



METROPOLITAN PLANNING COMMISSION MINUTES

Thursday, March 13, 2014

4:00 pm Regular Meeting

700 Second Avenue South
(between Lindsley Avenue and Middleton Street)
Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

The Planning Commission guides growth and development as Nashville and Davidson County 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.

Commissioners Present:

Jim McLean, Chair
Greg Adkins
Phil Ponder
Derrick Dalton
Andree LeQuire
Lillian Blackshear

Staff Present:

Doug Sloan, Deputy Director
Kelly Adams, Administrative Services Officer III
Craig Owensby, Public Information Officer
Bob Leeman, Planning Manager II
Kathryn Withers, Planning Manager II
Carrie Logan, Planner III
Cindy Wood, Planner III
Greg Claxton, Planner II
Jason Swaggart, Planner II
Duane Cuthbertson, Planner II
Tifinie Capehart, Planner II
Melissa Sajid, Planner II
Ben Miskelly, Planner I
Michael Briggs, Transportation Planner
Susan Jones, Legal

Commissioners Absent: Stewart Clifton, Hunter Gee, Jeff Haynes, Councilmember Walter Hunt

Richard C. Bernhardt, FAICP, CNU-A
Secretary and Executive Director, Metro Planning Commission

Metro Planning Department of Nashville and Davidson County
800 2nd Avenue South P.O. Box 196300 Nashville, TN 37219-6300
p: (615) 862-7190; f: (615) 862-7130

Notice to Public

Please remember to turn off your cell phones.

The Commission is a 10-member body, nine of whom are appointed by the Metro Council and one of whom serves as the mayor's representative. The Commission meets on the 2nd and 4th Thursday of each month at 4:00 p.m., unless otherwise noted. The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, the Commission recommends an action to the Metro Council (e.g. zone changes, specific plans, overlay districts, and mandatory referrals). The Metro Council can accept or not accept the recommendation.

Agendas and staff reports can be viewed on-line at www.nashville.gov/mpc/agendas or weekdays from 7:30 a.m. to 4:00 p.m. at the Planning Department office located at 800 2nd Avenue South, downtown Nashville. Also, at the entrance to this meeting room, a binder of all staff reports has been placed on the table for your convenience.

Meetings on TV can be viewed live or shown at an alternative time on Channel 3. Visit www.nashville.gov/calendar for a broadcast schedule.

Writing to the Commission

You can mail, hand-deliver, fax, or e-mail comments on any agenda item to the Planning Department. For the Commission to receive your comments, prior to the meeting, you must submit them by **noon the day of the meeting**. Otherwise, you will need to bring 14 copies of your correspondence to the meeting and during your allotted time to speak, distribute your comments.

Mailing Address: Metro Planning Department, 800 2nd Avenue South, P.O. Box 196300, Nashville, TN 37219-6300
Fax: (615) 862-7130
E-mail: planningstaff@nashville.gov

Speaking to the Commission

If you want to appear in-person before the Commission, view our tips on presentations on-line at www.nashville.gov/mpc/pdfs/mpc_mtg_presentation_tips.pdf and our summary regarding how Planning Commission public hearings are conducted at www.nashville.gov/mpc/docs/meetings/Rules_and_procedures.pdf. Briefly, a councilmember may speak at the very beginning of the commission meeting, after the individual item is presented by staff, or after all persons have spoken in favor or in opposition to the request. Applicants speak after staff presents, then, those in favor speak followed by those in opposition. The Commission may grant the applicant additional time for a rebuttal after all persons have spoken. Maximum speaking time for an applicant is 10 minutes, individual speakers is 2 minutes, and a neighborhood group 5 minutes, provided written notice was received prior to the meeting from the neighborhood group.

- Day of meeting, get there at least 15 minutes ahead of the meeting start time to get a seat and to fill-out a "Request to Speak" form (located on table outside the door into this meeting room).
- Give your completed "Request to Speak" form to a staff member.
- For more information, view the Commission's Rules and Procedures, at www.nashville.gov/mpc/pdfs/main/rules_and_procedures.pdf

Legal Notice

As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.



The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited. For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at (615) 862-7150 or e-mail her at josie.bass@nashville.gov. For Title VI inquiries, contact Caroline Blackwell of Human Relations at (615) 880-3370. For all employment-related inquiries, contact Human Resources at (615) 862-6640.

MEETING AGENDA

A. CALL TO ORDER

The meeting was called to order at 4:01 p.m.

B. ADOPTION OF AGENDA

Mr. Ponder moved and Mr. Adkins seconded the motion to adopt the revised agenda. (6-0)

C. APPROVAL OF FEBRUARY 27, 2014 MINUTES

Mr. Ponder moved and Mr. Dalton seconded the motion to approve the February 27, 2014 minutes. (6-0)

D. RECOGNITION OF COUNCILMEMBERS

E. NASHVILLENEXT UPDATE

Ms. Tifinie Capehart presented an update on the NashvilleNext Community Engagement Committee outreach.

F. ITEMS FOR DEFERRAL / WITHDRAWAL

2a. 2014CP-011-001

SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT

2b. 2012SP-029-001

BL2013-353 / TENPENNY
TANKSLEY AVENUE

10. 2014S-036-001

1132 TULIP GROVE ROAD

11. 2014S-034-001

REGAL HOMES LOTS

12. 2014S-037-001

507 MOORE AVENUE

Mr. Dalton moved and Mr. Adkins seconded the motion to approve the deferred and withdrawn items. (6-0)

G. CONSENT AGENDA

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

3. 2014Z-008TX-001

6. 2014Z-016PR-001

7. 2014Z-017PR-001

8a. 2001UD-002-006

MUSIC ROW UDO (FINAL : MUSIC ROW MULTIFAMILY)

8b. 2001UD-002-007

MUSIC ROW UDO (MUSIC ROW MULTIFAMILY MODIFICATION)

March 13, 2014 Meeting

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Consent = Consent Agenda
Closed = Public Hearing was previously held and closed
Defer = Applicant requests to defer 1 or 2 meetings

Defer Indef = Applicant requests to defer indefinitely
Open = Public hearing is to be held
Withdraw = Applicant requests to withdraw application

9. 2008S-061U-12

BRENTWOOD BRANCH ESTATES (CONCEPT PLAN EXTENSION #5)

13. Reappointments to the Downtown Code Design Review Committee for the term March 13, 2014 through March 13, 2018.

14. New employee contracts for Stephanie McCullough and Latisha Birkeland.

15. Employee contract renewal for Anita McCaig.

19. Accept the Director's Report and Approve Administrative Items

Mr. Ponder moved and Mr. Adkins seconded the motion to approve the Consent Agenda. (6-0)

H. PREVIOUSLY DEFERRED ITEMS

The items below were deferred from a previous Planning Commission meeting at the request of the applicant or by the commissioners. For Community Plan Policy items, see H. Community Plan Policy Changes and Associated Cases.

Community Plan Amendments

1a. 2013CP-000-002

MCSP (GREEN HILLS AREA TRANSPORTATION PLAN)

Council District 17 (Sandra Moore); 18 (Burkley Allen); 25 (Sean McGuire); 34 (Carter Todd)
Staff Reviewer: Michael Briggs

A request to amend the adopted Major and Collector Street Plan to include recommendations from the Green Hills Area Transportation Plan, requested by the Metro Planning Department, applicant.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Amend the Green Hills-Midtown Community Plan to include the 2014 Green Hills Area Transportation Plan and Amend the Major and Collector Street Plan to include the 2014 Green Hills Area Transportation Plan

Amend the Community Plan and Major and Collector Street Plan

A request to amend the adopted Green Hills-Midtown Community Plan to include the *2014 Green Hills Area Transportation Plan* and A request to amend the adopted Major and Collector Street Plan to include the *2014 Green Hills Area Transportation Plan*

GREEN HILLS – MIDTOWN COMMUNITY PLAN

The *Green Hills-Midtown Community Plan: 2005 Update* contains a transportation plan element that identifies a network for vehicles, pedestrians, and bicyclists. Recommendations are outlined involving potential changes to streets described as arterials and collectors, intersection improvements, sidewalk and crosswalk improvements, and greenways and bikeways recommendations.

MAJOR AND COLLECTOR STREET PLAN

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.

Background

The Green Hills-Midtown Community Plan was adopted on July 28, 2005. The Metro Planning Commission adopted a new Major and Collector Street Plan (MCSP), *Implementing Complete Streets*, on April 24, 2011 that provides additional guidance for major (Arterial-Boulevards and Arterial-Parkways) and collector (Collector-Avenues) streets across all of Davidson County. The MCSP is amended as updates occur to each Community Plan and as further engineering and planning studies are completed to reflect the changes that have occurred in the community since the MCSP was adopted. The MCSP may also be amended to respond to future planned growth, development, and preservation.

In 2010, the Green Hills area Metro Council Members along with the Tennessee Department of Transportation, Metro Public Works, Metro Planning Department, and Nashville Area Metropolitan Planning Organization initiated a study of transportation needs in Green Hills that was completed in late 2011, it was titled the Green Hills Area Transportation Plan (GHATP). This study was conducted by the consultant team of Parsons Brinkerhoff and Skycomp, Inc. It involved a Resource Team composed of property owners, stakeholders and residents in Green Hills. The GHATP was completed by the consultant team in 2011. It was not adopted by the Metro Planning Commission. Since that time, the Green Hills area has continued to experience growth and redevelopment pressures while transportation infrastructure improvements have not kept similar pace. In 2013, Planning staff began review of the 2011 document with the community to determine what portions of the GHATP were applicable as the community continues to experience change. The intent was to seek community input on transportation proposals in the plan and ask the Metro Planning Commission to adopt the plan.

Analysis

Staff reconvened the members of the GHATP Resource Team on the GHATP to understand the recommendations it proposed, to identify new community issues regarding transportation, and to seek community input on the GHATP recommendations. After planning staff conducted the community meetings, a series of changes were identified to the GHATP. Planning staff also added recommendations to help prioritize transportation investments, particularly pedestrian and bicycle infrastructure that is lacking in the area. An addendum to be amended into the Green Hills Midtown Community Plan and the Major and Collector Street Plan

was compiled by planning staff in early 2014. The addendum reflects some of the original recommendations with modifications, but also proposes additional guidance involving vehicular, pedestrian, bicycle, and mass transit transportation networks. The resulting *2014 Green Hills Area Transportation Plan* builds upon the study conducted in 2010 and 2011, modifies recommendations based upon current community feedback and additional staff analysis, and recommends opportunities for future implementation.

The goals of the *2014 Green Hills Area Transportation Plan* build upon previous plans and studies undertaken in the area. Traffic congestion is focused on Hillsboro Pike in peak travel times and is forecasted to worsen in the future, so improving the current street network around the Hillsboro Pike corridor is strongly emphasized in the plan along with traffic signal improvements, turn lane additions, and intersection realignments. Making street connections with parallel routes as redevelopment occurs is critical to developing a more robust street grid so the infrastructure is keeping pace with the redevelopment in Green Hills. Also vital to the area are improvements to walking, biking and transit facilities to make these transportation choices safer, attractive, and viable options.

The *2014 Green Hills Area Transportation Plan* relies primarily upon coordinating opportunities as redevelopment occurs along Hillsboro Pike to construct key street connections and utilize limited Metro funds for transit, walking, and biking to the areas of highest need within Green Hills. Coordination of strategies will be a challenge in Green Hills. For that reason, the implementation strategy must rely on private sector (property owner and developer) action, government action, and residential support and advocacy for the plan. Green Hills is a significant regional activity center; as such, it many consider adopting a model like the Nashville Downtown Partnership, which is a private sector, non-profit corporation that helps champion and implement improvements in Downtown. This model has been successful to contributing to aesthetic improvements, enhanced transportation options, and parking challenges in the Downtown area and could be replicated in Green Hills. The bulk of the recommendations contained in the plan will occur as redevelopment in Green Hills occurs.

Some highlights of the Transportation Plan include:

Vehicular Recommendations

- Monitor and improve traffic signal timing and phasing along Hillsboro Pike.
- Restripe portions of Hillsboro Pike for turn lane additions as redevelopment occurs.
- Add turn lanes at key signalized intersections along Hillsboro Pike.
- If the Hillsboro High School property redevelops, coordinate with the redevelopment to enhance the transportation network with additional streets east of Hillsboro Pike and realigning the Abbott Martin Road intersection.
- Realign Crestmoor Road and Glen Echo Road at Hillsboro Pike.
- Complete street connections where right-of-way exists along Boensch Street and Stokesmont Road.
- Connect Bandywood Drive with The Hill Center as redevelopment occurs.
- Create a street grid east of Hillsboro Pike around the existing Green Hills Public Library as redevelopment occurs.
- Consider connections south of Richard Jones Road to Warfield Drive as redevelopment occurs.
- Consolidate driveways and access points along Hillsboro Pike by coordinating access management as redevelopment occurs.

Mass Transit Recommendations

- Improve the area's transit stop amenities and aesthetics.
- Implement transit signal priority at signalized intersections along Hillsboro Pike.
- Develop a transit mini-hub connecting routes that serve the Green Hills area.
- Extend transit service to Burton Hills, and develop a joint agreement with property owners to establish a Park and Ride in the area.
- Start a new local circulator service with route to be determined by the Nashville Metropolitan Transit Authority, and study its potential connection to the 12South commercial area and neighborhood.
- Consider a potential interface with The Amp, planned bus rapid transit service along Broadway-West End.

Pedestrian Recommendations

- Construct the identified "very high" and "high" priority sidewalk projects including:
 - Hillsboro Pike, filling in sidewalk gaps between Crestmoor Road and Hobbs Road;
 - Hillsboro Pike, extending sidewalks along the west side from Hobbs Road to Harding Road;
 - Belmont Park Terrace;
 - Hobbs Road, extending sidewalks from Estes Road to Lynnwood Boulevard;
 - Hillsboro Pike, extending sidewalks from Crestmoor Road to Sharondale Drive; and
 - Lombardy Avenue.
- Develop the pedestrian promenade network identified between The Mall at Green Hills, The Hill Center, and surrounding neighborhoods.

Bicycle Recommendations

- Construct the identified high priority bikeways including:
 - A multi-use path between I-440 and Glen Echo Road that utilizes Benham Avenue right-of-way;
 - A multi-use path from Glen Echo Road to Overhill Drive;

- Bike lanes along Glen Echo Road from Belmont Boulevard to Hillsboro Pike connecting Lipscomb University with The Mall at Green Hills; and
- Sugartree Creek Greenway between Abbott Martin Road and Hobbs Road near the Green Hills YMCA continuing to Burton Hills.
- Extend the B-cycle bike sharing network into Green Hills by developing B-cycle station locations at Lipscomb University, The Mall at Green Hills, and the Green Hills YMCA.

The entire Green Hills Area Transportation Plan should be consulted for a complete list of recommendations and priority projects.

COMMUNITY PARTICIPATION

Because of the nature of this amendment to the Green Hills-Midtown Community Plan and the amendment to the Major and Collector Street Plan, extensive stakeholder involvement was needed from departments, agencies and partners that implement elements of the transportation infrastructure in Green Hills along with outreach to community members.

