with the property's land use polices, and meets the overall intent of the UDO.

CONDITIONS

1. Permitted uses include auto sales new, auto sales used and auto service.
2. All applicable standards of the Downtown Donelson Urban Design Overlay shall be met by development within this SP unless modified by the SP.
3. All signs shall meet the Downtown Donelson Urban Design Overlay. Signs shall be spotlighted or back lit with a diffused light source. Back-lighting shall illuminate only the letter, characters, or graphics, but not the background.
4. Prior to the issuance of permits, a public pedestrian access easement shall be dedicated along the Lebanon Pike and Shady Grove frontages to include the public sidewalk and landscaping planter area.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to



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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.



2011Z-002PR-001
 2631 SMITH SPRINGS ROAD
 Map 136, Parcel(s) 043
 Antioch - Priest Lake
 29 - Vivian Wilhoite



| | |
|-------------------------|------------------------------------|
| Project No. | Zone Change 2011Z-002PR-001 |
| Council District | 29 – Wilhoite |
| School District | 6 – Mayes |
| Requested by | Keith Jordan, owner |

| | |
|-----------------------------|-------------------|
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Disapprove</i> |

APPLICANT REQUEST **Rezone from residential to office and residential zoning**

Rezoning **A request to rezone from Single and Two-Family Residential (R10) to Office and Residential (OR20) district property located at 2631 Smith Springs Road, approximately 760 feet west of Bell Road (.36 acres).**

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

Proposed Zoning
OR20 District Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. OR20 would allow up to 7 units on 0.36 acres.

CRITICAL PLANNING GOALS N/A

**ANTIOCH/PRIEST LAKE
COMMUNITY PLAN**

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

Consistent with Policy? No. While the proposed OR20 zoning district does permit residential uses, which is consistent with the land use policy, it also permits non-residential uses which are not consistent with the land use policy.



Metro Planning Commission Meeting of 03/10/2011

PUBLIC WORKS RECOMMENDATION

1. An access study may be required at development.
2. 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.

Typical Uses in Existing Zoning District: R10

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.36 | 4.63 D | 1 U | 10 | 1 | 2 |

Typical Uses in Proposed Zoning District: OR20

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Office (710) | 0.36 | 0.590 F | 9,252 SF | 214 | 28 | 28 |

Traffic changes between typical: R10 and proposed OR20

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +204 | +27 | +26 |

Maximum Uses in Existing Zoning District: R10

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.36 | 4.63 D | 1 U | 10 | 1 | 2 |

Maximum Uses in Proposed Zoning District: OR20

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| General Retail (814) | 0.36 | 0.8 F | 12,545 SF | 575 | 18 | 52 |

Traffic changes between maximum: R10 and proposed OR20

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +565 | +17 | +50 |



Metro Planning Commission Meeting of 03/10/2011

METRO SCHOOL BOARD REPORT

Projected student generation

1 Elementary 1 Middle 1 High

Schools Over/Under Capacity

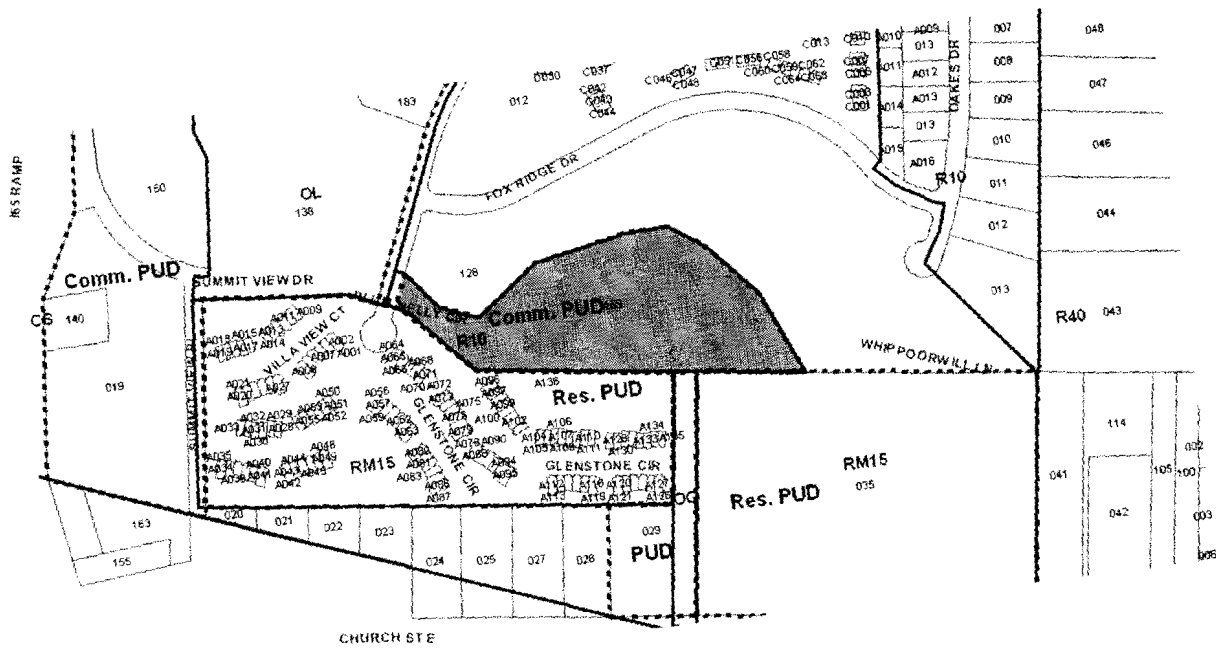
Students would attend Lakeview Elementary School, J.F. Kennedy Middle School, and Antioch High School. All three schools are identified as over capacity. There is not capacity for additional elementary and middle school students within the cluster, but there is capacity within an adjacent cluster for high school students. This information is based upon data from the school board last updated October 2010.

