

Metropolitan Planning Commission



Staff Reports

March 13, 2014



Metro Planning Commission Meeting of 3/13/2014

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



PREVIOUSLY DEFERRED ITEMS

- **Community Plan Amendments**



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NO SKETCH



Project Nos.	Major Amendment 2013CP-010-005 and Major Amendment 2013CP-000-002
Project Names	<i>Amend Green Hills-Midtown Community Plan, 2005 Update and Amend Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030</i>
Council Districts	17 – Moore 18 – Allen 25 – McGuire 34 – Todd
School District	7 – Pinkston 8 – Hayes
Requested by	Metropolitan Planning Department
Staff Reviewer	Briggs
Staff Recommendation	<i>Approve with conditions</i>

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



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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.



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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:



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- 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



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- 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.



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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.



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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



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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.



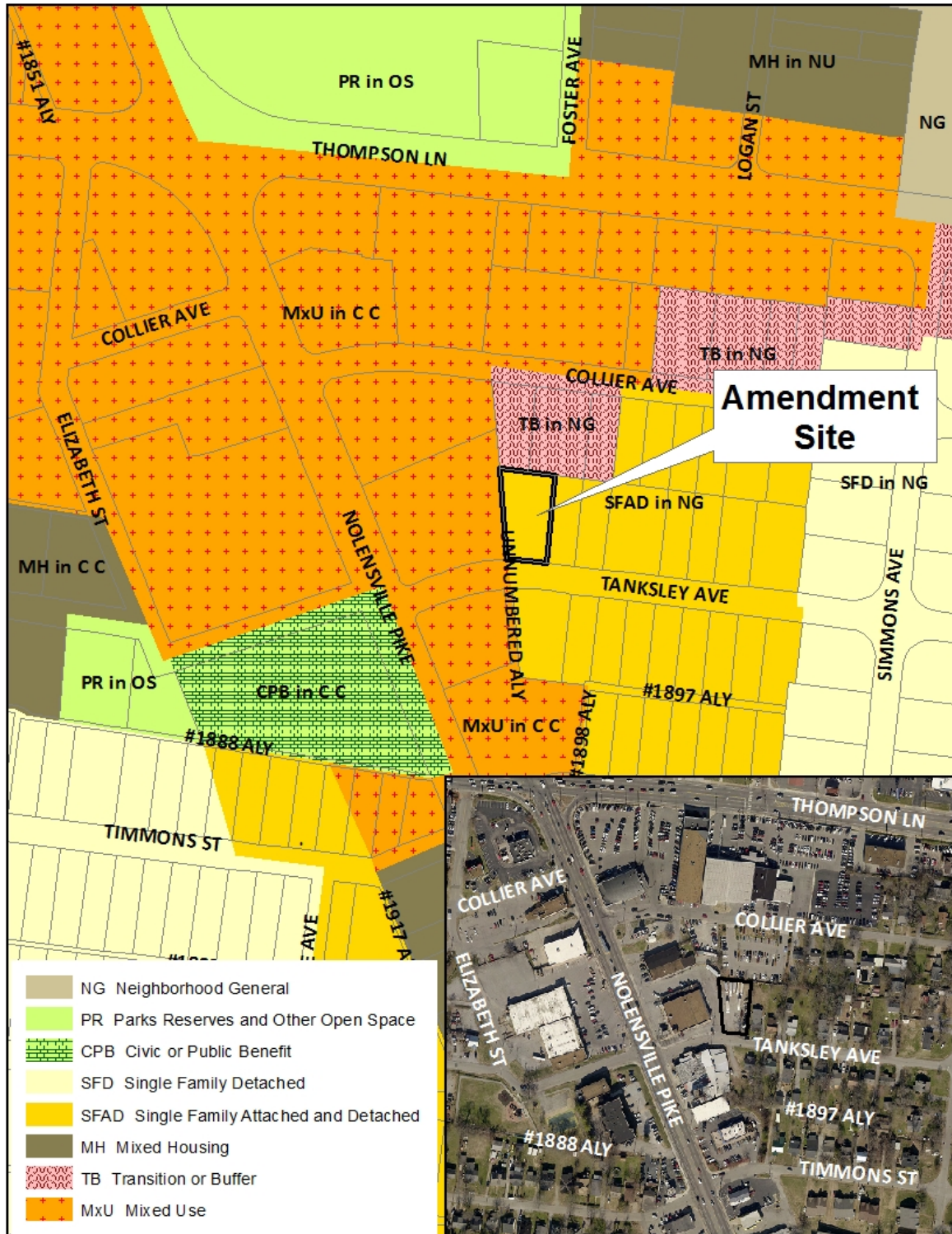
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COMMUNITY PLAN POLICY CHANGES and ASSOCIATED CASES