Agency Stakeholder and Transportation Advocacy Outreach

Planning staff reconvened the members participating on the 2011 Resource Team to assist with guiding the recommendations within the plan and reviewing community feedback throughout the process. Representatives from the following companies and organizations participated in the 2011 process and/or the 2014 process, including the Council Members and residents from the Green Hills area representing Districts 17, 18, 25 and 34:

- Brookside Properties
- Bytes of Knowledge
- City of Forest Hills, Tennessee
- First Tennessee Bank
- The Green Hills Action Partners
- HG Hill Realty Company
- Lipscomb University
- The Mall at Green Hills
- Mayor's Bicycle and Pedestrian Advisory Committee
- Metropolitan Nashville Mayor's Office
- Metropolitan Nashville Library
- Nashville Area Metropolitan Planning Organization
- Nashville Chamber of Commerce
- Nashville Electric Service
- Nashville Metropolitan Parks and Recreation
- Nashville Metropolitan Public Works Department
- Nashville Metropolitan Transit Authority
- Nashville Red Cross
- Parsons Brinckerhoff
- Tennessee Department of Transportation
- Transit Alliance of Middle Tennessee
- Transit Now Nashville
- Walk/Bike Nashville

Three meetings of the Resource Team took place over late 2013 and early 2014. Planning staff also held individual meetings with some transportation stakeholders to gather feedback.

Community Outreach

Staff conducted two open house-style community meetings and attended one community forum hosted by District 35 Council Member Carter Todd. Several additional meetings were attended by staff and hosted by community organizations.

An open house was held on October 28, 2013 from 5 p.m. to 8 p.m. at Hillsboro High School. The recommendations from the 2011 Green Hills Area Transportation Plan were presented for feedback. Attendees were encouraged to fill out a survey, and responses were posted on the Planning Department's website. A notification was sent to transportation stakeholders, related agency stakeholders, and Green Hills area stakeholders via e-mail on October 11, 2013 concerning the upcoming community meeting and planned public hearing.

Council Member Carter Todd hosted a question and answer forum on November 18, 2013 at 6 p.m. at Calvary United Methodist Church. Staff gave a presentation on current trends driving growth and development in Nashville, the challenges that Green Hills faces being primarily car-oriented, and potential modifications to the 2011 Plan. Attendees could then ask questions of staff. The presentation was posted on the Planning Department's website for review.

A final open house was held on February 20, 2014 from 5 p.m. to 7 p.m. at Calvary United Methodist Church. Staff presented the modified vehicular, mass transit, pedestrian, and bicycle transportation networks and the draft *2014 Green Hills Area Transportation Plan* document. Attendees were able to discuss concerns with staff, ask questions, and leave comments.

From these meetings, an e-mail list was compiled to keep those in attendance regularly updated to the 2014 Plan's progress.

Staff also presented recommendations from the plan for feedback at a meeting of The Green Hills Action Partners on November 21; a joint meeting of the Battleboro, Sunnyside, 12South, and Belmont-Hillsboro Neighborhoods on December 19; the Lombardy Avenue Neighbors on January 13; and the Nashville Area Chamber of Commerce – West on January 15. Those attending the meetings were encouraged to review the plan and send comments and questions to Planning staff.

The 2011 Plan was posted on the Planning Department's website on October 11, 2013 for review and comment. An updated, static draft of the *2014 Green Hills Area Transportation Plan* was posted on February 19, 2014. This update contained a number of modifications from the 2011 Plan that was originally posted and added a series of recommendations involving priorities related to pedestrian and bicycle infrastructure.

Public Hearing

Notification of the November 14, 2013 Metro Planning Commission Public Hearing for consideration of the amendment to the Green Hills-Midtown Community Plan was sent by e-mail to transportation stakeholders, related agency stakeholders, and Green Hills area stakeholders on October 11, 2013. The public hearing was deferred by the Metro Planning Commission to March 13, 2014, so staff could conduct additional meetings with the community and discuss recommendations with the Steering Committee/Resource Team, Tennessee Department of Transportation (TDOT), and the Nashville Area Metropolitan Planning Organization (MPO).

Another notification was sent by e-mail to those that had attended one of the community meetings on January 21, 2014 reminding them of the upcoming community meeting on February 20 and the scheduled public hearing on March 13. The public hearing was also listed in the Planning Department's Development Dispatch e-mail newsletter and was picked up by television and newspaper media.

Community Feedback

One theme that emerged in reviewing the 2011 Green Hills Area Transportation Plan with the community was balancing the need to relieve some traffic congestion along Hillsboro Pike in Green Hills by adding an interchange to I-440 and Granny White Pike with the fact that such an interchange would alter the surrounding neighborhoods' character. Green Hills residents expressed a need to help with traffic flow into the heart of Green Hills while residents in 12South and surrounding neighborhoods expressed concerns about increasing traffic and reducing walkability in their community as a result of the interchange. Planning staff met with TDOT representatives to discuss how a project of this magnitude would move forward given the State and Metro's limited financial realities. Ultimately, there are currently no funds to proceed with the study of the interchange, and TDOT has expressed that the development of an interchange is currently not a priority for their overall statewide needs.

Additionally, a project of this nature would have to shift other regional priorities in the Nashville Area MPO's 2035 Regional Transportation Plan (RTP), which is financially-constrained. The adopted 2035 RTP establishes three primary priorities including maintaining the current transportation system, expanding mass transit, and improving walking and biking conditions in the Middle Tennessee region. An interchange project would likely not score very highly on these three priorities when ranked with other projects in the region competing for Federal transportation funds.

Metro's functional transportation plan, *Mobility 2030*, also provides specific guidance on comprehensively addressing land use and transportation. Transportation infrastructure should, among other things, create efficient community form, offer meaningful transportation choices, value human health and the environment, and ensure financial responsibility. Given the financial considerations and uncertainty of the interchange's ability to meet local and regional mobility goals, staff did not include the recommendation to construct an interchange at I-440 and Granny White Pike in the draft *2014 Green Hills Area Transportation Plan*.

Other street connections were identified in the 2011 GHATP and ultimately modified based on continuing development patterns in Green Hills. The Metro Planning Commission approved a rezoning and subdivision at the intersection of Lone Oak Road and Shackelford Road where a realignment of Warfield Drive was shown in the GHATP. This development was approved by Metro Council and precluded the street connection proposed in the 2011 GHATP. Given the current levels of traffic and projected growth in the area, the creation of a more robust street network in Green Hills with multiple routes is critical. Therefore, staff has worked to modify additional street connections and add connections involving adjacent Metro property, the Hillsboro High School site and Green Hills Library site. The revised street connections and realignments are depicted in the *2014 Green Hills Area Transportation Plan*.

Realignments of the Crestmoor Road/Glen Echo Road and Abbott Martin Road/Richard Jones Road were mostly supported by the community, TDOT, and Metro Public Works. Future coordination will be essential as redevelopment occurs in securing these alignments.

A lack of sidewalks in the Green Hills area was identified by residents attending the community meetings as a significant barrier to mobility. Additions to the mass transit, pedestrian, and bicycle transportation networks support this concern and meet regional and local mobility goals.

Finally, it is important to convey that currently there are no funds to implement the recommendations of the *2014 Green Hills Area Transportation Plan*. These recommendations are identified so Planning staff, the Metro Planning Commission, and other Metro departments can work with property owners as redevelopment occurs to implement improvements to the Green Hills transportation system. A much broader conversation is needed on Metro's ability to implement transportation projects throughout Davidson County, and a framework is needed within Green Hills, as a significant economic center in the region, to creatively implement the recommendations outlined.

CHANGES SINCE THE STATIC DRAFT PLAN WAS POSTED

Planning staff posted the draft *2014 Green Hills Area Transportation Plan* on February 19, 2014 and indicated to 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 the 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, community comments and new information from stakeholders has prompted the following changes.

1. Identify an extension of the Sugartree Creek Greenway from Hobbs Road to Burton Hills along Sugartree Creek that was not previously identified in the plan. Additional information was shared with staff indicating rehabilitation of the bridge on Hillsboro Pike over Sugartree Creek will be needed in the future. This is an opportunity to coordinate with TDOT and study how a greenway connection involving a few properties could be achieved with the bridge's rehabilitation.
2. Discussion of the realignment of Glen Echo Road and Crestmoor Road at Hillsboro Pike was erroneously left out of the static draft. Maps and graphics of the area were included, but the text was not.
3. Metro Nashville Public Schools announced that it would be studying the renovation of Hillsboro High School and reassessing its property with the intent to leave the high school on site. Coordination with the high school's redevelopment, may provide an opportunity to improve transportation in the area by creating a more robust street network with new streets on the Hillsboro High School site.
4. During the time between when the 2011 Plan was completed and the 2014 Plan drafted, Metro sold the old Green Hills Library at 3801 Green Hills Village Drive. This site had been identified in the 2011 Plan as a transit mini-hub. Although the mini-hub's exact location is intended to be conceptual, the old Green Hills Library location is reflected in the static draft. Staff is currently assessing identifying this concept near other Metro property in the area and will consult with the Nashville Metropolitan Transit Authority about its depiction in the plan.
5. A three-phase approach is described to access management within the draft plan. Phases 1 and 2 address consolidation of driveway access points and connecting parcels across the back of properties. Phase 3 discusses a median down Hillsboro Pike. Phases 1 and 2 are emphasized in the draft as redevelopment occurs, and Phase 3 was included to demonstrate the potential to transform the corridor overtime as redevelopment occurs with a pedestrian refuge or median at strategic intersections. The depictions have lead some to assume the recommendation is to install a continuous median along Hillsboro Pike. Staff proposes removing the depictions of Phase 3 and emphasizing Phases 1 and 2 as part of redevelopment.
6. Additional comments were taken at the last open house at Calvary United Methodist Church on February 20. Staff would like to include the results of the survey from October's open house and the February open house as part of the plan in an appendix.

STAFF RECOMMENDATION

Staff recommends approval of both major amendments with the following conditions:

1. Identify an extension of the Sugartree Creek Greenway from Hobbs Road to Burton Hills along Sugartree Creek.
2. Include discussion in the plan of the realignment of Glen Echo Road and Crestmoor Road.
3. Update the plan to include Metro Nashville Public School's announcement to redevelop Hillsboro High School on the current property.
4. Update the plan to include an alternate conceptual location for a transit mini-hub in Green Hills and shift the conceptual transit routes accordingly.
5. Remove depictions of Phase 3, and emphasize Phases 1 and 2 access management approaches in the plan.
6. Add an appendix summarizing the results of the survey responses from the October 28 open house and the comments from the February 20 open house.
7. Grant staff permission to fix typographical errors.

Mr. Briggs presented the staff recommendation of approval with conditions.

Frank Englert, 140 Hillsboro Place, spoke in opposition to the application and stated that this plan will not alleviate the traffic problem.

Chairman McLean closed the Public Hearing.

Mr. Ponder spoke in favor of the application.

Mr. Dalton spoke in favor of the application and noted that this is a step in the right direction.

Mr. Adkins thanked staff for their hard work and spoke in favor of the application.

Ms. LeQuire spoke in favor of the application and recommended that grade school and middle school population needs be considered in the redevelopment.

Mr. Ponder moved and Mr. Dalton seconded the motion to approve with conditions. (6-0)

Resolution No. RS2014-64

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013CP-000-002 is **Approved with conditions. (6-0)**

CONDITIONS

- 1. Identify an extension of the Sugartree Creek Greenway from Hobbs Road to Burton Hills along Sugartree Creek.**
- 2. Include discussion in the plan of the realignment of Glen Echo Road and Crestmoor Road.**
- 3. Update the plan to include Metro Nashville Public School’s announcement to redevelop Hillsboro High School on the current property.**
- 4. Update the plan to include an alternate conceptual location for a transit mini-hub in Green Hills and shift the conceptual transit routes accordingly.**
- 5. Remove depictions of Phase 3, and emphasize Phases 1 and 2 access management approaches in the plan.**
- 6. Add an appendix summarizing the results of the survey responses from the October 28 open house and the comments from the February 20 open house.**
- 7. Grant staff permission to fix typographical errors.**

1b. 2013CP-010-005

**GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT
(GREEN HILLS AREA TRANSPORTATION PLAN)**

Council District 17 (Sandra Moore); 18 (Burkley Allen); 25 (Sean McGuire); 34 (Carter Todd)

Staff Reviewer: Michael Briggs

A request to amend the Green Hills - Midtown Community Plan: 2005 Update to include recommendations from the Green Hills Area Transportation Plan, requested by the Metro Planning Department, applicant.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

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Background

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2011. It was not adopted by the Metro Planning Commission. Since that time, the Green Hills area has continued to experience growth and redevelopment pressures while transportation infrastructure improvements have not kept similar pace. In 2013, Planning staff began review of the 2011 document with the community to determine what portions of the GHATP were applicable as the community continues to experience change. The intent was to seek community input on transportation proposals in the plan and ask the Metro Planning Commission to adopt the plan.

Analysis

Staff reconvened the members of the GHATP Resource Team on the GHATP to understand the recommendations it proposed, to identify new community issues regarding transportation, and to seek community input on the GHATP recommendations. After planning staff conducted the community meetings, a series of changes were identified to the GHATP. Planning staff also added recommendations to help prioritize transportation investments, particularly pedestrian and bicycle infrastructure that is lacking in the area. An addendum to be amended into the Green Hills Midtown Community Plan and the Major and Collector Street Plan was compiled by planning staff in early 2014. The addendum reflects some of the original recommendations with modifications, but also proposes additional guidance involving vehicular, pedestrian, bicycle, and mass transit transportation networks. The resulting *2014 Green Hills Area Transportation Plan* builds upon the study conducted in 2010 and 2011, modifies recommendations based upon current community feedback and additional staff analysis, and recommends opportunities for future implementation.

The goals of the *2014 Green Hills Area Transportation Plan* build upon previous plans and studies undertaken in the area. Traffic congestion is focused on Hillsboro Pike in peak travel times and is forecasted to worsen in the future, so improving the current street network around the Hillsboro Pike corridor is strongly emphasized in the plan along with traffic signal improvements, turn lane additions, and intersection realignments. Making street connections with parallel routes as redevelopment occurs is critical to developing a more robust street grid so the infrastructure is keeping pace with the redevelopment in Green Hills. Also vital to the area are improvements to walking, biking and transit facilities to make these transportation choices safer, attractive, and viable options.

The *2014 Green Hills Area Transportation Plan* relies primarily upon coordinating opportunities as redevelopment occurs along Hillsboro Pike to construct key street connections and utilize limited Metro funds for transit, walking, and biking to the areas of highest need within Green Hills. Coordination of strategies will be a challenge in Green Hills. For that reason, the implementation strategy must rely on private sector (property owner and developer) action, government action, and residential support and advocacy for the plan. Green Hills is a significant regional activity center; as such, it many consider adopting a model like the Nashville Downtown Partnership, which is a private sector, non-profit corporation that helps champion and implement improvements in Downtown. This model has been successful to contributing to aesthetic improvements, enhanced transportation options, and parking challenges in the Downtown area and could be replicated in Green Hills. The bulk of the recommendations contained in the plan will occur as redevelopment in Green Hills occurs.