Fiscal Liability

The fiscal liability for one new elementary student is \$20,000, and the fiscal liability for one new middle school student is \$23,500. This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends that the request be disapproved. The proposed OR20 zoning district is not consistent with the property's land use policy because it permits non-residential uses.



89P-032-001
BRENTWOOD SKYLINE
2011Z-003PR-001
 STONE BROOK DRIVE (UNNUMBERED)
 Map 171, Parcel(s) 159
 Southeast
 31 - Parker Toler



Metro Planning Commission Meeting of 03/10/2011

**Items #12
a & b**

Project No. **Planned Unit Development 89P-032-001;
Zone Change 2011Z-003PR-001**

Project Name **Brentwood Skyline**

Council District 31 - Toler

School District 2 - Brannon

Requested by Lukens Engineering Consultants, applicant, Mt. View LLC, owner

Staff Reviewer Johnson

Staff Recommendation *Defer to March 24, 2011 Planning Commission Meeting*

APPLICANT REQUEST

Rezone and amend PUD to permit multi-family residential development.

Zone Change

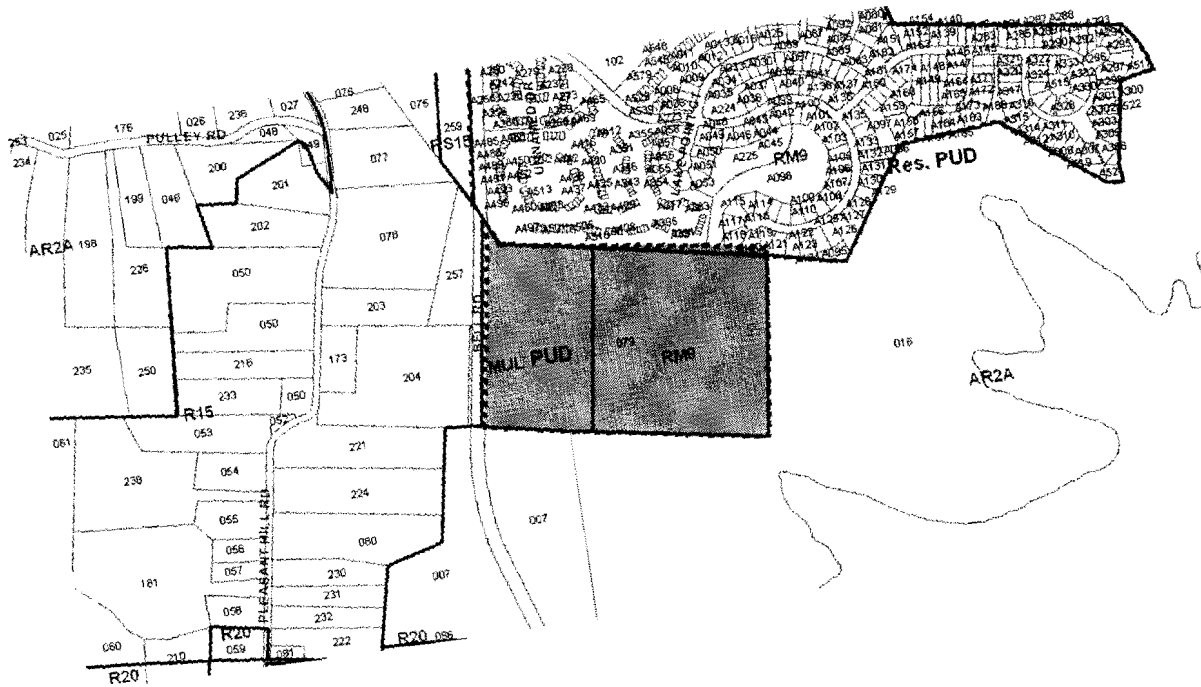
A request to rezone from One and Two-Family Residential (R10) to Multi-Family Residential (RM15) district property located at Stone Brook Drive (unnumbered), approximately 1,750 feet south of Old Hickory Boulevard (6.56 acres).

PUD Amendment

A request to amend the Brentwood Skyline Planned Unit Development Overlay District for property located at Stone Brook Drive (unnumbered), approximately 1,750 feet south of Old Hickory Boulevard (6.56 acres), zoned One and Two-Family Residential (R10) and proposed for Multi-Family Residential (RM15), to permit 86 multi-family units where a 129,600 square foot office building was previously approved.

STAFF RECOMMENDATION

Staff recommends deferral of the request to the March 24, 2011 Planning Commission hearing. The applicant requested deferral, in writing, to allow more time to work on issues with Metro Departments.