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



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



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

APPLICANT REQUEST

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

Major Plan Amendment

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

CRITICAL PLANNING GOALS

N/A

SOUTH NASHVILLE COMMUNITY PLAN

Current Policy

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

Proposed Policy

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

BACKGROUND

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



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

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

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

COMMUNITY PARTICIPATION

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



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

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

ANALYSIS

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

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

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

Approving this plan amendment at this time may create negative implications for other properties in the area. The history of commercial expansion into the adjacent neighborhood raises legitimate concerns about continuing fragmented business expansion into residential areas. In the future, it may be possible to have strategic, defined areas that allow some business expansion, especially in areas where the depth of commercial lots along corridors is extremely shallow. However, that discussion needs to occur as part of the larger discussion of commercial corridors and centers versus on a case by case basis. This larger discussion will occur over the next several months as part of the NashvilleNext General Plan



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update. Decisions regarding business expansion into residential areas should not be made on a case-by-case basis in the absence of overall guiding principles.

Guidance for appropriate transitions between the corridor's commercial uses and single-family residential areas is provided in the Nolensville Pike Corridor DNDP. The DNDP envisions denser housing options, such as townhomes and cottages while retaining residential uses that provide design and operational elements transitioning from a retail/commercial environment to single-family residential environment. This proposal violates the vision for this community by allowing a commercial use to extend into the residential neighborhood, even if the site plan and operations are constrained and modified through the accompanying SP application. Any area of transition, whatever its ultimate extent, is made stronger by maintaining the character, scale, and function of the adjacent residential environment and should be held to a standard of compatibility.

STAFF RECOMMENDATION

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



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SEE NEXT PAGE



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

APPLICANT REQUEST

Permit automobile parking.