Some highlights of the Transportation Plan include:

Vehicular Recommendations

- Monitor and improve traffic signal timing and phasing along Hillsboro Pike.
- Restripe portions of Hillsboro Pike for turn lane additions as redevelopment occurs.
- Add turn lanes at key signalized intersections along Hillsboro Pike.
- If the Hillsboro High School property redevelops, coordinate with the redevelopment to enhance the transportation network with additional streets east of Hillsboro Pike and realigning the Abbott Martin Road intersection.
- Realign Crestmoor Road and Glen Echo Road at Hillsboro Pike.
- Complete street connections where right-of-way exists along Boensch Street and Stokesmont Road.
- Connect Bandywood Drive with The Hill Center as redevelopment occurs.
- Create a street grid east of Hillsboro Pike around the existing Green Hills Public Library as redevelopment occurs.
- Consider connections south of Richard Jones Road to Warfield Drive as redevelopment occurs.
- Consolidate driveways and access points along Hillsboro Pike by coordinating access management as redevelopment occurs.

Mass Transit Recommendations

- Improve the area's transit stop amenities and aesthetics.
- Implement transit signal priority at signalized intersections along Hillsboro Pike.
- Develop a transit mini-hub connecting routes that serve the Green Hills area.
- Extend transit service to Burton Hills, and develop a joint agreement with property owners to establish a Park and Ride in the area.
- Start a new local circulator service with route to be determined by the Nashville Metropolitan Transit Authority, and study its potential connection to the 12South commercial area and neighborhood.
- Consider a potential interface with The Amp, planned bus rapid transit service along Broadway-West End.

Pedestrian Recommendations

- Construct the identified “very high” and “high” priority sidewalk projects including:
 - Hillsboro Pike, filling in sidewalk gaps between Crestmoor Road and Hobbs Road;
 - Hillsboro Pike, extending sidewalks along the west side from Hobbs Road to Harding Road;
 - Belmont Park Terrace;
 - Hobbs Road, extending sidewalks from Estes Road to Lynnwood Boulevard;
 - Hillsboro Pike, extending sidewalks from Crestmoor Road to Sharondale Drive; and
 - Lombardy Avenue.
- Develop the pedestrian promenade network identified between The Mall at Green Hills, The Hill Center, and surrounding neighborhoods.

Bicycle Recommendations

- Construct the identified high priority bikeways including:
 - A multi-use path between I-440 and Glen Echo Road that utilizes Benham Avenue right-of-way;
 - A multi-use path from Glen Echo Road to Overhill Drive;
 - Bike lanes along Glen Echo Road from Belmont Boulevard to Hillsboro Pike connecting Lipscomb University with The Mall at Green Hills; and
 - Sugartree Creek Greenway between Abbott Martin Road and Hobbs Road near the Green Hills YMCA continuing to Burton Hills.
- Extend the B-cycle bike sharing network into Green Hills by developing B-cycle station locations at Lipscomb University, The Mall at Green Hills, and the Green Hills YMCA.

The entire Green Hills Area Transportation Plan should be consulted for a complete list of recommendations and priority projects.

COMMUNITY PARTICIPATION

Because of the nature of this amendment to the Green Hills-Midtown Community Plan and the amendment to the Major and Collector Street Plan, extensive stakeholder involvement was needed from departments, agencies and partners that implement elements of the transportation infrastructure in Green Hills along with outreach to community members.

Agency Stakeholder and Transportation Advocacy Outreach

Planning staff reconvened the members participating on the 2011 Resource Team to assist with guiding the recommendations within the plan and reviewing community feedback throughout the process. Representatives from the following companies and organizations participated in the 2011 process and/or the 2014 process, including the Council Members and residents from the Green Hills area representing Districts 17, 18, 25 and 34:

- Brookside Properties
- Bytes of Knowledge
- City of Forest Hills, Tennessee
- First Tennessee Bank
- The Green Hills Action Partners
- HG Hill Realty Company
- Lipscomb University
- The Mall at Green Hills
- Mayor’s Bicycle and Pedestrian Advisory Committee
- Metropolitan Nashville Mayor’s Office
- Metropolitan Nashville Library
- Nashville Area Metropolitan Planning Organization
- Nashville Chamber of Commerce
- Nashville Electric Service
- Nashville Metropolitan Parks and Recreation
- Nashville Metropolitan Public Works Department
- Nashville Metropolitan Transit Authority
- Nashville Red Cross
- Parsons Brinckerhoff
- Tennessee Department of Transportation
- Transit Alliance of Middle Tennessee
- Transit Now Nashville
- Walk/Bike Nashville

Three meetings of the Resource Team took place over late 2013 and early 2014. Planning staff also held individual meetings with some transportation stakeholders to gather feedback.

Community Outreach

Staff conducted two open house-style community meetings and attended one community forum hosted by District 35 Council Member Carter Todd. Several additional meetings were attended by staff and hosted by community organizations.

An open house was held on October 28, 2013 from 5 p.m. to 8 p.m. at Hillsboro High School. The recommendations from the 2011 Green Hills Area Transportation Plan were presented for feedback. Attendees were encouraged to fill out a survey, and responses were posted on the Planning Department's website. A notification was sent to transportation stakeholders, related agency stakeholders, and Green Hills area stakeholders via e-mail on October 11, 2013 concerning the upcoming community meeting and planned public hearing.

Council Member Carter Todd hosted a question and answer forum on November 18, 2013 at 6 p.m. at Calvary United Methodist Church. Staff gave a presentation on current trends driving growth and development in Nashville, the challenges that Green Hills faces being primarily car-oriented, and potential modifications to the 2011 Plan. Attendees could then ask questions of staff. The presentation was posted on the Planning Department's website for review.

A final open house was held on February 20, 2014 from 5 p.m. to 7 p.m. at Calvary United Methodist Church. Staff presented the modified vehicular, mass transit, pedestrian, and bicycle transportation networks and the draft *2014 Green Hills Area Transportation Plan* document. Attendees were able to discuss concerns with staff, ask questions, and leave comments.

From these meetings, an e-mail list was compiled to keep those in attendance regularly updated to the 2014 Plan's progress.

Staff also presented recommendations from the plan for feedback at a meeting of The Green Hills Action Partners on November 21; a joint meeting of the Battleboro, Sunnyside, 12South, and Belmont-Hillsboro Neighborhoods on December 19; the Lombardy Avenue Neighbors on January 13; and the Nashville Area Chamber of Commerce – West on January 15. Those attending the meetings were encouraged to review the plan and send comments and questions to Planning staff.

The 2011 Plan was posted on the Planning Department's website on October 11, 2013 for review and comment. An updated, static draft of the *2014 Green Hills Area Transportation Plan* was posted on February 19, 2014. This update contained a number of modifications from the 2011 Plan that was originally posted and added a series of recommendations involving priorities related to pedestrian and bicycle infrastructure.

Public Hearing

Notification of the November 14, 2013 Metro Planning Commission Public Hearing for consideration of the amendment to the Green Hills-Midtown Community Plan was sent by e-mail to transportation stakeholders, related agency stakeholders, and Green Hills area stakeholders on October 11, 2013. The public hearing was deferred by the Metro Planning Commission to March 13, 2014, so staff could conduct additional meetings with the community and discuss recommendations with the Steering Committee/Resource Team, Tennessee Department of Transportation (TDOT), and the Nashville Area Metropolitan Planning Organization (MPO).

Another notification was sent by e-mail to those that had attended one of the community meetings on January 21, 2014 reminding them of the upcoming community meeting on February 20 and the scheduled public hearing on March 13. The public hearing was also listed in the Planning Department's Development Dispatch e-mail newsletter and was picked up by television and newspaper media.

Community Feedback

One theme that emerged in reviewing the 2011 Green Hills Area Transportation Plan with the community was balancing the need to relieve some traffic congestion along Hillsboro Pike in Green Hills by adding an interchange to I-440 and Granny White Pike with the fact that such an interchange would alter the surrounding neighborhoods' character. Green Hills residents expressed a need to help with traffic flow into the heart of Green Hills while residents in 12South and surrounding neighborhoods expressed concerns about increasing traffic and reducing walkability in their community as a result of the interchange. Planning staff met with TDOT representatives to discuss how a project of this magnitude would move forward given the State and Metro's limited financial realities. Ultimately, there are currently no funds to proceed with the study of the interchange, and TDOT has expressed that the development of an interchange is currently not a priority for their overall statewide needs.

Additionally, a project of this nature would have to shift other regional priorities in the Nashville Area MPO's 2035 Regional Transportation Plan (RTP), which is financially-constrained. The adopted 2035 RTP establishes three primary priorities including maintaining the current transportation system, expanding mass transit, and improving walking and biking conditions in the Middle Tennessee region. An interchange project would likely not score very highly on these three priorities when ranked with other projects in the region competing for Federal transportation funds.

Metro's functional transportation plan, *Mobility 2030*, also provides specific guidance on comprehensively addressing land use and transportation. Transportation infrastructure should, among other things, create efficient community form, offer meaningful transportation choices, value human health and the environment, and ensure financial responsibility. Given the financial considerations and uncertainty of the interchange's ability to meet local and regional mobility goals, staff did not include the recommendation to construct an interchange at I-440 and Granny White Pike in the draft *2014 Green Hills Area Transportation Plan*.

Other street connections were identified in the 2011 GHATP and ultimately modified based on continuing development patterns in Green Hills. The Metro Planning Commission approved a rezoning and subdivision at the intersection of Lone Oak Road and Shackelford Road where a realignment of Warfield Drive was shown in the GHATP. This development was approved by Metro Council and precluded the street connection proposed in the 2011 GHATP. Given the current levels of traffic and projected growth in the area, the creation of a more robust street network in Green Hills with multiple routes is critical. Therefore, staff has worked to modify additional street connections and add connections involving adjacent Metro property, the Hillsboro High School site and Green Hills Library site. The revised street connections and realignments are depicted in the *2014 Green Hills Area Transportation Plan*.

Realignments of the Crestmoor Road/Glen Echo Road and Abbott Martin Road/Richard Jones Road were mostly supported by the community, TDOT, and Metro Public Works. Future coordination will be essential as redevelopment occurs in securing these alignments.

A lack of sidewalks in the Green Hills area was identified by residents attending the community meetings as a significant barrier to mobility. Additions to the mass transit, pedestrian, and bicycle transportation networks support this concern and meet regional and local mobility goals.

Finally, it is important to convey that currently there are no funds to implement the recommendations of the *2014 Green Hills Area Transportation Plan*. These recommendations are identified so Planning staff, the Metro Planning Commission, and other Metro departments can work with property owners as redevelopment occurs to implement improvements to the Green Hills transportation system. A much broader conversation is needed on Metro's ability to implement transportation projects throughout Davidson County, and a framework is needed within Green Hills, as a significant economic center in the region, to creatively implement the recommendations outlined.

CHANGES SINCE THE STATIC DRAFT PLAN WAS POSTED

Planning staff posted the draft *2014 Green Hills Area Transportation Plan* on February 19, 2014 and indicated to 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 the 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, community comments and new information from stakeholders has prompted the following changes.

1. Identify an extension of the Sugartree Creek Greenway from Hobbs Road to Burton Hills along Sugartree Creek that was not previously identified in the plan. Additional information was shared with staff indicating rehabilitation of the bridge on Hillsboro Pike over Sugartree Creek will be needed in the future. This is an opportunity to coordinate with TDOT and study how a greenway connection involving a few properties could be achieved with the bridge's rehabilitation.
2. Discussion of the realignment of Glen Echo Road and Crestmoor Road at Hillsboro Pike was erroneously left out of the static draft. Maps and graphics of the area were included, but the text was not.
3. Metro Nashville Public Schools announced that it would be studying the renovation of Hillsboro High School and reassessing its property with the intent to leave the high school on site. Coordination with the high school's redevelopment, may provide an opportunity to improve transportation in the area by creating a more robust street network with new streets on the Hillsboro High School site.
4. During the time between when the 2011 Plan was completed and the 2014 Plan drafted, Metro sold the old Green Hills Library at 3801 Green Hills Village Drive. This site had been identified in the 2011 Plan as a transit mini-hub. Although the mini-hub's exact location is intended to be conceptual, the old Green Hills Library location is reflected in the static draft. Staff is currently assessing identifying this concept near other Metro property in the area and will consult with the Nashville Metropolitan Transit Authority about its depiction in the plan.
5. A three-phase approach is described to access management within the draft plan. Phases 1 and 2 address consolidation of driveway access points and connecting parcels across the back of properties. Phase 3 discusses a median down Hillsboro Pike. Phases 1 and 2 are emphasized in the draft as redevelopment occurs, and Phase 3 was included to demonstrate the potential to transform the corridor overtime as redevelopment occurs with a pedestrian refuge or median at strategic intersections. The depictions have lead some to assume the recommendation is to install a continuous median along Hillsboro Pike. Staff proposes removing the depictions of Phase 3 and emphasizing Phases 1 and 2 as part of redevelopment.
6. Additional comments were taken at the last open house at Calvary United Methodist Church on February 20. Staff would like to include the results of the survey from October's open house and the February open house as part of the plan in an appendix.

STAFF RECOMMENDATION

Staff recommends approval of both major amendments with the following conditions:

1. Identify an extension of the Sugartree Creek Greenway from Hobbs Road to Burton Hills along Sugartree Creek.
2. Include discussion in the plan of the realignment of Glen Echo Road and Crestmoor Road.
3. Update the plan to include Metro Nashville Public School's announcement to redevelop Hillsboro High School on the current property.
4. Update the plan to include an alternate conceptual location for a transit mini-hub in Green Hills and shift the conceptual transit routes accordingly.
5. Remove depictions of Phase 3, and emphasize Phases 1 and 2 access management approaches in the plan.

- 6. Add an appendix summarizing the results of the survey responses from the October 28 open house and the comments from the February 20 open house.
- 7. Grant staff permission to fix typographical errors.

Mr. Briggs presented the staff recommendation of approval with conditions.

Frank Englert, 140 Hillsboro Place, spoke in opposition to the application and stated that this plan will not alleviate the traffic problem.

Chairman McLean closed the Public Hearing.

Mr. Ponder spoke in favor of the application.

Mr. Dalton spoke in favor of the application and noted that this is a step in the right direction.

Mr. Adkins thanked staff for their hard work and spoke in favor of the application.

Ms. LeQuire spoke in favor of the application and recommended that grade school and middle school population needs be considered in the redevelopment.

Mr. Ponder moved and Mr. Dalton seconded the motion to approve with conditions. (6-0)

Resolution No. RS2014-65

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013CP-010-005 is **Approved with conditions. (6-0)**

CONDITIONS

1. Identify an extension of the Sugartree Creek Greenway from Hobbs Road to Burton Hills along Sugartree Creek.
2. Include discussion in the plan of the realignment of Glen Echo Road and Crestmoor Road.
3. Update the plan to include Metro Nashville Public School’s announcement to redevelop Hillsboro High School on the current property.
4. Update the plan to include an alternate conceptual location for a transit mini-hub in Green Hills and shift the conceptual transit routes accordingly.
5. Remove depictions of Phase 3, and emphasize Phases 1 and 2 access management approaches in the plan.
6. Add an appendix summarizing the results of the survey responses from the October 28 open house and the comments from the February 20 open house.
7. Grant staff permission to fix typographical errors.