2005P-028-001
CARILLON (Amend #1)
 Map 121, Parcel(s) 079
 Donelson - Hermitage
 13 - Carl Burch



Project No. **Planned Unit Development 2005P-028-001**
Project Name **Carillon (Amendment #1)**
Council District 13 – Burch
School Board District 6 – Mayes
Requested By Ragan, Smith Associates, Inc. applicant for Carillon II
Investment Partners, owner

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions*

APPLICANT REQUEST

Amend preliminary PUD plan

Amend Preliminary PUD Plan

A request to amend the Carillon Planned Unit Development Overlay District for property located at Bell Road (unnumbered), approximately 1,650 feet north of Couchville Pike (39.53 acres), zoned Multi-Family Residential (RM9) and Mixed Use Limited (MUL), to permit 18,000 square feet of retail, 5,000 square feet of office, and 496 multi-family dwelling units, where 165,200 square feet of retail and office, 86 condominium units, and 84 townhomes were previously approved.

Existing Zoning
RM9 District

RM9 is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre.

MUL District

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

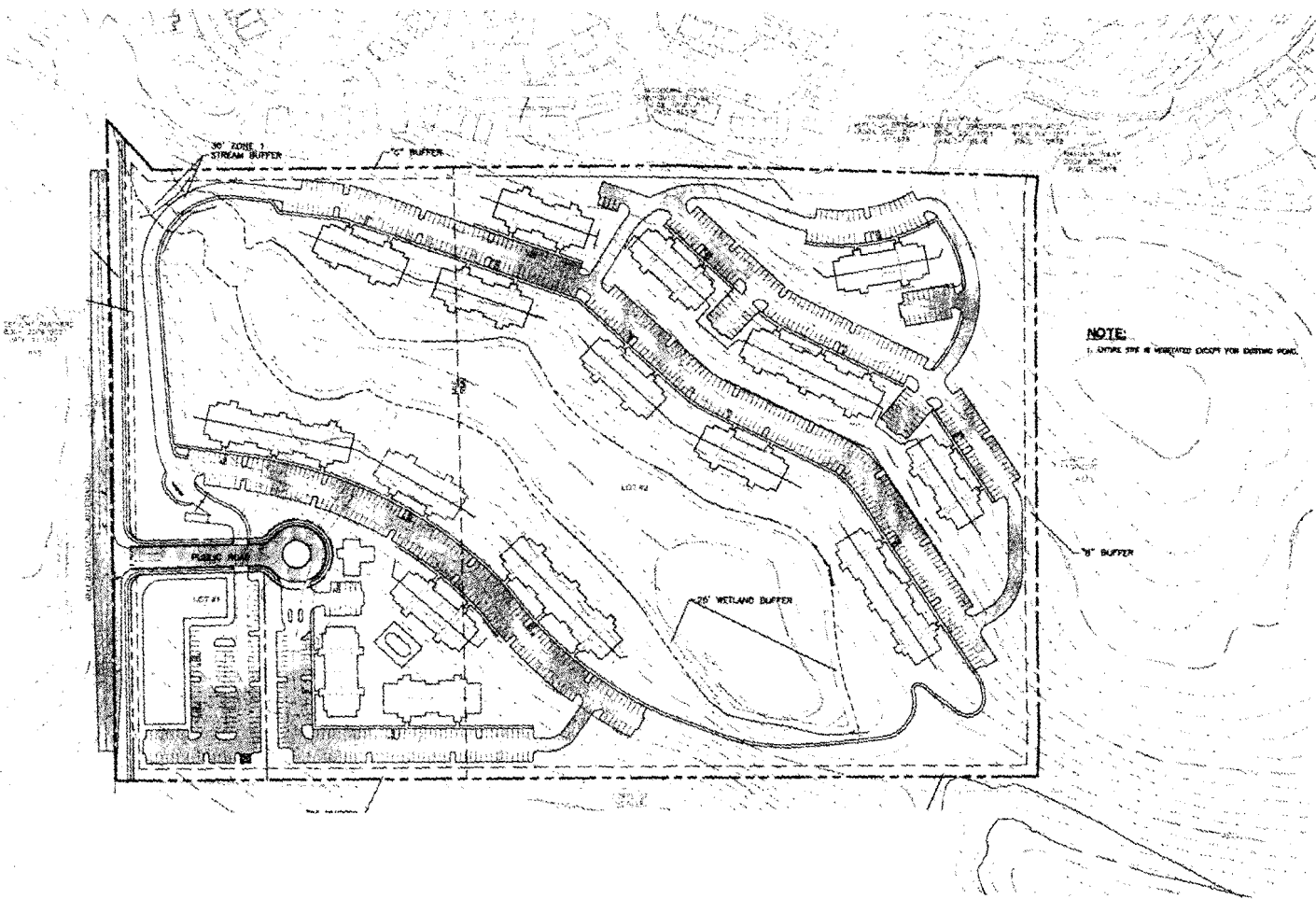
CRITICAL PLANNING GOALS

N/A

REQUEST DETAILS

The Carillon Planned Unit Development (PUD) is located on Bell Road north of Couchville Pike. The PUD was authorized by BL2005-895 which was approved by Council on February 8, 2006. The PUD is approved for 165,200 square feet of retail and office uses, 86 condominiums and 84 town homes. The PUD is currently not developed and the property consists mostly of dense woodland. Environmental constraints on the site include some steep slopes, a stream that bisects the property and possible wetlands.