Preliminary SP

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

Existing Zoning

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

Proposed Zoning

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

History

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

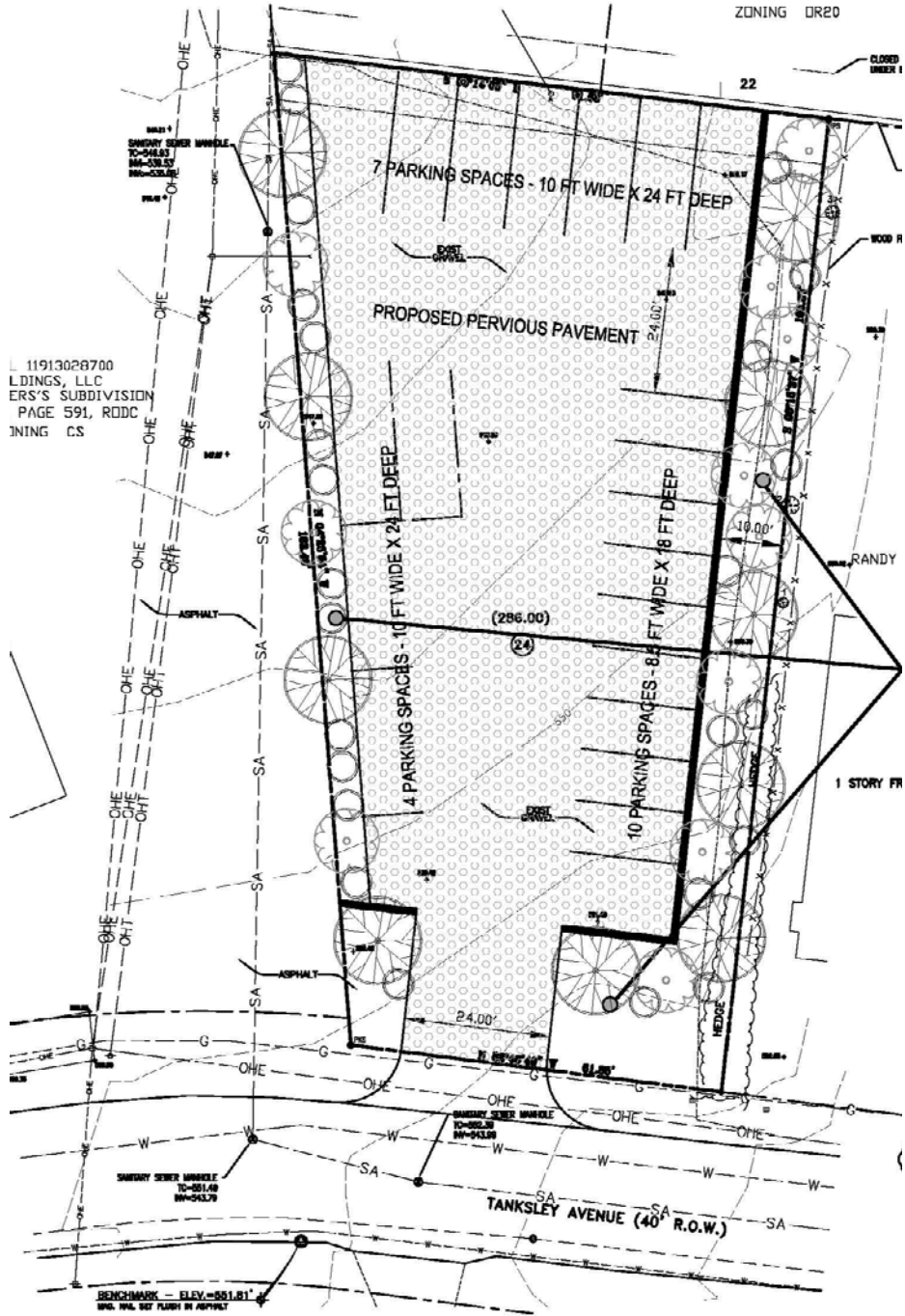
The applicant re-applied for a Community Plan amendment in January 2014, in support of the proposed SP. The SP was amended to a Preliminary SP only from a Preliminary and Final, as was originally requested. The revised SP eliminates the storage building, however, landscaping remains proposed only on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



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LOT 22
TANKSLEY SUB-PT CL AL
INST. NO. 20080731-0078630
ZONING DR20

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



L 11913028700
LDINGS, LLC
ERS'S SUBDIVISION
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Proposed Site Plan



Metro Planning Commission Meeting of 3/13/2014

SOUTH NASHVILLE COMMUNITY PLAN

Current Policy

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

Proposed Policy

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

Consistent with Policy?

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

PLAN DETAILS

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

Site Plan

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

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



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PUBLIC WORKS RECOMMENDATION

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

STAFF RECOMMENDATION

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

CONDITIONS (if approved)

1. This SP shall permit automobile parking only. No outside storage, or storage of any kind, shall be permitted on the site.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. The preliminary SP plan approved by the metropolitan council is of such detail that the executive director of the planning department or his designee may waive the submittal of a final site plan.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 3/13/2014

RECOMMENDATIONS TO METRO COUNCIL

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



Metro Planning Commission Meeting of 3/13/2014

NO SKETCH



Project No.	Text Amendment 2014Z-008TX-001
Project Name	Bicycle Parking Regulations
Council Districts	Countywide
School District	Countywide
Requested by	Metropolitan Planning Department
Staff Reviewer	Briggs
Staff Recommendation	<i>Approve</i>

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.



Metro Planning Commission Meeting of 3/13/2014

- 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.