I. COMMUNITY PLAN POLICY CHANGES AND ASSOCIATED CASES

The Planning Commission will make the final decision on a Community Plan Amendment. The Commission will make a recommendation to the Metro Council on any associated cases(s). The Metro Council will make the final decision to approve or disapprove the associated case(s).

Community Plan Amendments

2a. 2014CP-011-001

SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 119-13, Parcel(s) 286
 Council District 16 (Tony Tenpenny)
 Staff Reviewer: Cynthia Wood

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

Staff Recommendation: Defer to the April 24, 2014, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2014CP-011-001 to the April 24, 2014, Planning Commission meeting. (6-0)

2b. 2012SP-029-001

BL2013-353 / TENPENNY
TANKSLEY AVENUE
Map 119-13, Parcel(s) 286
Council District 16 (Tony Tenpenny)
Staff Reviewer: Duane Cuthbertson

A request to rezone from RS10 to SP-A zoning for property located at 316 Tanksley Avenue, approximately 240 feet east of Nolensville Pike (0.26 acres), to permit automobile parking, requested by Dale & Associates, applicant, Andrew Ford, Lee Ford and Thomas Ford, Jr., owners (See also Community Plan Amendment Proposal No. 2014CP-011-001).

Staff Recommendation: Defer to the April 24, 2014, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2012SP-029-001 to the April 24, 2014, Planning Commission meeting. (6-0)

J. RECOMMENDATIONS TO METRO COUNCIL

The Planning Commission will make a recommendation to the Metro Council on the requests below. The Metro Council will make the final decision to approve or disapprove the request.

Zoning Text Amendments

3. 2014Z-008TX-001

BL2014-714 \ HUNT, WESTERHOLM, ALLEN
BICYCLE PARKING
Staff Reviewer: Michael Briggs

A request to amend Chapter 17.20 of the Metropolitan Zoning Code pertaining to required bicycle parking for all principal uses located within the Urban Zoning Overlay district or an Urban Design Overlay district, requested by the Metro Planning Department, applicant.

Staff Recommendation: Approve with amendment.

APPLICANT REQUEST

Amend the Zoning Code to provide regulations for Bicycle Parking.

Text Amendment

A request to amend Chapter 17.20 of Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to the regulation of bicycle parking.

CRITICAL PLANNING GOALS

- Supports a Variety of Transportation Choices

EXISTING ZONING CODE

Currently the Code does not regulate or require bicycle parking.

PROPOSED ZONING CODE

The proposed text amendment would add Section 17.20.135:

Section 17.20.135 Bicycle Parking.

A. Space Required. Bicycle parking shall be provided for all principal uses located within the Urban Zoning Overlay district or an Urban Design Overlay district.

1. Bicycle parking shall be required as provided in Table 17.20.135 for any new building or structure and any addition or enlargement of an existing building of more than 50% of the gross floor area. For additions or enlargements, the bicycle parking requirement shall apply only to the additional building floor area.

B. Unless otherwise expressly stated in Table 17.20.135, a minimum of two publicly available bicycle spaces shall be provided for every use. Unless specified in Table 17.20.135, residential uses shall not be required to provide bicycle parking.

C. One vehicle parking space required by Section 17.20.030 may be used as a space for providing bicycle parking.

D. Where subsurface conditions or below-ground infrastructure make bicycle parking difficult or infeasible, the Zoning Administrator, based on a recommendation from the Planning Department, may reduce or waive the required bicycle parking and/or may approve different design and location standards for required bicycle parking spaces.

E. Required bicycle parking spaces design and location standards shall meet the recommendations of the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines.

1. Required bicycle parking spaces shall be located in a convenient and visible area within fifty feet of a principal entrance or other approved location by the Zoning Administrator with guidance from the Department of Public Works and shall permit the locking of the bicycle frame and one wheel to a rack or fixture and shall support a bicycle in a stable position without damage to the wheels, frame or components.

2. Required bicycle parking spaces shall not be located on a residential balcony.

Table 17.20.135 Bicycle Parking Requirements.

<u>Use</u>	<u>Minimum Bicycle Parking Requirement</u>
Residential, Multi-Family	2 spaces or 1 space per 4 dwelling units, whichever is greater, provided the requirement for the residential, multi-family use shall not exceed 50 spaces. 2 of the required spaces or 20% of the total spaces, whichever is greater, shall be publicly available.
Boardinghouse	2 spaces or 1 space per 4 rental units, whichever is greater, provided the requirement shall not exceed 20 spaces.
Community Education	1 space per classroom.
General office	2 spaces per establishment or 1 space per 15,000 square feet, whichever is greater.
Restaurant, fast food	4 spaces per establishment
Restaurant, full-service	4 spaces per establishment
Retail	2 spaces per establishment or 1 space per 5,000 square feet, whichever is greater.

Fractions: Any fraction less than one-half shall be disregarded and any fraction of one-half or more shall be rounded upward to the next highest full number.

ANALYSIS

Currently, the Zoning Code does not regulate bicycle parking. This amendment applies to uses located within the Urban Zoning Overlay district and any Urban Design Overlay district, where guidelines are not established for bicycle parking. Where a new building is constructed or an addition of more than 50% of the gross floor area is built, bicycle spaces will be required per the table outlined in this amendment. Single family and two-family uses are excluded from the requirement. The location and design of the bike parking shall meet the recommendations of the Association of Pedestrian and Bicycle Professionals' (APBP) *Bicycle Parking Guidelines*. The APBP Guidelines provide guidance on effective bicycle rack elements and sample diagrams to help avoid issues in rack placement. The Zoning Administrator has flexibility in approving different locations or design standards in instances where site conditions or infrastructure may make placement of bicycle parking difficult.

Planning staff has worked with the Mayor's Bicycle and Pedestrian Advisory Committee (BPAC) to review other peer cities' bicycle parking requirements and draft the regulations. The bicycle parking ordinance has been endorsed by the Mayor's BPAC. Staff has also consulted with Metro Nashville Public Schools, Metro Public Works, and Metro Codes Department regarding the requirements of this amendment to the Zoning Code. All entities have helped guide the draft language that is being considered by the Metro Planning Commission.

STAFF RECOMMENDATION

Staff recommends approval.

Approve with amendment (6-0), Consent Agenda

Resolution No. RS2014-66

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014Z-008TX-001 is **Approved with amendment. (6-0)**

Specific Plans

4. 2014SP-009-001

612 N 2ND STREET

Map 082-07, Parcel(s) 214

Council District 05 (Scott Davis)

Staff Reviewer: Jason Swaggart

A request to rezone from RS5 to SP-R zoning for property located at 612 N. 2nd Street, approximately 285 feet north of Berry Street (0.17 Acres), to permit single-family or two detached units, requested by Strategic Options International, LLC, owner.

Staff Recommendation: Approve preliminary SP with conditions and disapprove without all conditions. Defer or disapprove final site plan.

APPLICANT REQUEST

Zone change from RS5 to SP-R and final site plan.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning and for final site plan approval for property located at 612 N. 2nd Street, approximately 285 feet north of Berry Street (0.17 Acres), to permit up to two detached single-family dwelling units.

Existing Zoning

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

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

CRITICAL PLANNING GOALS

- Supports Infill Development

The SP permits an additional residential unit in an area that is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure, such as substandard roads, water and sewer, because it does not burden Metro with the cost of upgrading or building new infrastructure.

EAST NASHVILLE COMMUNITY PLAN

Structure Plan Policy

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

Detailed Policy

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

Consistent with Policy?

Yes. The proposed SP would permit one home or two detached homes which is consistent with the overall intent of the policy. While two-units would be on a single lot, the proposed SP requires that they be detached in order to keep the appearance of single-family homes. Also, the SP would permit the lot to be subdivided as long as each lot has 3,000 square feet.

PLAN DETAILS

The subject site is approximately 0.17 (7,405 SF) in size. It is located on the west side of N. 2nd Street in East Nashville.

Site Plan

The SP consists of a regulatory document that will regulate any future development on the site. The SP is intended to permit single-family or two-family detached residential. The plan provides the following requirements:

1. Permitted uses include single or two-family residential (detached).
2. Any two-family units shall be detached.
3. A minimum six foot separation is required between units and is subject to all Building and Fire Code requirements.
4. The minimum side setback shall be three feet.
5. The minimum rear setback shall be 20 feet.

6. The front setback shall be consistent with Section 17.12.030, Street setbacks.
7. No structure shall be more than two stories and shall be limited to a maximum of 29 feet at the front setback line and an overall maximum height of 45 feet.
8. Vehicular access shall be from the alley and no driveways shall be permitted onto North 2nd Street.
9. The final site plan may be waived at the discretion of the Executive Director; however, no building permit shall be issued until such time that the permit has been approved by the Planning Department.
10. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 3,000 square feet.
11. 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 RS3.75 zoning district as of the date of the applicable request or application.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

ANALYSIS

This SP would permit residential development consistent with the land use policy. The SP also supports infill development which is a Critical Planning Goal. The SP would also permit that the units be subdivided in the future.

While staff supports the proposed SP zoning, staff is recommending that the final site plan be deferred or disapproved. At this time adequate information for a final site plan has not been submitted. Since this will be a small development that will not require any new infrastructure, staff has included a condition of approval that would permit the final site plan to be waived. If waived, planning staff would review any development with the building permit application only.

STORMWATER RECOMMENDATION

Approved with conditions

- An infill site plan review will be required during the Building Permit review.

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

*A traffic table was not prepared because an additional unit would not significantly generate more traffic than the current zoning.

WATER SERVICES RECOMMENDATION

Approved

METRO SCHOOL BOARD REPORT

The proposed SP would not generate any more students than what would be generated by the current RS5 district.

Any students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. This information is based upon data from the school board last updated September 2012.

STAFF RECOMMENDATION

Staff recommends that the proposed preliminary SP zoning be approved with conditions and disapproved without all conditions. Staff recommends that the final site plan be deferred indefinitely or disapproved.

CONDITIONS

1. Permitted uses include single or two-family residential (detached).
2. Any two-family units shall be detached.
3. A minimum six foot separation is required between units and is subject to all Building and Fire Code requirements.
4. The minimum side setback shall be three feet.
5. The minimum rear setback shall be 20 feet.
6. The front setback shall be consistent with Section 17.12.030, Street setbacks.
7. No structure shall be more than two stories and shall be limited to a maximum of 29 feet at the front setback line and an overall maximum height of 45 feet.
8. Vehicular access shall be from the alley and no driveways shall be permitted onto North 2nd Street.
9. The final site plan may be waived at the discretion of the Executive Director; however, no building permit shall be issued until such time that the permit has been approved by the Planning Department.

10. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 3,000 square feet.

11. 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 RS3.75 zoning district as of the date of the applicable request or application.

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

13. 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.

Mr. Swaggart presented the staff recommendation of approval of the preliminary SP with conditions, disapproval without all conditions, and deferral of the final site plan.

Myron Dowell, Strategic Options International, spoke in favor of the application.

Brenda Ross, 813 Stockell Street, spoke in favor of the application and noted that this will greatly improve the neighborhood.

Ben Jordan, 1011 N. 5th Street, spoke in favor of the application and expressed excitement that someone has a vision and a plan for this specific street because it has been much needed for a long period of time.

Dan Forlines, 805 N. 2nd Street, spoke in opposition to the application and stated that it is not consistent with the purpose and intent of the SP and that the property is not unique and does not pose specific limitations to the owner.

Marcie Garner, 610 2nd Street, expressed concerns regarding adequate communication with the developer as well as concerns with two structures on such a small lot.

Myron Dowell stated that he is readily available, has shared his contact information, and wants to show people that he is serious about fostering change in this neighborhood.

Chairman McLean closed the Public Hearing.

Councilman Scott Davis spoke in favor of the application for three reasons: the developer uses local designers and contractors, he stays in contact with all neighbors both for and against, and housing stock is desperately needed. Councilman Davis stated willingness to make amendments on 3rd reading at council to help appease neighbors that are against this project.

Mr. Dalton expressed uncertainty and stated that he sees character inconsistencies in terms of two dwelling units on one piece of property.

Ms. Blackshear asked for clarification regarding the final site plan deferral.

Mr. Swaggart stated that final site plans are typically for larger projects that require infrastructure. The final site plan could be waived if there is no infrastructure required.

Mr. Ponder moved and Mr. Adkins seconded the motion to approve preliminary SP with conditions and disapprove without all conditions. Defer indefinitely the final site plan. (5-1) Mr. Dalton voted against.

Resolution No. RS2014-67

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-009-001 is Approved with the preliminary SP with conditions and disapprove without all conditions. Defer Indefinitely the final site plan. (5-1)

CONDITIONS

- 1. Permitted uses include single or two-family residential (detached).**
- 2. Any two-family units shall be detached.**
- 3. A minimum six foot separation is required between units and is subject to all Building and Fire Code requirements.**
- 4. The minimum side setback shall be three feet.**

5. The minimum rear setback shall be 20 feet.
6. The front setback shall be consistent with Section 17.12.030, Street setbacks.
7. No structure shall be more than two stories and shall be limited to a maximum of 29 feet at the front setback line and an overall maximum height of 45 feet.
8. Vehicular access shall be from the alley and no driveways shall be permitted onto North 2nd Street.
9. The final site plan may be waived at the discretion of the Executive Director; however, no building permit shall be issued until such time that the permit has been approved by the Planning Department.
10. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 3,000 square feet.
11. 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 RS3.75 zoning district as of the date of the applicable request or application.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

5. 2014SP-015-001

MUSIC SQUARE FLATS

Map 092-16, Parcel(s) 420-422 Map 104-04, Parcel(s) 079-081
 Council District 19 (Erica S. Gilmore)
 Staff Reviewer: Jason Swaggart

A request to rezone from ORI to SP-MU zoning for properties located at 54, 56, 58, 60, 62 and 64 Music Square West, at the northeast corner of Music Square West and Music Square South (1.43 Acres), to permit a mixture of uses and up to 230 multifamily residential units or redevelopment under the ORI-A zoning district, requested by Civil Site Design Group, applicant; 66 MSW Partnership, BB & L Enterprises, LLC, and Melrose Properties Partners, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development with up to 230 multi-family dwellings or for redevelopment under the ORI-A zoning district requirements.

Preliminary SP

A request to rezone from Office/Residential Intensive (ORI) to Specific Plan – Mixed-Use (SP-MU) zoning for properties located at 54, 56, 58, 60, 62 and 64 Music Square West, at the northeast corner of Music Square West and Music Square South (1.43 Acres), to permit a mixture of uses and up to 230 multifamily residential units or redevelopment under the ORI-A zoning district.

Existing Zoning

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family residential uses with limited retail opportunities. *The maximum number of residential units is limited by the maximum floor area permitted under the ORI district. Assuming 600 square foot units, a maximum of 311 units would be permitted.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

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

This area is located in Midtown and is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure, such as substandard roads, water and sewer, because it does not burden Metro with the cost of upgrading or building new infrastructure. The request provides an additional housing option in the area. Additional housing options are important to serve a wide range of people with different housing needs. Also, the subject site is located in an area that employs a significant amount of people. Additional housing at this location provides opportunities for people to live near where they work. This helps create vibrant, walkable mixed-use neighborhoods. This also helps support public transit. People living in more dense mixed-use areas are more likely to use public transit because every day services are located closer by and it can be more efficient than driving oneself.