The proposal reduces the non-residential portion of the development to 18,000 square feet of retail and 5,000 square feet of office, and increases the total number of units to 496. The proposal also changes the type of units to multi-family. Zoning (Section 17.40.120) requires any



Proposed Amendment



Metro Planning Commission Meeting of 03/10/2011

increase in the total number of residential dwelling units be authorized by Council; therefore, the request is considered an amendment to the PUD.

As proposed the non-residential uses will be provided in a single one story building located along Bell Road. While the building will back onto Bell Road, the plan provides language which requires that the building be designed to appear as if it fronts onto Bell Road. The parking for the non-residential uses is located along the opposite side of the building to Bell Road.

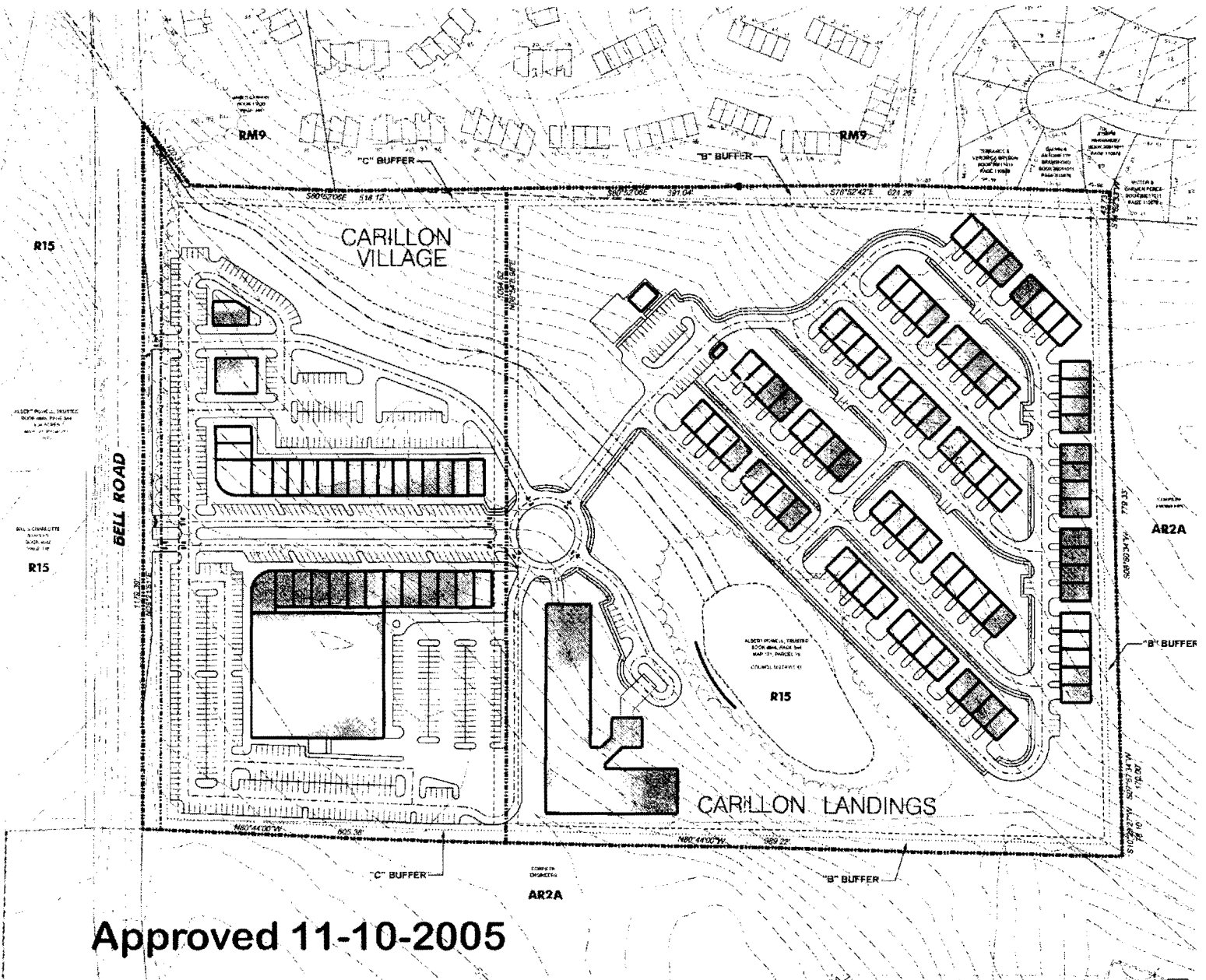
The residential portion of the proposed plan is provided in two separate areas. One area is located closer to Bell Road directly behind the non-residential portion of the development and consists of six multi-family structures, a clubhouse and pool area. The second portion is located near the back of the site at the northern corner. This is on the back side of the stream which bisects the property and is also located on higher ground than the area closer to Bell Road and consists of nine multi-family structures, which are terraced into the hillside.

Access to the development will be from a new, short public street off of Bell Road. The residential portion of the development will be gated and accessed by private drives off of the new public street. Sidewalks are proposed along Bell Road, and throughout the development.

Analysis

The proposed plan is consistent with the Metro Zoning Code. While the request proposes a significant increase in the total number of residential units, the layout on the back portion of the plan fits better into the topography than the original plan. The plan provides the required stream buffers and buildings are kept out of the wetland area.