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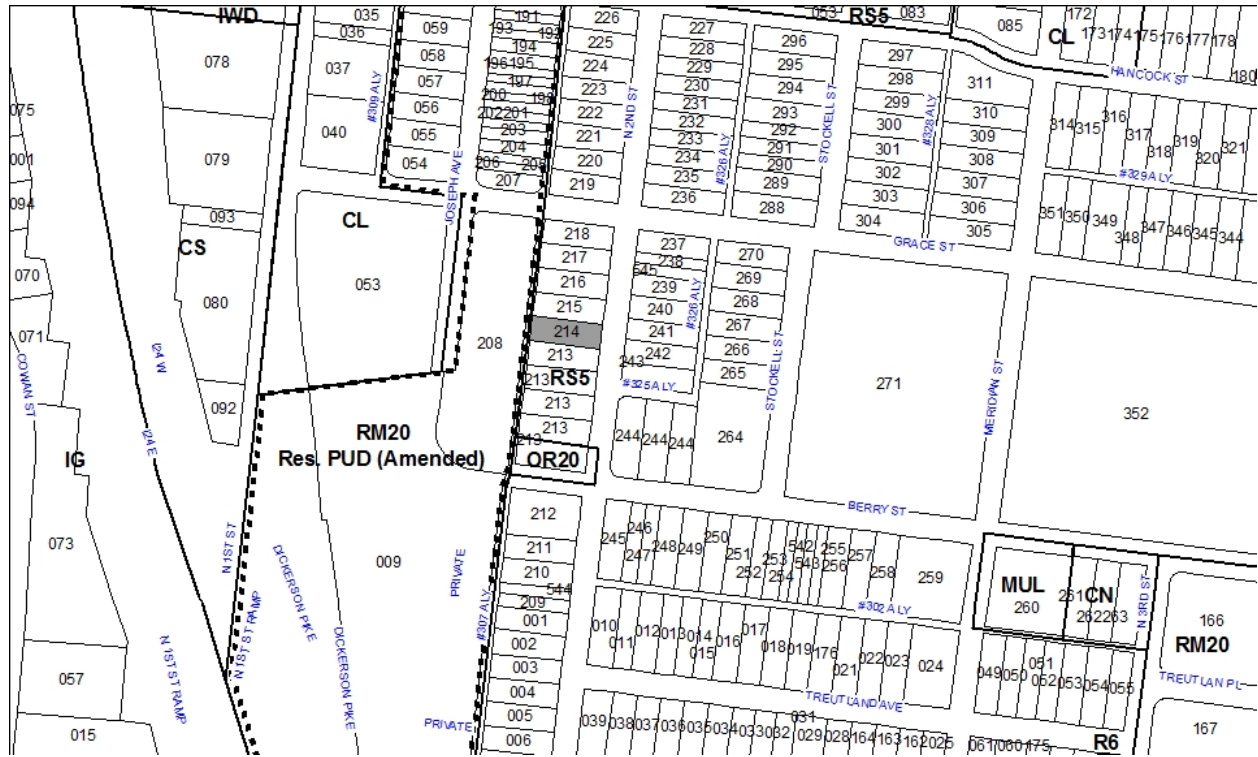
Planning staff has worked with the Mayor's Bicycle and Pedestrian Advisory Committee (BPAC) to review other peer cities' bicycle parking requirements and draft the regulations. The bicycle parking ordinance has been endorsed by the Mayor's BPAC. Staff has also consulted with Metro Nashville Public Schools, 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.



Metro Planning Commission Meeting of 3/13/2014



2014SP-009-001
612 N 2ND STREET (PRELIM & FINAL)
Map 082-07, Parcel(s) 214
East Nashville
05 - Scott Davis



Project No.	Zone Change 2014SP-009-001
Project Name	612 N 2nd Street
Council District	5 – S. Davis
School District	5 – Kim
Requested by	Strategic Options International, LLC, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve preliminary SP with conditions and disapprove without all conditions. Defer or disapprove final site plan.</i>

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.*

Proposed Zoning

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



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612 N 2nd Street Specific Plan District

MPC No. 2014SP-009-001

Map: 082-07; Parcel: 214

Council District: 5 (S. Davis)

Council Bill No.

The purpose of this SP zoning district is to regulate what type of two-family unit may be constructed within the district.

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.
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.

Proposed Site Plan



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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.



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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.