GREENHILLS-MIDTOWN COMMUNITY PLAN

Office Concentration (OC) The OC policy is intended for existing and future large concentrations of office development. It is expected that certain types of commercial uses that cater to office workers, such as restaurants, will also locate in these areas. Residential uses of at least nine to twenty dwelling units per acre (RMH density) are also an appropriate secondary use.

Consistent with Policy?

Yes. The policy supports higher density residential above what is supported by the RMH policy (9 to 20 dwelling units per acre). While residential is the current focus of the site plan, the SP also allows for some non-residential uses which are also supported by the policy. The additional density is appropriate for the area and will help support nearby mixed-use corridors such as 21st Avenue to the west. The development would also provide additional housing for office workers and students. Any non-residential would also support the already existing office area by providing additional services for workers, students and residence.

PLAN DETAILS

The approximately 1.43 acres site is located at the northeast corner of Music Square West and Music Square South in the Midtown area. The site consists of six properties. All six properties are currently occupied with office buildings.

Site Plan

As proposed the plan calls for a five story multi-family residential building over two floors of parking. The first level of parking is below grade and the second row of parking is above grade on the ground floor. A majority of the ground level of parking is lined with residential units along Music Square West and along Music Square South. The plan also identifies a bike shop as a liner space. The bike shop is intended for residents of the development and will provide a space for bicycle as well as work space. The plan also permits a variety of non-residential uses. These uses include general and medical office, ATM, personal care services, restaurant and retail.

The building occupies the entire frontage along Music Square West and Music Square South. The plan provides the following bulk standards:

- Max Density: 230 Residential Units
- Max FAR: 4
- Max ISR: 1
- Max Height: 7 Stories in 85 Feet;
- Minimum Front Setback: 0 Feet;
- Minimum Side Setback: 10 Feet;
- Minimum Rear (Alley): 5 Feet.

The level above the ground level includes a separate pool terrace located closer to the southern side of the building and a courtyard closer to the north side of the building. As proposed the plan will also require an aerial encroachment for an upper level pedestrian walkway over the sidewalk along Music Square West. The walkway connects the pool terrace with the courtyard.

As proposed the development will be parked at one space per one bedroom unit and one and a half spaces for each two bedroom unit. Primary vehicular access into the parking garage will be located along Music Square West. Access into the parking garage is also shown along Music Square South. Loading and utility access is shown along the alley.

The plan calls for a nine foot right-of-way dedication along Music Square West and a five foot right-of-way dedication along Music Square South. A two foot right-of-way dedication is shown along the alley. A four foot planting strip, eight foot sidewalk and four foot furnishing zone are shown along Music Square West and a four foot planting strip and six foot sidewalk are shown along Music Square South.

Conceptual elevations have been provided identifying some of the above details. The plan also provides a list of allowable materials for residences and secondary structures. This includes brick, cast stone, stone, cultured stone, stucco, wood, metal and cementitious siding. It prohibits vinyl siding.

The proposed SP would also permit properties within the SP boundary to develop under the ORI-A zoning district. Under this scenario individual properties in the SP boundary would be permitted to develop utilizing the bulk standards of the ORI-A zoning district. This would also permit the range of uses permitted by the ORI-A district

ANALYSIS

The plan meets several critical planning goals, is consistent with the Office Concentration land use policy and the Major and Collector Street Plan. While the present plan calls for residential only, the SP would permit other non-residential uses. This provides for greater flexibility and also helps implement the land use policy.

This project site is located in a vibrant urban mixed-use area and is within close proximity to Music Row, Vanderbilt and 21st Avenue. It is important that redevelopment at such a significant location does not detract from but enhances the urban experience. As proposed, the plan engages the street, provides wider sidewalks and street trees. All these elements should enhance the experience along both Music Square West and Music Square South. Additional density and the flexibility to provide non-residential uses will also help support the areas growing business climate.

The SP also provides additional flexibility for the properties to develop under the ORI-A zoning district. The property is currently zoned ORI and while the ORI district is a zoning district supported by the Office Concentration policy, the ORI-A district would better implement the policy. This is because it requires development to take a more urban form.

FIRE MARSHAL’S OFFICE
N/A

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.
- Comply with the conditions of the MPW Traffic Engineer.
- Dedicate ROW to the back of the proposed sidewalk. All ROW dedications must be recorded prior to building permit signoff.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.38	20 D	27 U	288	17	33

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.38	-	230 U	1518	117	145

Traffic changes between maximum: **ORI** 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
-	-	-	+ 203	+1230	+100	+112

STORMWATER RECOMMENDATION
Approved

WATER SERVICES
Approved

Approved as Preliminary SP only. Applicant must submit Construction plans and pay Capacity Fees before Final SP is approved.

METRO SCHOOL BOARD REPORT

Projected student generation existing IR district: 1 Elementary 1 Middle 1 High
 Projected student generation proposed SP-MR district: 1 Elementary 1 Middle 1 High

The proposed SP-R zoning district would not generate any additional students. This information is based upon data from the school board last updated September 2013.

STAFF RECOMMENDATION

Approve with conditions and disapprove without all staff conditions.

CONDITIONS

1. Uses shall be limited to the uses shown on the plan or the uses permitted under ORI-A if not developed under the plan.
2. Properties within the SP may develop under the ORI-A zoning district. If a property or properties develop under the ORI-A zoning district, then all properties within the SP must develop under the ORI-A zoning district.
3. Each ground level residential unit shall have access on to the sidewalk. Any nonresidential use shall have primary access on to the sidewalk.
4. A TIS may be required for any development/use and occupancy permit as deemed necessary by the Metro Traffic Engineer and may be subject to improvements/requirements as deemed necessary by the Metro Traffic Engineer.
5. In association with final site plan approval architectural design elements shall be consistent with the overall concept and approved by the Metro Planning Department.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the ORI-A zoning district as of the date of the applicable request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Mr. Swaggart presented the staff recommendation of approval with conditions and disapproval without all conditions.

Jim Murphy, 1600 Division Street, spoke in favor of the application and stated that it is consistent with the community plan and with other developments in the area. He also noted that any change that would convert this to a commercial development would have to come back before the commission.

Kevin Gangaware, Civil Site Design Group, spoke in favor of the application. He stated that a traffic study was conducted and there will be no changes to the level of service for the intersections that were studied.

David Shearon, 1016 16th Ave South, spoke in favor of the application.

Martha Davis, 1000 17th Ave South, spoke in opposition to the application due to traffic and safety concerns as well as concerns with adequate visitor parking.

Ronald Miller, 905 Villa Place, spoke in opposition to the application due to concerns with SP zoning. He requested deferral for further communications.

Rick Shedd, 65 Music Square West, spoke in opposition to the application due to parking concerns.

Bill Gatzimos, 51 Music Square East, spoke in opposition to the application due to density, parking, and traffic concerns.

Benny Brown, 65 Music Square West, spoke in opposition to the application and stated that Nashville needs to protect Music Row.

Kevin Gangaware clarified that the density is allowed, building height is allowed, and the rules were followed in regard to mailing out the public notices.

Chairman McLean closed the Public Hearing.

Ms. LeQuire expressed concerns regarding communication with the neighborhood and the historical value of the area. She suggested that the community's input might help this project be better received and recommended another community meeting.

Mr. Ponder expressed agreement with Ms. LeQuire regarding another community meeting.

Ms. LeQuire asked the applicant if they would be willing to defer.

Kevin Gangaware requested a vote, not a deferral, but with the understanding that there will be a community meeting held before it goes to council.

Mr. Ponder moved and Mr. Dalton seconded the motion to approve with conditions. (5-1) Ms. LeQuire voted against.

Resolution No. RS2014-68

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-015-001 is Approved with conditions and disapproved without all conditions. (5-1)

CONDITIONS

- 1. Uses shall be limited to the uses shown on the plan or the uses permitted under ORI-A if not developed under the plan.**
- 2. Properties within the SP may be redeveloped under the ORI-A zoning district standards. If a property or properties develop under the ORI-A zoning district, then all properties within the SP must develop under the ORI-A zoning district.**
- 3. Each ground level residential unit shall have access on to the sidewalk. Any nonresidential use shall have primary access on to the sidewalk.**
- 4. A TIS may be required for any development/use and occupancy permit as deemed necessary by the Metro Traffic Engineer and may be subject to improvements/requirements as deemed necessary by the Metro Traffic Engineer.**
- 5. In association with final site plan approval architectural design elements shall be consistent with the overall concept and approved by the Metro Planning Department.**
- 6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the ORI-A zoning district as of the date of the applicable request or application.**
- 7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.**
- 8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.**
- 9. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.**

Zone Changes

6. 2014Z-016PR-001

Map 040, Parcel(s) 024, 161
Council District 03 (Walter Hunt)
Staff Reviewer: Jason Swaggart

A request to rezone from CL to CS zoning for properties located at 7417 and 7421 Old Hickory Boulevard, approximately 2,260 feet west of Interstate 24 (3.02 acres), requested by Dean Design Group, applicant; L & W Tenway, LLC, owner.

Staff Recommendation: Approve

APPLICANT REQUEST

Zone change from CL to CS.

Zone Change

A request to rezone from Commercial Limited (CL) to Commercial Services (CS) zoning for properties located at 7417 and 7421 Old Hickory Boulevard, approximately 2,260 feet west of Interstate 24 (3.02 acres).

Existing Zoning

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

March 13, 2014 Meeting

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Consent = Consent Agenda
Closed = Public Hearing was previously held and closed
Defer = Applicant requests to defer 1 or 2 meetings

Defer Indef = Applicant requests to defer indefinitely
Open = Public hearing is to be held
Withdraw = Applicant requests to withdraw application

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

CRITICAL PLANNING GOALS

N/A

BORDEAUX/WHITES CREEK COMMUNITY PLAN

Existing Policy

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

Consistent with Policy?

Yes. The proposed CS district permits a variety of commercial uses consistent with the CMC policy. The proposed CS district is also consistent with much of the surrounding zoning districts. The adjacent property to the east and the property across Old Hickory Boulevard are also zoned CS. The subject property is the most western property in the CMC policy. The adjacent policy to the west does not support commercial and the CMC policy should not be extended westward.

PUBLIC WORKS RECOMMENDATION

A traffic study may be required at time of development.

* No traffic table was prepared because the proposed district will not generate additional traffic.

STAFF RECOMMENDATION

Approve as the proposed CS district is consistent with the Bordeaux – Whites Creek Community Plan land use policy.

Approved (6-0), Consent Agenda

Resolution No. RS2014-69

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014Z-016PR-001 is **Approved. (6-0)**”

7. 2014Z-017PR-001

Map 164, Parcel(s) 241
Council District 33 (Robert Duvall)
Staff Reviewer: Melissa Sajid

A request to rezone from AR2a to CS zoning for property located within the Murfreesboro Pike Urban Design Overlay District at 3515 Pin Hook Road, approximately 2,220 feet south of Mt. View Road (3.11 Acres), requested by Stephen Kozy, applicant; Clyde Spurlock et ux, owner.

Staff Recommendation: Approve

APPLICANT REQUEST

Zone change from Agricultural/Residential (AR2a) to Commercial Service (CS).

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Commercial Service (CS) zoning for property located at within the Murfreesboro Pike Urban Design Overlay District at 3515 Pin Hook Road, approximately 2,220 feet south of Mt. View Road (3.11 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 1 lots with 1 duplex lots for a total of 2 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

Conservation (CO) policy is intended to preserve and enhance environmentally sensitive land within all Transect Categories except T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils.

Consistent with Policy?

Yes. The commercial uses permitted in CS zoning are consistent with policy if the form-based intent of the policy is met. Since the subject property is already located within the Murfreesboro Pike UDO, the zone change will be able to meet policy by providing a framework for development that ensures compatibility with the form-based intent of the policy.

STORMWATER RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

- Traffic study may be required at time of 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 Residential (210)	3.11	0.5 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	3.11	0.6	81,282 SF	5936	137	554

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5926	+136	+552

SCHOOL BOARD REPORT

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

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

The proposed CS zoning district would generate three fewer students than what is typically generated under the existing IR zoning district. Students would attend Edison Elementary School, J.F. Kennedy Middle School, and Antioch High School. All three schools have been identified as over capacity. There is capacity within the cluster for middle and high school students, but there is no capacity within the cluster for additional elementary students. This information is based upon data from the school board last updated September 2013.

STAFF RECOMMENDATION

Staff recommends approval of a zone change to CS since the subject property is also located within the Murfreesboro Pike Urban Design Overlay District.

Approved (6-0), Consent Agenda

Resolution No. RS2014-70

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014Z-0017PR-001 is **Approved. (6-0)**

K. PLANNING COMMISSION ACTIONS

The Planning Commission will make the final decision on the items below.

Urban Design Overlays: final site plans

8a. 2001UD-002-006

MUSIC ROW UDO (FINAL : MUSIC ROW MULTIFAMILY)

Map 092-12, Parcel(s) 497-501 Map 092-16, Parcel(s) 225-227

Council District 19 (Erica S. Gilmore)

Staff Reviewer: Benjamin Miskelly

A request for final site plan approval for a portion of the Music Row Urban Design Overlay District for properties located at 105, 107 and 109 16th Avenue South and at McGavock Street (unnumbered), between 16th Avenue South, 17th Avenue South and McGavock Street (1.22 acres), zoned CF and located within the Arts Center Redevelopment District, to permit a six-story, 194-unit multifamily building, with entitlements of the Music Row UDO Sub-District 2 sought in the accompanying modification request 2001UD-002-007. Requested by Littlejohn Engineering Associates, applicant; PPC Land Ventures, Inc., owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Major Modification to the UDO and Final Site Plan Approval for a Multi-family Building.

Modification and Final Site Plan

A request for a major modification to the Music Row Urban Design Overlay district standards bulk standards and for Final Site Plan approval for properties located at 105, 107, 109 16th Avenue South, and at McGavock Street (unnumbered), between 16th Avenue S, 17th Avenue, and McGavock Street, zoned CF and located within the Arts Center Redevelopment District.

Existing Zoning

Core Frame (CF) is the underlying base zoning and is intended for a wide range of parking and commercial service support uses for the central business district.

Music Row UDO Sub-District 2: Corridor is a sub-district in the Music Row UDO that provides additional design standards for a transition to smaller-scale buildings from the buildings located on the roundabout.

Music Row UDO Sub-District 3: Support is a sub-district in the Music Row UDO that provides additional design standards for a transition to smaller-scale buildings from the two larger subdistricts. This subdistrict does not have a cohesive building design or massing precedent already established.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

The proposed development is a good example of Infill Development. The building is proposed to be constructed on three properties in the Music Row neighborhood at a height appropriate for the Corridor subdistrict. The proposed development would help to create a friendlier pedestrian environment by bringing the structure closer to the streets, providing an active streetscape along 16th and 17th, providing a planting strip along McGavock Street and the adjacent sidewalk, orienting the building entrances to the sidewalks, and minimizing the parking structure's prominence on McGavock Street. The proposed development also programs live-work units along the ground floor of 16th Avenue and loft style units along 17th, which would activate the street and allow residents to walk to nearby destinations offering office and retail/restaurant uses.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

Policy

Neighborhood Urban (NU) is intended for fairly intense, expansive areas that are intended to contain a significant amount of residential development, but are planned to be mixed use in character. Predominant uses in these areas include a variety of housing, public benefit uses, commercial activities and mixed-use development.