The small commercial area along Bell Road could provide for some of the daily needs of the residents who will live in the development as well as the surrounding area. Staff recommends approval of the plan with a condition that the plan be redesigned along the front entrance to the PUD so that the proposed public street is lined with a building along the north side of the street, as well as the south side. This change will allow the plan to better meet the intent of the Neighborhood Center policy by providing a better defined center and focal point for the development and the surrounding area. This may require the relocation of the



Approved 11-10-2005



Metro Planning Commission Meeting of 03/10/2011

new public street further to the south to accommodate this layout.

Access

Staff also recommends a secondary access point onto Bell Road to provide for better circulation and to allow the development to have a second point of ingress/egress for emergency purposes. With 496 proposed units staff recommends the secondary access driveway be included for safety and emergency vehicle access should there be a reason that the main ingress and egress is blocked.

PUBLIC WORKS RECOMMENDATION

1. At the initial construction phase, construct a southbound left turn lane on Bell Road with 200 feet of storage and transitions per AASHTO/MUTCD standards.
2. At the initial construction phase, construct a northbound right turn lane on Bell Road with 200 feet of storage and transitions per AASHTO/MUTCD standards.
3. Developer shall conduct a signal warrant analysis at the intersection of Bell Road and the access drive(s) with each final SP submittal or as directed by the Metro Traffic Engineer. The warrant analysis and traffic counts shall be submitted to the Metro Traffic Engineer for review and approval. The developer shall design and install a traffic signal when approved by the Traffic and Parking Commission.
4. Construct the access drive(s) at Bell Road with one entering and two exiting lanes (LT and RT) each with a minimum 175 ft of storage and transitions per AASHTO/MUTCD standards.
5. Additional analysis with updated traffic counts will be required for the intersection of Bell Road and Elm Hill Pike prior to approving any final SP plans to determine if additional mitigations are required.
5. If the Planning Commission requires construction of a second access drive, at a minimum, the proposed southbound left turn lane on Bell Road shall be extended as a continuous three lane cross section along Bell Road with appropriate storage and tapers to



Metro Planning Commission Meeting of 03/10/2011

incorporate both access drives. Additional traffic analysis may be required.

FIRE MARSHAL

Approve with conditions

Show fire hydrant location(s) with flow data or engineered flow calculations on the plan.

STORMWATER RECOMMENDATION

Preliminary PUD approved

STAFF RECOMMENDATION

Staff recommends that the request be approved with conditions. As proposed the request is consistent with all zoning requirements.

CONDITIONS

1. Buildings along Bell Road shall front (be oriented towards) Bell Road, or be designed so that they appear to front onto Bell Road. Elevations for any building along Bell Road shall be approved by Metro Planning staff prior to approval of any final site plan.
2. The PUD shall be redesigned at the front entrance to the PUD so that an additional building is included along the north side of then proposed public road. This building must wrap around the corner of Bell Road and the newly proposed public street. The building shall address the corner, similar to how the proposed commercial building addresses the southern corner of the intersection currently. This may require the relocation of the new public street further to the south to accommodate this layout.
3. Plan shall be revised to provide a secondary ingress and egress point onto Bell Road.
4. There shall be no pole signs allowed, and all free standing signs shall be monument type not to exceed five feet in height. Changeable LED, video signs or similar signs allowing automatic changeable messages shall be prohibited. All other signs shall meet the base zoning requirements, and must be approved by the Metro Department of Codes Administration.
5. The requirements of the Public Works Department shall be met.



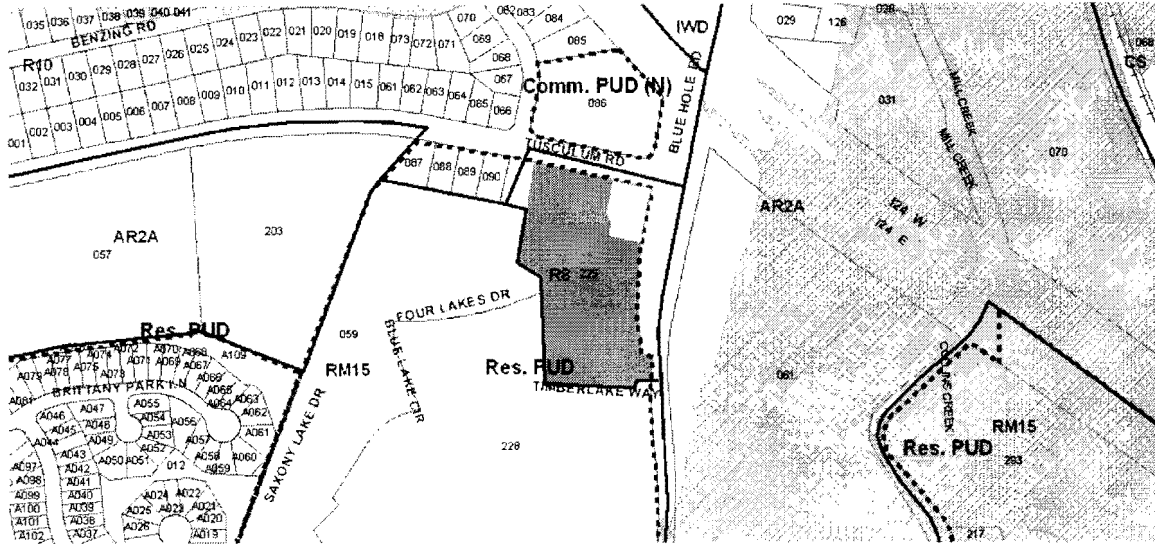
Metro Planning Commission Meeting of 03/10/2011

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.
8. Prior to any additional development applications for this property, and in no event later than 120 days after the effective date of the enacting ordinance, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan. If a corrected copy of the preliminary PUD plan incorporating the conditions of approval therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the preliminary PUD plan shall be presented to the Metro Council as an amendment to this PUD ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.