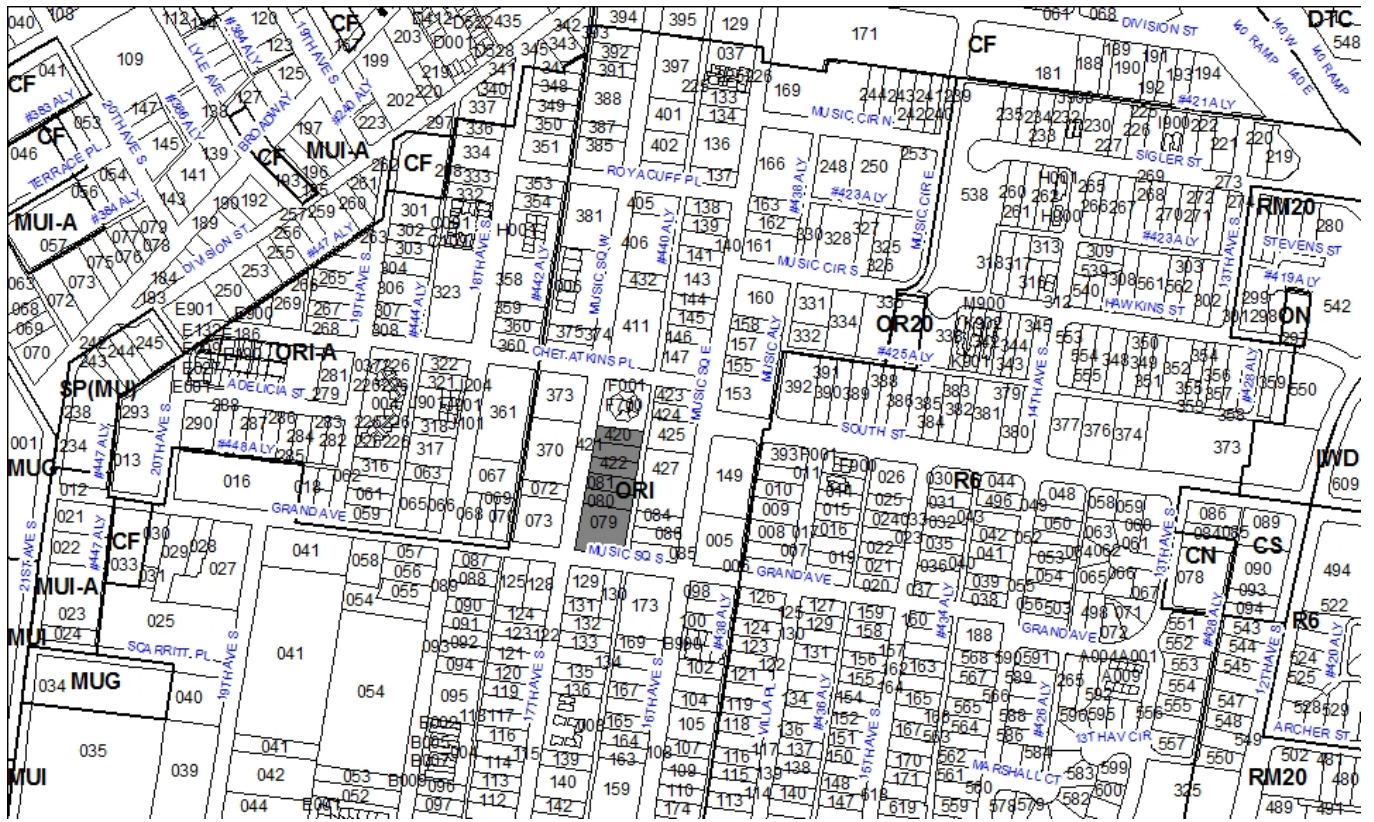


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4. The minimum side setback shall be three feet.
5. The minimum rear setback shall be 20 feet.
6. The front setback shall be consistent with Section 17.12.030, Street setbacks.
7. No structure shall be more than two stories and shall be limited to 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.



Metro Planning Commission Meeting of 3/13/2014



2014SP-015-001
MUSIC SQUARE FLATS
Map 092-16, Parcel(s) 420-422
Map 104-04, Parcel(s) 079-081
Green Hills - Midtown
19 - Erica S. Gilmore



Project No.	Zone Change 2014SP-015-001
Project Name	Music Square Flats
Council District	19 – Gilmore
School District	5 – Kim
Requested by	Civil Site Design Group, applicant; 66 MSW Partnership, BB & L Enterprises, LLC, and Melrose Properties Partners, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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 103 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



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Proposed Site Plan



Metro Planning Commission Meeting of 3/13/2014

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



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Building Use Diagram

Music Square Flats - Nashville, TN

PROJECT SUMMARY
230 UNITS
324 PARKING SPACES

LOBBY
VEHICULAR ENTRY POINT
BIKE SHOP / UNITS
TYPICAL TOWNHOME UNIT
LOBBY/LOUNGE



RESIDENTIAL LEVELS
BIKE SHOP / UNITS
VEHICULAR ENTRY POINT





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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