The proposed project lies within Area 5 of the Green-Hills – Midtown Community Plan, which is a special policy that encourages pedestrian-oriented mixed-use developments. The goal of the area is, "To accommodate demands for new and additional housing, employment, and retail space, develop guidelines to shape new pedestrian-oriented environments."

Consistent with Policy?

Yes. The proposed development has a mixed-use component by providing six Live-Work units and a dedicated leasing space along 16th Avenue Street. The proposed development is also a significant residential project that would provide additional

housing in the area, a component envisioned in the Neighborhood Urban (NU) policy and in the Green Hills – Midtown Community Plan.

MUSIC ROW UDO

Design standards statement of intent:

The design standards are intended to ensure new development and redevelopment in the study area that:

1. Reinforces a scale and form of development that emphasizes sensitivity to the pedestrian environment;
2. Reinforces a scale and form of development that balances the needs of pedestrians with the benefits provided by automobile traffic;
3. Accommodates the area's parking needs, while maintaining a pedestrian-oriented environment;
4. Provides for the strategic placement of public spaces in relationship to building masses, streetscapes, and landscaping features;
5. Encourages active ground floor uses to animate the street, such as restaurants, shops, and services;
6. Includes adaptive use and sensitive rehabilitation of existing older buildings;
7. Protects and enhances the economic viability of the area, as well as a diversity of uses and activities.

MODIFICATION REQUEST DETAILS

The following modifications to the Bulk Standards of the Music Row UDO are being requested by the applicant:

1) Allow properties in Subdistrict 3: Support to adhere to Subdistrict 2: Corridor Standards.

In this case, this modifies the overall building height standard and parking deck setback/lining standards.

Subdistrict 3: Support allows 65 feet of total height and requires a 15 foot setback along McGavock for parking structures.

Subdistrict 2: Corridor allows 95 feet of total height requires a 0 foot setback along McGavock for parking structures.

SITE PLAN DETAILS

The Final Site Plan and Modification request proposes a 7 story building with 194 residential units on 1.24 acres. The site is situated on McGavock Street at the intersections of 16th Avenue and 17th Avenue in the Music Row UDO district.

Proposed is a two level, parking structure with five levels of residential above and liner buildings fronting 16th Avenue and 17th Avenue. Vehicular access to the site will be limited to two 24 foot wide accesses into the parking structure, both onto McGavock Street. The ground floor uses along 16th Avenue consist of six live-work spaces and a Leasing Office. The ground floor along 17th Avenue consists of residential lofts.

The building will be constructed at 5 feet from the back of sidewalk along 16th Avenue. On 17th Avenue Street, the building is located 11.5 feet from the back of sidewalk to provide area for a small green space. The building is located 3.5 feet from a widened sidewalk along McGavock with screening between the sidewalk and parking structure. Street trees, landscaping, and pedestrian improvements are provided along all street frontages.

ANALYSIS

The Major Modification request consists of applying the Subdistrict 2: Corridor standards to all properties in the development. This allows the applicant to build the structure at a consistent height across the entire development as opposed to stepping down. The applicant wishes to build the building to a height of 85 feet instead of 95 feet, the maximum allowed in Subdistrict 2.

The applicant also wishes to build the parking structure up to 3.5 feet off of a widened sidewalk along McGavock Street instead of the 15 foot setback required in Subdistrict 3. McGavock Street has functioned as a small transitional street/alley for this area and has few active uses along it today and would not be adversely impacted by a reduced setback.

The proposed modifications, and overall development plan, improves the walkability of the neighborhood and provides additional housing while enhancing the urban character of the existing site. However, staff would recommend that the 3.5 foot strip between sidewalk and building face on McGavock be enhanced with some additional screening plants and that the garage face be screened as much as possible along McGavock. Additionally, individual entrances should be provided in the form of stoops to the units that front onto 17th Avenue to activate the street.

MDHA RECOMMENDATION

Approve Concept Plan

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with the conditions of the MPW Traffic Engineer.
- Indicate location of solid waste and recycling container(s)
- Dedicate Pedestrian Easements to the back of the proposed sidewalk, use MPW standard form. All ROW dedications and pedestrian easements must be recorded prior to building permit signoff.
- Indicate the location of the solid waste and recycling container(s).

- Add notation of loading zones from the alley.
- ADA compliant ramps will be required at all sidewalk intersections with the roadway.
- Add “No Parking” signage along 16th and 17th Ave road frontages for this property.
- Traffic study is required and has been scoped for this development but has not been received.

STAFF RECOMMENDATION

Staff recommends Approval with conditions. The modification request is consistent with the UDO’s and Community Plan’s vision for intense mixed-use pedestrian friendly development that transitions from the roundabout area. The proposal is also consistent with the Neighborhood Urban policy and meets several Critical Planning Goals.

CONDITIONS

1. Comply with the following Public Works conditions:
 - The developer’s final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
 - Comply with the conditions of the MPW Traffic Engineer.
 - Indicate location of solid waste and recycling container(s)
 - Dedicate Pedestrian Easements to the back of the proposed sidewalk, use MPW standard form. All ROW dedications and pedestrian easements must be recorded prior to building permit signoff.
 - Indicate the location of the solid waste and recycling container(s).
 - Add notation of loading zones from the alley.
 - ADA compliant ramps will be required at all sidewalk intersections with the roadway.
 - Add “No Parking” signage along 16th and 17th Ave road frontages for this property.
 - Traffic study is required and has been scoped for this development but has not been received.
2. Comply with the following Planning conditions:
 - Utilize strip between sidewalk and building face on McGavock to plant screening plants. The garage face shall be screened along McGavock at the rate of one evergreen shrub per 6 feet on center.
 - Create entrances to the units that front onto 17th Ave to activate the 17th Avenue Street Frontage.
3. A corrected copy of the UDO 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 consideration by Planning Commission.

Approve with conditions (6-0), Consent Agenda

Resolution No. RS2014-71

“BE IT RESOLVED by The Metropolitan Planning Commission that 2001UD-002-006 is **Approved with conditions. (6-0)**

CONDITIONS

1. Comply with the following Public Works conditions:
 - The developer’s final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
 - Comply with the conditions of the MPW Traffic Engineer.
 - Indicate location of solid waste and recycling container(s)
 - Dedicate Pedestrian Easements to the back of the proposed sidewalk, use MPW standard form. All ROW dedications and pedestrian easements must be recorded prior to building permit signoff.
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 - ADA compliant ramps will be required at all sidewalk intersections with the roadway.
 - Add “No Parking” signage along 16th and 17th Ave road frontages for this property.
 - Traffic study is required and has been scoped for this development but has not been received.
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 - Utilize strip between sidewalk and building face on McGavock to plant screening plants. The garage face shall be screened along McGavock at the rate of one evergreen shrub per 6 feet on center.
 - Create entrances to the units that front onto 17th Ave to activate the 17th Avenue Street Frontage.
3. A corrected copy of the UDO 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 consideration by Planning Commission.

8b. 2001UD-002-007

MUSIC ROW UDO (MUSIC ROW MULTIFAMILY MODIFICATION)

Map 092-12, Parcel(s) 497-501 Map 092-16, Parcel(s) 225-227

Council District 19 (Erica S. Gilmore)

Staff Reviewer: Benjamin Miskelly

A request for a modification to the Music Row Urban Design Overlay district standards for properties located at 105, 107 and 109 16th Avenue South and at McGavock Street (unnumbered), between 16th Avenue South, 17th Avenue and McGavock Street, zoned CF and located within the Arts Center Redevelopment District, to permit the site development standards of Sub-District 2 of the Music Row UDO to extend over the entirety of the requested properties. Requested by Littlejohn Engineering Associates, applicant; PPC Land Ventures, Inc., owner. This modification request is accompanied by Final Site Plan approval request 2001UD-002-006.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Major Modification to the UDO and Final Site Plan Approval for a Multi-family Building.

Modification and Final Site Plan

A request for a major modification to the Music Row Urban Design Overlay district standards bulk standards and for Final Site Plan approval for properties located at 105, 107, 109 16th Avenue South, and at McGavock Street (unnumbered), between 16th Avenue S, 17th Avenue, and McGavock Street, zoned CF and located within the Arts Center Redevelopment District.

Existing Zoning

Core Frame (CF) is the underlying base zoning and is intended for a wide range of parking and commercial service support uses for the central business district.

Music Row UDO Sub-District 2: Corridor is a sub-district in the Music Row UDO that provides additional design standards for a transition to smaller-scale buildings from the buildings located on the roundabout.

Music Row UDO Sub-District 3: Support is a sub-district in the Music Row UDO that provides additional design standards for a transition to smaller-scale buildings from the two larger subdistricts. This subdistrict does not have a cohesive building design or massing precedent already established.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

The proposed development is a good example of Infill Development. The building is proposed to be constructed on three properties in the Music Row neighborhood at a height appropriate for the Corridor subdistrict. The proposed development would help to create a friendlier pedestrian environment by bringing the structure closer to the streets, providing an active streetscape along 16th and 17th, providing a planting strip along McGavock Street and the adjacent sidewalk, orienting the building entrances to the sidewalks, and minimizing the parking structure's prominence on McGavock Street. The proposed development also programs live-work units along the ground floor of 16th Avenue and loft style units along 17th, which would activate the street and allow residents to walk to nearby destinations offering office and retail/restaurant uses.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

Policy

Neighborhood Urban (NU) is intended for fairly intense, expansive areas that are intended to contain a significant amount of residential development, but are planned to be mixed use in character. Predominant uses in these areas include a variety of housing, public benefit uses, commercial activities and mixed-use development.

The proposed project lies within Area 5 of the Green-Hills – Midtown Community Plan, which is a special policy that encourages pedestrian-oriented mixed-use developments. The goal of the area is, "To accommodate demands for new and additional housing, employment, and retail space, develop guidelines to shape new pedestrian-oriented environments."

Consistent with Policy?

Yes. The proposed development has a mixed-use component by providing six Live-Work units and a dedicated leasing space along 16th Avenue Street. The proposed development is also a significant residential project that would provide additional housing in the area, a component envisioned in the Neighborhood Urban (NU) policy and in the Green Hills – Midtown Community Plan.

MUSIC ROW UDO

Design standards statement of intent:

The design standards are intended to ensure new development and redevelopment in the study area that:

1. Reinforces a scale and form of development that emphasizes sensitivity to the pedestrian environment;
2. Reinforces a scale and form of development that balances the needs of pedestrians with the benefits provided by automobile traffic;
3. Accommodates the area’s parking needs, while maintaining a pedestrian-oriented environment;
4. Provides for the strategic placement of public spaces in relationship to building masses, streetscapes, and landscaping features;
5. Encourages active ground floor uses to animate the street, such as restaurants, shops, and services;
6. Includes adaptive use and sensitive rehabilitation of existing older buildings;
7. Protects and enhances the economic viability of the area, as well as a diversity of uses and activities.

MODIFICATION REQUEST DETAILS

The following modifications to the Bulk Standards of the Music Row UDO are being requested by the applicant:

- 1) Allow properties in Subdistrict 3: Support to adhere to Subdistrict 2: Corridor Standards.
In this case, this modifies the overall building height standard and parking deck setback/lining standards.

Subdistrict 3: Support allows 65 feet of total height and requires a 15 foot setback along McGavock for parking structures.
Subdistrict 2: Corridor allows 95 feet of total height requires a 0 foot setback along McGavock for parking structures.

SITE PLAN DETAILS

The Final Site Plan and Modification request proposes a 7 story building with 194 residential units on 1.24 acres. The site is situated on McGavock Street at the intersections of 16th Avenue and 17th Avenue in the Music Row UDO district.

Proposed is a two level, parking structure with five levels of residential above and liner buildings fronting 16th Avenue and 17th Avenue. Vehicular access to the site will be limited to two 24 foot wide accesses into the parking structure, both onto McGavock Street. The ground floor uses along 16th Avenue consist of six live-work spaces and a Leasing Office. The ground floor along 17th Avenue consists of residential lofts.

The building will be constructed at 5 feet from the back of sidewalk along 16th Avenue. On 17th Avenue Street, the building is located 11.5 feet from the back of sidewalk to provide area for a small green space. The building is located 3.5 feet from a widened sidewalk along McGavock with screening between the sidewalk and parking structure. Street trees, landscaping, and pedestrian improvements are provided along all street frontages.

ANALYSIS

The Major Modification request consists of applying the Subdistrict 2: Corridor standards to all properties in the development. This allows the applicant to build the structure at a consistent height across the entire development as opposed to stepping down. The applicant wishes to build the building to a height of 85 feet instead of 95 feet, the maximum allowed in Subdistrict 2.

The applicant also wishes to build the parking structure up to 3.5 feet off of a widened sidewalk along McGavock Street instead of the 15 foot setback required in Subdistrict 3. McGavock Street has functioned as a small transitional street/alley for this area and has few active uses along it today and would not be adversely impacted by a reduced setback.

The proposed modifications, and overall development plan, improves the walkability of the neighborhood and provides additional housing while enhancing the urban character of the existing site. However, staff would recommend that the 3.5 foot strip between sidewalk and building face on McGavock be enhanced with some additional screening plants and that the garage face be screened as much as possible along McGavock. Additionally, individual entrances should be provided in the form of stoops to the units that front onto 17th Avenue to activate the street.

MDHA RECOMMENDATION

Approve Concept Plan

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer’s final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with the conditions of the MPW Traffic Engineer.
- Indicate location of solid waste and recycling container(s)
- Dedicate Pedestrian Easements to the back of the proposed sidewalk, use MPW standard form. All ROW dedications and pedestrian easements must be recorded prior to building permit signoff.
- Indicate the location of the solid waste and recycling container(s).
- Add notation of loading zones from the alley.
- ADA compliant ramps will be required at all sidewalk intersections with the roadway.
- Add “No Parking” signage along 16th and 17th Ave road frontages for this property.

- Traffic study is required and has been scoped for this development but has not been received.

STAFF RECOMMENDATION

Staff recommends Approval with conditions. The modification request is consistent with the UDO’s and Community Plan’s vision for intense mixed-use pedestrian friendly development that transitions from the roundabout area. The proposal is also consistent with the Neighborhood Urban policy and meets several Critical Planning Goals.

CONDITIONS

1. Comply with the following Public Works conditions:
 - The developer’s final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
 - Comply with the conditions of the MPW Traffic Engineer.
 - Indicate location of solid waste and recycling container(s)
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 - Utilize strip between sidewalk and building face on McGavock to plant screening plants. The garage face shall be screened along McGavock at the rate of one evergreen shrub per 6 feet on center.
 - Create entrances to the units that front onto 17th Ave to activate the 17th Avenue Street Frontage.
3. A corrected copy of the UDO 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 consideration by Planning Commission.