SEE NEXT PAGE

PLANNING COMMISSION ACTIONS

- **PUD Final**
- **Subdivision Concept**



117-84P-002
LIGHTHOUSE CHRISTIAN PRE-SCHOOL
Map 162, Part of Parcel 225
Southeast
32 - Sam Coleman



Project No. **Planned Unit Development 117-84P-002**
Project Name **Lighthouse Christian Pre-School**
Council District 32 – Coleman
School Board District 2 – Brannon
Requested By Barge Cauthen & Associates, applicant for Lighthouse Baptist Church, owner

Staff Reviewer Sexton
Staff Recommendation *Disapprove. If Stormwater conditions are met prior to the meeting, approve with conditions.*

APPLICANT REQUEST

Revise preliminary plan and final approval to permit a building addition.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final approval for a portion of the Lighthouse Christian School Planned Unit Development Overlay located 5115 Blue Hole Road (.75 acres), at the southwest corner of Blue Hole Road and Tusculum Road, zoned One and Two-Family Residential (R8), to permit a one-story 4,435 square foot addition where a 4,180 square foot addition was previously approved for an existing day care center.

Existing Zoning
R8 District

R8 requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25% duplex lots.

CRITICAL PLANNING GOALS

N/A

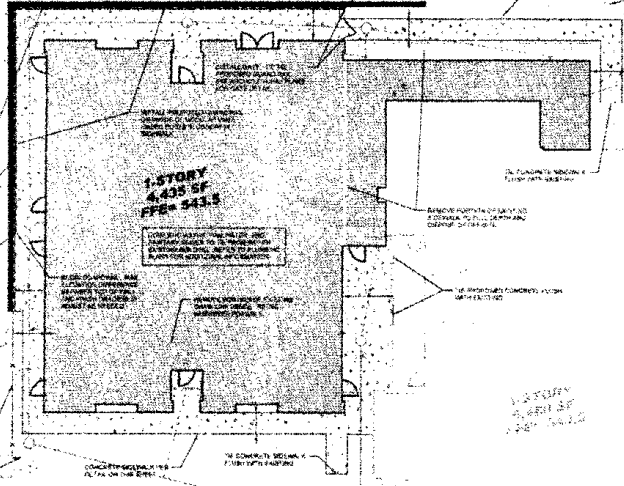
REQUEST DETAILS

This request modifies the preliminary and final PUD for an existing day care center. The PUD was originally approved in 1984 and was later revised in 1994 to permit a religious institution with a separate 18,000 square foot building. Another revision for this portion of the PUD was recently approved by the Planning Commission on August 26, 2010. The approved plan replaced the 18,000 square foot building with a one-story 6,480 square foot day care center. The approved plan also granted preliminary approval only for a future one-story, 4,180 square foot addition to the day care center. This request is to increase the floor area of the previously approved addition to the day care center from 4,180 square feet to 4,435 square feet.

SHARPLETT
LAKE
(60' ROW)

LOT 26
1/4 SEC. 20, SECTION 2
PLAT 1254, 1872, TRACT 79
MAP 182, OR. PARCEL 80
R.O.D.C. 14
JANUARY, 1911

TUSCULUM ROAD
(60' ROW)



EXISTING MECHANICAL EQUIPMENT TO REMAIN. NEW MECHANICAL EQUIPMENT TO BE INSTALLED AS SHOWN. SEE MECHANICAL SCHEDULE FOR DETAILS.

CONCRETE FOUNDATION TO REMAIN. CONCRETE FLOOR TO REMAIN. CONCRETE WALLS TO REMAIN. CONCRETE ROOF TO REMAIN.

1-STORY 4,435 SF PFS-5415

EXISTING MECHANICAL EQUIPMENT TO REMAIN. NEW MECHANICAL EQUIPMENT TO BE INSTALLED AS SHOWN. SEE MECHANICAL SCHEDULE FOR DETAILS.

CONCRETE FOUNDATION TO REMAIN. CONCRETE FLOOR TO REMAIN. CONCRETE WALLS TO REMAIN. CONCRETE ROOF TO REMAIN.



Metro Planning Commission Meeting of 03/10/2011

Building Orientation

The proposed addition is located on the northwest portion of the property. The primary entrance into the building is located along Tusculum Road. As proposed, the total floor area of the day care center in the PUD will be increased to 10,915 square feet which does not exceed the floor area authorized by the Council approved PUD plan.

Parking/Access

The plan proposes a total of 28 on-site parking spaces for the day care center which meets the Zoning Code requirement for parking. Walkways are proposed along the perimeter of the building that will connect to the existing sidewalks. The PUD is accessed through driveway connections from both Tusculum Road and Blue Hole Road. Internal cross-access between properties and parking lots is available.