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PUBLIC WORKS RECOMMENDATION

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

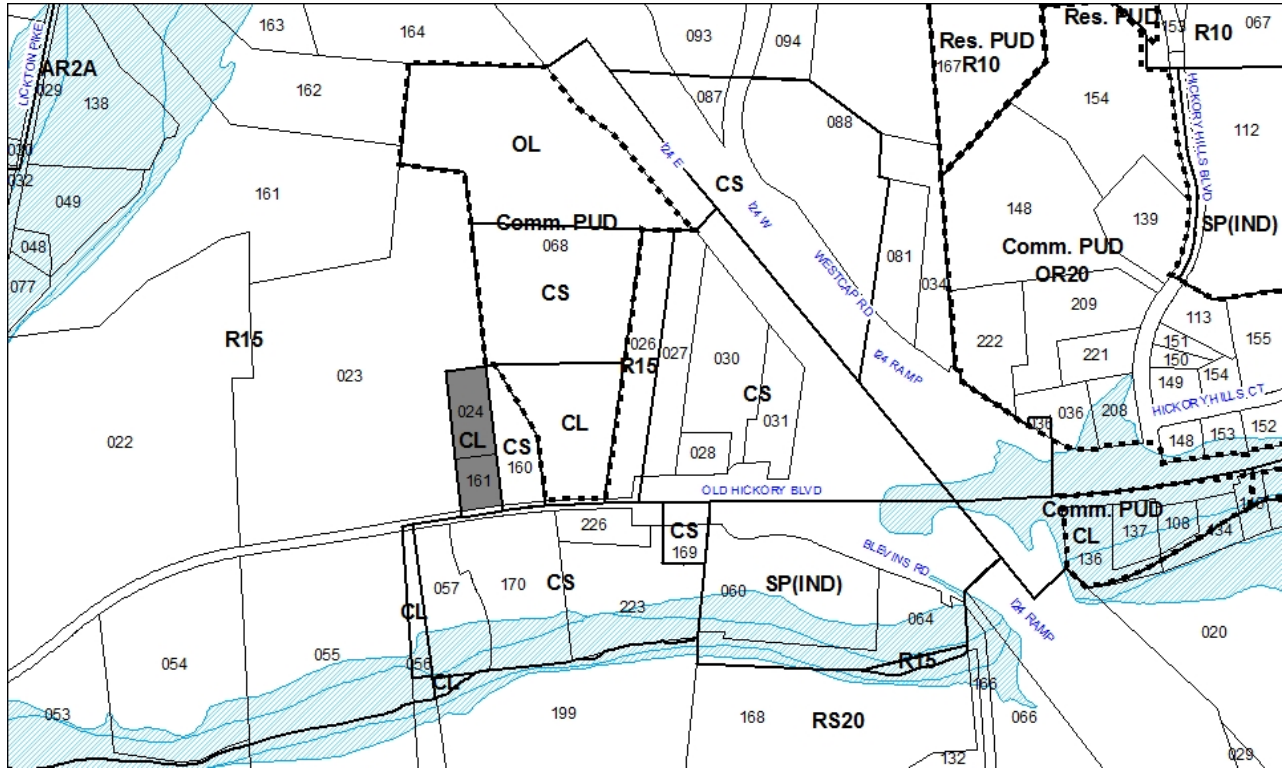


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2. Properties within the SP may develop under the ORI-A zoning district. If a property or properties develop under the ORI-A zoning district, then all properties within the SP must develop under the ORI-A zoning district.
3. Each ground level residential 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.



Metro Planning Commission Meeting of 3/13/2014



2014Z-016PR-001

7417 & 7421 OLD HICKORY BOULEVARD

Map 040, Parcel(s) 024, 161

Bordeaux - Whites Creek

03 - Walter Hunt



Project No.	Zone Change 2014Z-016PR-001
Council District	3 – Hunt
School District	1 – Gentry
Requested by	Dean Design Group, applicant for L & W Tenway, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve</i>

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.

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

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.



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* 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.



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SEE NEXT PAGE



Project No.	Zone Change 2014Z-017PR-001
Project Name	3515 Pin Hook Road
Council District	33 – Duvall
School District	6 – Mayes
Requested by	Stephen Kozy, applicant; Clyde Spurlock et ux owner
Staff Reviewer	Sajid
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



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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.