Approve with conditions (6-0), Consent Agenda

Resolution No. RS2014-72

“BE IT RESOLVED by The Metropolitan Planning Commission that 2001UD-002-007 is **Approved with conditions. (6-0)**

CONDITIONS

1. Comply with the following Public Works conditions:
 - **The developer’s final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.**
 - **Comply with the conditions of the MPW Traffic Engineer.**
 - **Indicate location of solid waste and recycling container(s)**
 - **Dedicate Pedestrian Easements to the back of the proposed sidewalk, use MPW standard form. All ROW dedications and pedestrian easements must be recorded prior to building permit signoff.**
 - **Indicate the location of the solid waste and recycling container(s).**
 - **Add notation of loading zones from the alley.**
 - **ADA compliant ramps will be required at all sidewalk intersections with the roadway.**
 - **Add “No Parking” signage along 16th and 17th Ave road frontages for this property.**
 - **Traffic study is required and has been scoped for this development but has not been received.**
2. Comply with the following Planning conditions:
 - **Utilize strip between sidewalk and building face on McGavock to plant screening plants. The garage face shall be screened along McGavock at the rate of one evergreen shrub per 6 feet on center.**
 - **Create entrances to the units that front onto 17th Ave to activate the 17th Avenue Street Frontage.**
3. **A corrected copy of the UDO 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 consideration by Planning Commission.**

Subdivision: Concept Plans

9. 2008S-061U-12

BRENTWOOD BRANCH ESTATES (CONCEPT PLAN EXTENSION #5)

Map 160, Parcel(s) 123

Map 160-08, Parcel(s) 046, 048 Map 160-08-0-A, Parcel(s) 010

Council District 26 (Chris Harmon)

Staff Reviewer: Duane Cuthbertson

A request to permit the extension of an approved concept plan for the Brentwood Branch Estates Subdivision for 8 single-family clustered residential lots located at 501 Broadwell Drive, Hill Road (unnumbered) and at Trousdale Drive (unnumbered), zoned RS20 (4.42 acres), requested by Michael and Sharon Yates, owners.

Staff Recommendation: Approve the extension of the Concept Plan approval to March 13, 2015.

APPLICANT REQUEST

Concept plan extension.

Concept plan extension

A request to permit the extension of an approved concept plan for one year from its expiration date of February 28, 2014 to March 13, 2015, for the Brentwood Branch Estates Subdivision for 8 single-family clustered residential lots located at 501 Broadwell Drive, Hill Road (unnumbered) and at Trousdale Drive (unnumbered), zoned Single-Family Residential (RS20).

Existing Zoning

Single-Family Residential (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.

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

Concept plan extension

This is a request to extend concept plan approval for Brentwood Branch Estates, a major subdivision. The request is to extend the approval for one year, to March 13, 2015. 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 the extension is granted, this will be the fifth extension to the original approval of the subdivision. The last extension was granted by the Commission on February 28, 2013. The current application was filed prior to the February 28th expiration date.

According to the applicant, progress has been made in developing the subdivision as approved including:

1. Mandatory Referral process initiated (withdrawn due to a determination that it wasn't necessary).
2. Complete boundary and topographic survey.
3. Eighty percent construction drawing set, including detailed storm water calculations, hydraulic flood analysis and cut/fill calculations for flood plain disturbance.
4. Plans initially submitted to Stormwater for sufficiency review prior to placing the project on hold.

The applicant estimates that over \$25,000 has been spent on submittal, development, design and consultant fees. The applicant also states that over \$50,000 was spent to acquire additional land to complete the boundary of the concept plan and that this land would not have needed to be purchased without concept plan approval.

STAFF ANALYSIS

The subdivision meets all Zoning Code requirements and received previous approval from the Planning Commission. Since the concept plan meets zoning, has previous approvals, and the applicant has made progress in developing the subdivision, staff recommends that the Planning Commission extend the concept plan approval for one year.

STORMWATER RECOMMENDATION

Approved with conditions:

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

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

STAFF RECOMMENDATION

Staff recommends that the concept plan be extended to March 13, 2015.

Resolution No. RS2014-73

“BE IT RESOLVED by The Metropolitan Planning Commission that 2008S-061U-12 is **Approved with the Concept Plan approval extended to March 13, 2015. (6-0)**

10. 2014S-036-001

1132 TULIP GROVE ROAD

Map 086, Parcel(s) 272

Council District 12 (Steve Glover)

Staff Reviewer: Jason Swaggart

A request for concept plan approval to create 19 clustered single-family lots on property located at 1132 Tulip Grove Road, approximately 1,300 feet north of Rockwood Drive, zoned RS7.5 (8.3 acres), requested by Charles P. Ewin, owner; Civil Site Design Group, applicant.

Staff Recommendation: Defer to the April 10, 2014, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2014S-036-001 to the April 10, 2014, Planning Commission meeting. (6-0)

Subdivision: Final Plats

11. 2014S-034-001

REGAL HOMES LOTS

Map 091-14, Parcel(s) 229 Map 091-15, Parcel(s) 012-013

Council District 24 (Jason Holleman)

Staff Reviewer: Melissa Sajid

A request for final plat approval to create two lots located at 307, 307 B and 309 54th Avenue North and two variances to the Subdivision Regulations to permit a lot without street frontage and to permit a lot that does not meet infill lot size compatibility, approximately 815 feet south of Charlotte Avenue and partially located within the Floodplain Overlay District, (2.01 acres), zoned RS7.5, requested by Tommy Walker, applicant; Regal Homes, owners.

Staff Recommendation: Withdraw

The Metropolitan Planning Commission withdrew 2014S-034-001. (6-0)

12. 2014S-037-001

507 MOORE AVENUE

Map 105-07, Parcel(s) 351

Council District 17 (Sandra Moore)

Staff Reviewer: Melissa Sajid

A request for final plat approval to create two lots on property located at 507 Moore Avenue and a variance to the Subdivision Regulations to permit a driveway off Moore Avenue, approximately 210 feet west of Rains Avenue, zoned R6 (0.34 acres), requested by Dale & Associates, applicant; Lynne Wallace, owner.

Staff Recommendation: Defer to the March 27, 2014, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2014S-037-001 to the March 27, 2014, Planning Commission meeting. (6-0)

L. OTHER BUSINESS

13. Reappointments to the Downtown Code Design Review Committee for the term March 13, 2014 through March 13, 2018.

Approved (6-0), Consent Agenda

Resolution No. RS2014-74

“BE IT RESOLVED by The Metropolitan Planning Commission that the reappointments of the Downtown Code Design Review Committee for the term March 13, 2014, through March 13, 2018 is **Approved. (6-0)**

14. New employee contracts for Stephanie McCullough and Latisha Birkeland.

Approved (6-0), Consent Agenda

Resolution No. RS2014-75

"BE IT RESOLVED by The Metropolitan Planning Commission that the new employee contracts for Stephanie McCullough and Latisha Birkeland is **Approved. (6-0)**

15. Employee contract renewal for Anita McCaig.

Approved (6-0), Consent Agenda

Resolution No. RS2014-76

"BE IT RESOLVED by The Metropolitan Planning Commission that the employee contract renewal for Anita McCaig is **Approved. (6-0)**

16. Historic Zoning Commission Report

17. Board of Parks and Recreation Report

18. Executive Committee Report

19. Accept the Director's Report and Approve Administrative Items

Approved (6-0), Consent Agenda

Resolution No. RS2014-77

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report and Administrative Items are **Approved. (6-0)**

20. Legislative Update

M. MPC CALENDAR OF UPCOMING MATTERS

March 13, 2014

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

March 27, 2014

MPC Work Session – NashvilleNext Scenario Review

2:00pm, 800 Second Ave. South, Metro Office Building, Nashville Conference Room

March 27, 2014

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

April 10, 2014

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

April 24, 2014

MPC Meeting

5:30pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

N. ADJOURNMENT

The meeting adjourned at 6:00 p.m.

Chairman

Secretary



Date: March 13, 2014

To: Metropolitan Nashville-Davidson County Planning Commissioners

From: Richard C. Bernhardt, FAICP, CNU-A

Re: Executive Director’s Report

The following items are provided for your information.

A. MPC Meetings

1. Due to a conflict with the Election Commission:
 - a. April 24th meeting will begin at 5:30 pm in order to keep it at the Sonny West Conference Center;
 - b. July 24, 2014 – Researching alternate locations (neither Sonny West Conference Center or Metro Southeast are available)
 - c. October 23, 2014 – Researching alternate locations (neither Sonny West Conference Center or Metro Southeast are available)

B. Employee News

1. We are still looking for the following:
 - a. New Employees
 - i. Community Plans Division - Stephanie McCullough (March 31)
 - ii. Land Development Division - Latisha Birkeland
 - b. Remaining Vacant Positions
 - i. Planner 2 in Land Development
 - ii. Planner 3 for the Design Studio with an architectural and urban design background.

C. Rehearing Requests

1. A request presented by Mr. William P. Purcell III for rehearing of Item #1 for final plat approval to create two lots on property located at 1510 Clairmont Place from the MPC meeting of February 13, 2014 was denied in accordance with the Commission’s Rules and Procedures. (see attached request and response)
2. A request presented by Councilman Walter Hunt for rehearing of Item #1 for final plat approval to create two lots on property located at 1510 Clairmont Place from the MPC meeting of February 13, 2014 was denied in accordance with the Commission’s Rules and Procedures. (see attached request and response)
3. MPC relevant rules and procedures. Section VI.K.2 ... “If the Chairperson and Executive Director determine that a rehearing request is without merit and need not be considered by the Commission, that decision will be noted on the Commission’s next available agenda. The Commission may, by a

majority vote of the members present, overrule the decision of the Chairperson and Executive Director and consider the request at a subsequent meeting.”

D. Communications

1. Building a new webpage and producing two informational videos for the upcoming Meetings to Go segment of NashvilleNext
2. The educational access channel, Comcast 10, will run NashvilleNext Speaker Series presentations at 5 am, 1 pm, and 9 pm on Wednesdays starting March 5. We have prepared ten one-hour programs for that purpose.

E. Community Planning

1. Upcoming Items before the Planning Commission
 - a. March 27, 2014 - CCM Translation

F. GIS

1. ESRI will have a scope or proposal to us at the end of the week for building the environment for us to use City Engine. They are excited about this project and are going to put a lot of resources into it and eventually would like to spotlight it in one of their publications.

G. NashvilleNext

1. **Presentations and Meetings**
 - a. Wednesday, March 26, 2014, Discover Nashville’s Neighborhood Day, Magness Potter Community Center
2. **Guiding Principles** – They have been vetted and in final Draft Stage. They will form the basis for next stages.

DRAFT - The Guiding Principles are written from the perspective of Nashvillians in 2040, assessing Nashville based on the actions taken to implement NashvilleNext.

Be Nashville

- Nashville is strong because we lift one another up and help people help themselves.
- We are strong because of our culture of creativity, respect for history, and optimism for the future.
- We are strong because of our welcoming culture that represents the best of Southern hospitality and celebrates Nashville’s multiculturalism.

Expand Accessibility

- Nashville is accessible, allowing *all* Nashvillians to come together to work, to play, to learn, and to create community, regardless of background or ability.
- Nashville’s accessibility extends to transportation, employment and educational opportunities, online capabilities, civic representation, access to nature and recreation and government services.
- In Nashville, we are all able to participate and contribute to community decision-making and the future of our community.

Create Opportunity

- Nashville’s economy is diverse, dynamic and open. It benefits from our culture of arts, creativity and entrepreneurialism.
- Our strong workforce and high quality of life make Nashville’s economy nationally and internationally competitive.

- Nashville’s success is based on promoting opportunities for individual growth and success, for small and local businesses and entrepreneurs.
- To provide a foundation for future growth and prosperity, Nashville meets its infrastructure needs in an environmentally responsible way.

Foster Strong Neighborhoods

- Neighborhoods are the building blocks of our community: they are where we live, work, shop and gather as a community.
- Our neighborhoods are healthy, safe, affordable and connected – with vibrant parks, welcoming libraries, accessible shopping and employment, valued and protected natural features and strong schools.
- Our diverse neighborhoods give our community character and grow with us as we move into the future.

Advance Education

- Nashville recognizes that education is a lifelong endeavor; it is how we prepare our children for tomorrow’s challenges, and how we keep our residents ready to successfully participate in the workforce and civic life.
- Community investment is key to Nashville’s success in K-12 education. Neighborhoods, businesses, institutions, non-profits, families, individuals and Metro work to ensure access to opportunity for all children through child care and school choices, transportation options, and engaging Nashvillians in supporting children and families.
- Life-long learning also benefits from the community’s investment in continuing education, retraining opportunities and literacy.
- Nashville’s excellent colleges and universities are community assets that educate our youth and adults, are a tremendous resource for the community and add to the community’s prestige.

Champion the Environment

- Nashville is blessed with natural environments of breath-taking beauty, exceptional parks and greenways, abundant water and agricultural land that supports local food production.
- The natural landscapes of Nashville – from the Cumberland River to the steep slopes in the west and the lush tree canopy – are part of our identity. They are protected because they contribute to our health and quality of life and provide a competitive advantage to Nashville.
- Nashville enables sustainable living through transportation options, housing choices, economic and social diversity and thoughtful design of sustainable buildings and infrastructure.

Ensure Equity for All

- Nashville is stronger because it values diversity in all its forms.
- All Nashvillians, regardless of age, race, ethnicity, ability, income, gender, sexual orientation, where you were born or where you live, are welcome and their voices are valued.
- Ensuring equity has been and continues to be central to Nashville’s culture. As Nashville changes, we remain committed to equity and inclusion.
- We are vigilant in protecting human rights for all to provide for inclusive civic life.
- Nashville ensures that all communities are engaged in decision making and share in the city’s growth, prosperity and quality of life.
-

3. NashvilleNext Overall Schedule

- a. Mapping Future Growth and Preservation (Currently - Spring 2014)
 - i. Community Engagement on Growth Mapping

- ii. Scenario Development
- iii. Initial Policy Option Development
- b. Making Policy Decisions (Spring/Fall 2014)
 - i. Community Engagement on Scenario Options
 - ii. Resource Teams and Steering Committee develop policy options
 - iii. Community engagement on policy options
- c. Creating and Adopting the Plan (Fall 2014/Summer 2015)
 - i. Community Vision
 - ii. Policies and Actions
 - iii. Preferred Alternative
 - iv. Implementation Schedule
 - v. Planning Commission Adoption

4. NashvilleNext Key Activities:

- a. Phase 3 (of 5) of the process is completed with over 10,000 participants.
- b. Developing the alternative development scenarios and policy implications based on community input through the priority and growth mapping exercises.
- c. Translated countywide CCM to be presented to the Planning Commission at the March 27, 2014 meeting.
- d. Scenarios are being processed in CommunityViz.
- e. Schedule is shifting to begin phase 4 in June, though we may unveil the scenarios at the Healthy Nashville summit on May 16.
- f. List of special projects underway include:
 - i. The Airport Employment Center Master Design
 - ii. Identification of Downtown open space network
 - iii. Examining the potential use for the Missing Middle housing typology
- g. Coordinating with MTA and Nashville GreenPrint (tree canopy master plan) as they begin their master planning efforts.