ANALYSIS

The request is within the limits of a revision, and it does not require Council approval. The proposed expansion to the existing day care center is minor, and there are no issues with the proposed expansion.

STORMWATER RECOMMENDATION

Disapprove, unless the as-built Phase 1 is approved prior to the Planning Commission meeting. If the as-built is approved, then stormwater recommends approval.

STAFF RECOMMENDATION

Staff recommends disapproval as there are outstanding Stormwater issues to be resolved. If Stormwater conditions are met prior to the meeting, staff recommends approval with conditions. The proposed changes are consistent with the approved plan.

CONDITIONS

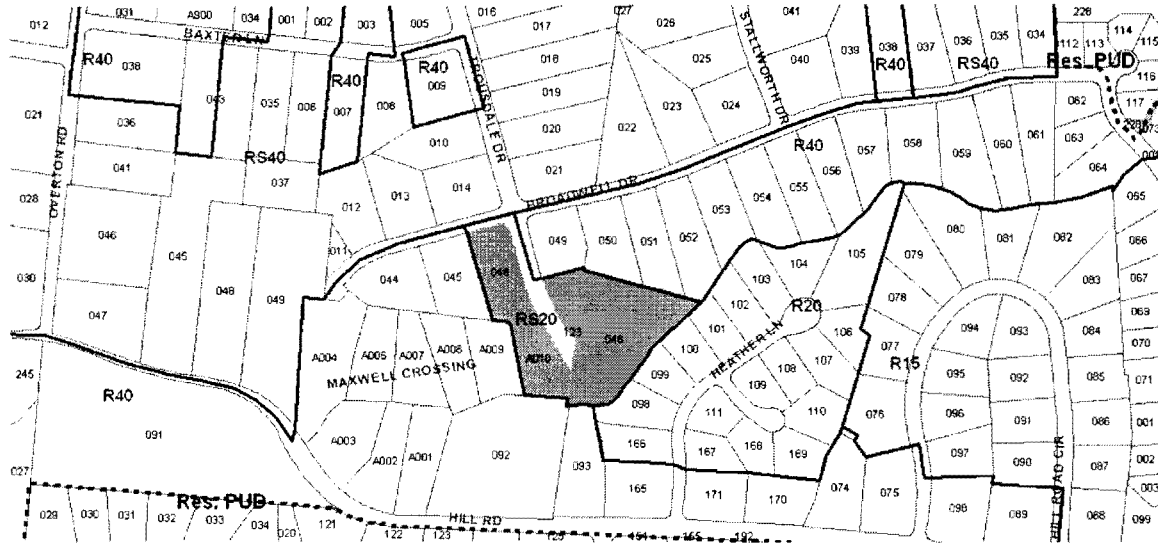
1. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal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



Metro Planning Commission Meeting of 03/10/2011

3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
6. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
7. 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



2008S-061U-12
BRENTWOOD BRANCH ESTATES (CONCEPT PLAN EXTENSION #2)
 Map 160, Parcel(s) 123
 Map 160-08, Parcel(s) 046, 048
 Map 160-08-0-A, Parcel(s) 010
 Southeast
 26 - Greg Adkins; 31 - Parker Toler



| | |
|------------------------------|--|
| Project No. | Subdivision 2008S-061U-12 |
| Project Name | Brentwood Branch Estates (Concept Plan Extension) |
| Council District | 26 – Adkins |
| School Board District | 2 – Brannon |
| Requested By | Dale and Associates, applicant, for Michael and Sharon Yates, owners |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Extend concept plan approval

Extend Concept Plan Approval

A request to permit the extension of an approved concept plan for one year from its expiration date of March 27, 2011, for the Brentwood Branch Estates Subdivision for eight single-family clustered residential lots located at 501 Broadwell Drive, Hill Road (unnumbered) and at Trousdale Drive (unnumbered), zoned Single-Family Residential (RS20) (4.42 acres).