5. Resource Teams:

- a. NashvilleNext Resource Teams have moved into Phase 2 (of 3) of their process. The purpose of this Phase is to develop goals and policies for each plan element and as impacted by the scenario alternatives. The scenarios and policies will be reviewed by the public starting in June.

Resource Team - Phase 2	1 st	2 nd	3 rd	4 th
Economic/Workforce Development	●	○	○	○
Arts, Culture, & Creativity	●	○	○	○
Natural Resources/Hazard Adaptation	●	●	○	○
Education & Youth	●	●	○	○
Housing	●	●	○	○
Health, Livability, & Built Environment	●	●	○	○
Land Use, Transportation, & Infrastructure	●	○	○	○

6. NashvilleNext Special Studies

a. **Gentrification Analysis and Recommendations** – Work has begun with Ms. Amie Thurber, Ms. Jyoti Gupta, Dr. James C. Fraser and Dr. Doug Perkins of Vanderbilt University on issues and recommendations related to gentrification in Nashville. The recommendations will be considered in the NashvilleNext policy and action phase.

b. **Suburban Retrofit** – In conjunction with the National Association of Realtors will provide real life retrofit examples to make suburban areas more sustainable. The study began with field visits in February 7-9, 2014. Study situations include:

- i. Bellevue – the south side of Highway 70S, across from the Bellevue Mall.
 - Make a There There: Overly deep retail parcel that has been subdivided and layered without parcels into a sprawling mess with fronts facing backs, no sense of place, reduced visibility, and likely run-off issues/Install an urban framework that enables parcels to be reinhabited and redeveloped with a sense of place that restores the social capital lost from the dead mall, connect to the green space, connect to the neighborhood.
- ii. Bellevue – the “civic center” at Bellevue Middle School, the new library and Red Caboose Park.
 - Make a There There: Although adjacent to one another, the public facilities do not relate to each other spatially or invite synergistic sharing of parking or other facilities/create a civic center that is greater than the sum of its parts.
- iii. Bordeaux – the Kroger on Clarksville Pike at West Hamilton Avenue.
 - Expand Affordability and Livability? Dead big box: failed/failing retail in a declining neighborhood/possible exploration of missing middle housing types, community-serving uses, linkage of affordable housing to affordable transportation?
- iv. Antioch – The Crossings extension to Cane Ridge High School.
 - Driving Change on Corridors: Establishing a new Corridor? New Infill and Connectivity? Create a place from an employment center and older suburban independent mixed uses.

- v. South Nashville – the abandoned Kmart at Harding Place and Nolensville Road.
 - Driving Change on Corridors - Intersection quadrant: auto-oriented retail surrounding intersection, but disconnected from each other and from adjacent neighborhoods/new urban framework to improve connectivity around the intersection and into the neighborhoods
- vi. South Nashville – the abandoned Lowe’s on Nolensville at Cotton Lane.
 - Driving Change on Corridors – dead big box: deep retail parcels with limited visibility/urban framework to increase connectivity and establish better transitions from the residential areas to the corridor.
- vii. Old Hickory Village – the town center (This is an old factory town, project boundaries could be expanded further).
 - Make a There There: underperforming town center/ catalysts for revitalization.
- viii. North Nashville – West Trinity Lane at I-65 Highway.
 - Adjacent commercial/industrial: ad hoc uses, odd shaped lots with little relationship to adjacent corridors or neighborhoods/urban framework to support better connectivity and transitions.
- ix. Wedgewood Area - I-65 –properties east of I-65, and bordered by the RR tracks, from the Adventure Science Center south to the Craighead St. area.
 - Highway Adjacent Commercial/industrial: isolated wedge of diverse but disconnected uses/transitions from highway to neighborhoods
- x. The Nations - Centennial Blvd. and 51st Ave., industrial/warehousing properties.
 - Border Vacuum: underused industrial properties blighting abutting residential neighborhood/catalysts for reinhabitation, connection to waterfront?
- xi. Nashville State Community College – The school property on White Bridge Pike.
 - Make a There There: suburban campus w vast parking lots/urban framework for growth into a more walkable, urban, mixed-use campus? Also consider a complete redevelopment!
- xii. Woodbine Commercial Corridor –Nolensville Pike “Main St.” area abutting the Woodbine residential neighborhood, and industrial property along RR.
 - Make a There There: Main Street that's missing teeth/urban infill, possible introduction of "missing middle" housing types, identify catalysts for redevelopment
- xiii. If teams are available:
 - (1) Churches (large and small) - several locations and scales (also abandoned, in-use, re-purposed) examples Charlotte Ave, and White Bridge Pike area.
 - (a) Total redevelopment
 - (b) Diversification by adding additional uses inc. housing, social services, etc.
 - (2) Bellevue – Commercial frontage serving off highway multi-family pockets - several locations and scales
 - (3) mall retrofit

That grant, provided through the Greater Nashville Association of Realtors and matched by a similar contribution from the Metropolitan Planning Commission, will fund research by a key team of urban planners and strategists from Georgia Tech University, led by Professor Ellen Dunham-Jones, a nationally recognized expert in urban retrofitting. The University of Tennessee design studio, under the direction of T. K. Davis, will also be part of this effort.

c. Jefferson Street Economic Analysis - Identification of inner-city commercial districts comparable to Jefferson Street in other cities that have achieved sustained economic revitalization. Analysis of public policies, private investments, and other public- private interventions that was instrumental to the successful revitalization. Focus of the study is to identify cases, interventions and factors that lead to revitalization without gentrification-related displacement of existing residents and small businesses. The case studies will include identification of programs beyond the typical public sector approaches of land acquisition, rezoning, and streetscape improvements. Vanderbilt (Dr. Doug Perkins and Karl Jones) and TSU (Dr. David Patchett)

H. Planning Commission Workshops (all include 1.5 hours Planning Commissioners Training credits)

I. APA Training Opportunities

1. Scheduled APA Webinars
2. Nashville Room, 2nd floor MOB.
3. All are scheduled from 3:00 – 4:30 pm
4. All have 1.5 hours AICP and Planning Commissioner training credit

Date	Topic (Live Program and Online Recording)
May 14, 2014	Jane Jacob's Legacy and New Urbanism
June 4, 2014	Introducing New Density to the Neighborhood
June 25, 2014	2014 Planning Law Review

Administrative Items

In accordance with the Rules and Procedures of the Metropolitan Planning Commission, the following applications have been reviewed by staff and are ready to be approved by the Planning Commission through acceptance and approval of this report or otherwise approved on behalf of the Planning Commission **through 03/07/2014**.

APPROVALS	# of Applications	Total # of Applications 2014
Specific Plans	0	4
PUDs	1	1
UDOs	1	0
Subdivisions	7	34
Mandatory Referrals	5	28
Grand Total	14	67

SPECIFIC PLANS (finals only): MPC Approval

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)

PLANNED UNIT DEVELOPMENTS (finals and variances only) : MPC Approval

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
8/29/2013	2/25/2014 APADMIN	2005P-030-005	RAVENWOOD (AMENITY CENTER)	A request for final approval for a portion of the Ravenwood Residential Planned Unit Development Overlay District located on a portion of property at Stones River Road (unnumbered), on the western side of Hearthstone Way, zoned RS10 (2.52 acres), to permit an amenity center, pool and parking lot, requested by Civil Site Design Group, PLLC, applicant, E. Phillips Development, LLC, owner.	14, James Bruce Stanley

URBAN DESIGN OVERLAYS (finals and variances only) : MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)

MANDATORY REFERRALS: MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
2/14/2014	2/21/2014	APADMIN	2014M-011ES-001	LEMONT DRIVE IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the Lemont Drive Improvement Project on properties located at 315 Broadmoor Drive and at 513 and 517 Lemont Drive, (Project No. 14-SWC-132), requested by Metro Water Services, applicant; various property owners.	08 (Karen Bennett)
2/14/2014	2/21/2014	APADMIN	2014M-012ES-001	EAST THOMPSON LANE IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the East Thompson Lane Improvement Project on properties located at 325, 327 and 329 East Thompson Lane and at 318 and 320 Wimpole Lane, (Project No. 14-SWC-143), requested by Metro Water Services, applicant; various property owners.	16 (Tony Tenpenny)

2/18/2014	2/25/2014	APADMIN	2014M-006PR-001	KIPP NASHVILLE LEASE AGREEMENT	A request to approve a lease agreement by and between the Metropolitan Government of Nashville and Davidson County, acting by and through the Department of General Services, and KIPP Nashville, for property located at 123 Douglas Avenue for use as a charter school, requested by the Metro Department of Finance, applicant.	05 (Scott Davis)
2/20/2014	2/28/2014	APADMIN	2014M-007PR-001	GIBSON CREEK EQUALIZATION FACILITY	A request to purchase property located at 864 Idlewild Drive for the construction of the Clean Water Nashville Overflow Abatement program project (Gibson Creek Equalization Facility), (Project No. 11-SC-0139; OAP.C.33.01), requested by Metro Water Services, applicant; John Broadway, II, owner.	07 (Anthony Davis)

2/19/2014	2/28/2014	APADMIN	2014M-013ES-001	SYLVAN PARK WATER & DRAINAGE IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the Sylvan Park Water and Drainage Improvement Project on various properties located along and south of Charlotte Avenue along Park Avenue, Elkins Avenue, Nevada Avenue, Dakota Avenue, Idaho Avenue, Wyoming Avenue, Nebraska Avenue, 54th Avenue North, 53rd Avenue North, 52nd Avenue North, 51st Avenue North, 50th Avenue North and 49th Avenue North, (Project No. 14-SWC-152), requested by Metro Water Services, applicant; various property owners.	24 (Jason Holleman)
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SUBDIVISIONS: Administrative Approval						
Date Submitted	Date Approved	Action	Case #	Project Name	Project Caption	Council District # (CM Name)
1/16/2014	2/21/2014	APADMIN	2014S-025-001	3500 CENTRAL PIKE	A request for final plat approval to create one lot on properties located at 3500 and 3510 Central Pike, at the southeast corner of Central Pike and Lebanon Pike and partially located within the Floodplain Overlay District, zoned CS and IWD (6.33 Acres), requested by Dale & Associates, applicant; 2156 Associates Joint Venture, owner.	14 (James Bruce Stanley)

10/3/2013	2/24/2014	APADMIN	2013S-194-001	STAMMER PARK, PH 2	A request for final plat approval to create 16 lots on various properties located on the western side of Stammer Place between Hobbs Road and Castleman Drive, zoned SP-R, (2.34 acres), requested by Gresham Smith & Partners, applicant; various property owners.	34 (Carter Todd)
12/12/2013	2/28/2014	APADMIN	2014S-012-001	ELYSIAN PARK, RESUB LOT 60	A request for final plat approval to create two lots on property located at 4829 Corning Drive, approximately 400 feet north of Bellingrath Drive, zoned RS10 (0.66 Acres), requested by James Terry & Associates, applicant; Hunter Batson, owner.	26 (Chris Harmon)
1/16/2014	2/28/2014	APADMIN	2014S-026-001	CAPITOL VIEW CONSOLIDATION	A request for final plat approval to create six lots on various properties located along 11th Avenue North, Jo Johnston Avenue, George L. Davis Boulevard, Nelson Merry Street, Gay Street, Shankland Street and Charlotte Avenue, zoned DTC (21.9 Acres), requested by Barge, Waggoner, Sumner, and Cannon, Inc., applicant; North Charlotte Avenue Holdings, LLC, owner.	19 (Erica S. Gilmore)
8/6/2013	3/4/2014	APADMIN	2013S-147-001	PAUL'S ELYSIAN GROVE, RESUB LOTS 4, 5 & 6	A request for final plat approval to create one lot on properties located at 1009 and 1013 2nd Avenue South, approximately 530 feet north of Cameron Street, zoned MUL (0.26 acres), requested by Kudzu Real Estate, Inc., owner; Brackman Land Surveying,	17 (Sandra Moore)

					applicant.	
11/26/2013	3/4/2014	APADMIN	2013S-112-003	3304 HOBBS ROAD (DEVELOPMENT PLAN)	A request for development plan approval to create two lots on property located at 3304 Hobbs Road, approximately 175 feet east of Vailwood Drive, zoned R20, (0.91 acres), requested by Dale and Associates, applicant; Conrad Camp, owner.	34 (Carter Todd)

Performance Bonds: Administrative Approvals			
Date Approved	Administrative Action	Bond #	Project Name
2/21/2014	Approved Extension	2011B-001-004	VILLAGES OF RIVERWOOD, PHASE 3A, SECTION 1
2/24/2014	Approved New	2013B-033-001	BARNES BEND ESTATES, PHASE 2, SECTION 3
2/24/2014	Approved Release	2008B-019-008	CENTRAL PIKE ROW DEDICATION
2/24/2014	Approved New	2014B-004-001	VALLEY VIEW, RESUB. LOT 45, 2ND REVISION
2/25/2014	Approved Extension/Reduction	2011B-018-003	AARONS CRESS, PHASE 1A
2/25/2014	Approved Extension	2011B-019-003	AARONS CRESS, PHASE 1B
3/4/2014	Approved Extension	2009B-019-005	CARRINGTON PLACE, PHASE 2
3/4/2014	Approved Release	2012B-038-002	RESERVE AT STONE HALL, PHASE 1, SECTION 2C
3/5/2014	Approved Release	2006B-068-008	PRESERVE AT OLD HICKORY, SECTION 2

Calendar of Events

- A. **Thursday, March 13, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- B. **Tuesday; March 25, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire);
- C. **Thursday, March 27, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- D. **Thursday, April 10, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- E. **Tuesday; April 22, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire);
- F. **Thursday, April 24, 2014** - [MPC Meeting](#); **5:30pm**, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- G. **Thursday, May 8, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- H. **Thursday, May 22, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- I. **Tuesday; May 27, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire);
- J. **Thursday, June 12, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- K. **Tuesday; June 24, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire);
- L. **Thursday, June 26, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- M. **Tuesday; July 22, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire);
- N. **Thursday, July 24, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- O. **Thursday, August 14, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- P. **Tuesday; August 26, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire);
- Q. **Thursday, August 28, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- R. **Thursday, September 11, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- S. **Tuesday; September 23, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire);
- T. **Thursday, September 25, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- U. **Thursday, October 9, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- V. **Thursday, October 23, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

- W. Tuesday; October 28, 2014 - [NashvilleNext Steering Committee](#)** (Jim McLean; Jeff Haynes; Andree LeQuire);
- X. Thursday, November 13, 2014 - [MPC Meeting](#)**; 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- Y. Tuesday; November 25, 2014 - [NashvilleNext Steering Committee](#)** (Jim McLean; Jeff Haynes; Andree LeQuire);
- Z. Thursday, December 11, 2014 - [MPC Meeting](#)**; 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- AA. Tuesday; December 23, 2014 - [NashvilleNext Steering Committee](#)** (Jim McLean; Jeff Haynes; Andree LeQuire);
- BB. Thursday, January 8, 2015 - [MPC Meeting](#)**; 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- CC. Tuesday; January 27, 2015 - [NashvilleNext Steering Committee](#)** (Jim McLean; Jeff Haynes; Andree LeQuire);