Zoning

RS20 District

RS20 requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

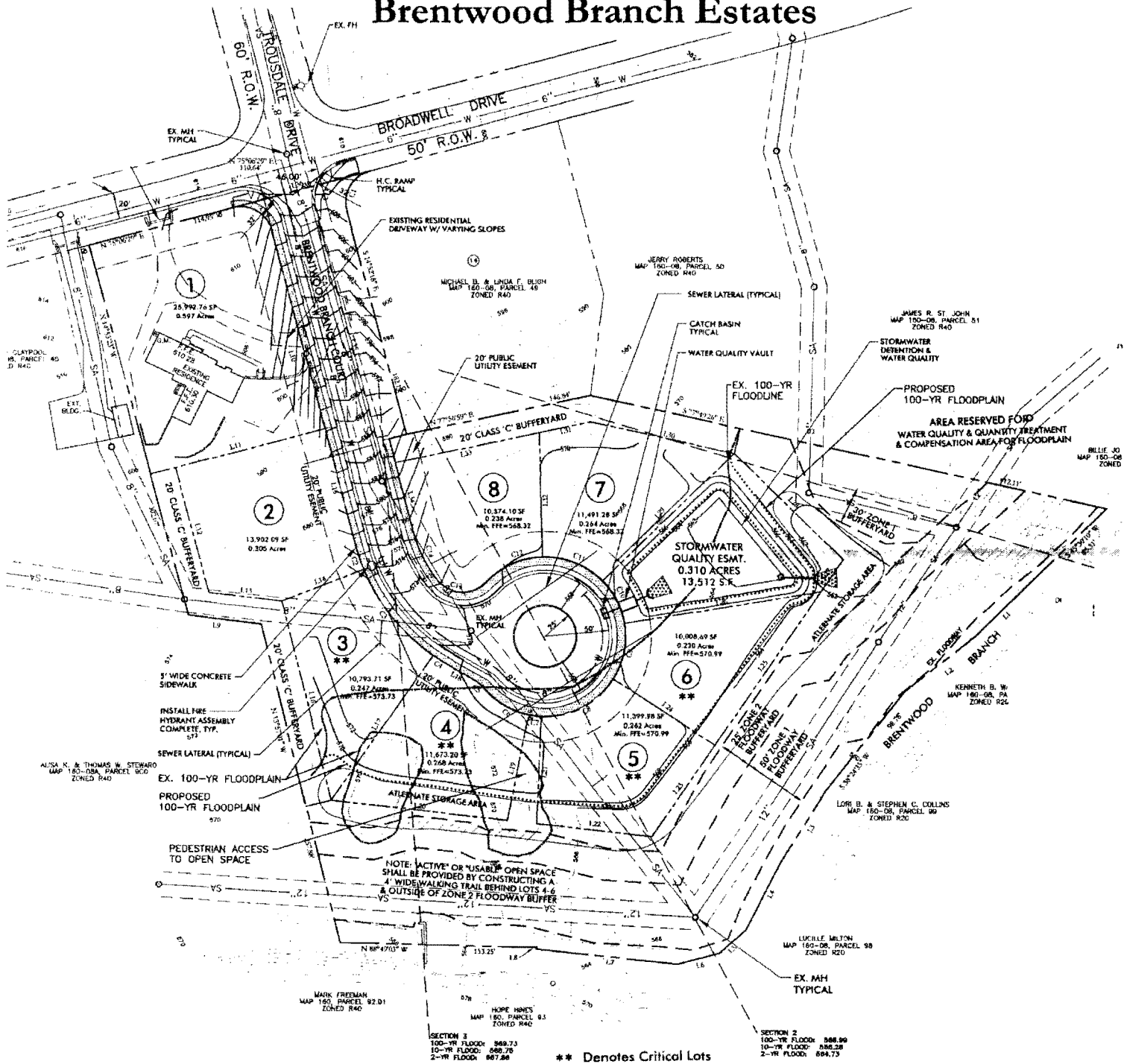
SUBDIVISION DETAILS

This is a request to extend concept plan approval for Brentwood Branch Estates, a major subdivision. The properties included in the concept plan are located on the south side of Broadwell Drive in the Crieve Hall area. The concept plan was approved for eight single-family cluster lots by the Planning Commission on March 27, 2008. If approved, this will be the second extension to the approval. The first extension was approved by the Commission on February 25, 2010, and will expire on March 27, 2011.

Section 2-3.4.f of the Subdivision Regulations specifies the effective period of concept plan approval. It states that the effective period for a *major* subdivision is two years, but that prior to expiration the approval can be extended for one year if the Planning Commission deems the extension appropriate based upon progress made in developing the subdivision.

According to the applicant, the development was put on hold due to the current housing market. In a letter from

Brentwood Branch Estates



NOTE: ACTIVE OR USABLE OPEN SPACE SHALL BE PROVIDED BY CONSTRUCTING A 4' WIDE WALKING TRAIL BEHIND LOTS 4-6 & OUTSIDE OF ZONE 2 FLOODWAY BUFFER

** Denotes Critical Lots

SECTION 3

| | |
|---------------|--------|
| 100-YR FLOOD: | 869.73 |
| 10-YR FLOOD: | 869.73 |
| 2-YR FLOOD: | 867.86 |

SECTION 2

| | |
|---------------|--------|
| 100-YR FLOOD: | 886.80 |
| 10-YR FLOOD: | 886.28 |
| 2-YR FLOOD: | 884.73 |



Metro Planning Commission Meeting of 3/10/2011

the applicant, dated January 25, 2011, the applicant provided the following list as a summary of the progress that has been made in completing the development:

- Mandatory Referral Process initiated (withdrawn due to a determination that it was not necessary)
- Complete Boundary & Topographic Survey
- 80% Construction Drawing set, including detailed stormwater calculations, hydraulic flood analysis and cut/fill calculation for flood plain disturbance.
- Plans initially submitted to Stormwater for Sufficiency Review prior to placing the project on hold

The letter further states that approximately \$75,000 has been spent on land acquisition, surveying, planning and design.

Staff Analysis

The current concept plan meets all subdivision and zoning requirements. Since it meets all the requirements and the applicant has invested time and money into the project which will ultimately lead to its development, then staff recommends extending the concept plan approval for one year.

METRO STORMWATER RECOMMENDATION

Construction plans have expired. Construction plans will need to be re-evaluated prior to construction.

STAFF RECOMMENDATION

Staff recommends that concept plan approval be extended for one year as requested by the applicant to March 27, 2012.