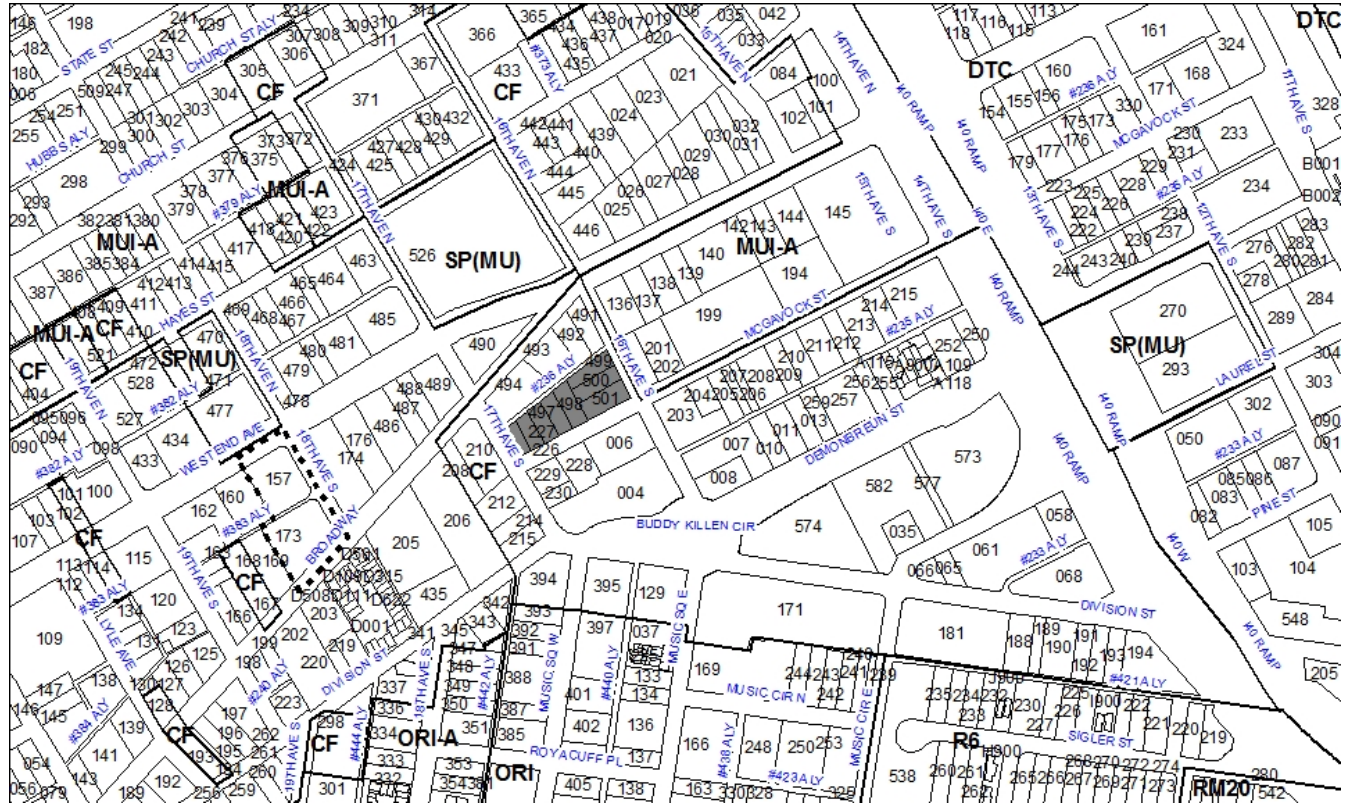


PLANNING COMMISSION ACTIONS

- **Urban Design Overlays (Final)**
- **Subdivision (Concept)**
- **Subdivision (Final)**



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2001UD-002-006 & 2001UD-002-007
MUSIC ROW UDO
Map 092-12, Parcel(s) 497-501
Map 092-16, Parcel(s) 225-227
Green Hills - Midtown
19 - Erica S. Gilmore



Project No.	UDO Major Modification & Site Plan
Final	2001UD-002-006 & 2001UD-002-007
Project Name	MUSIC ROW MULTIFAMILY – Music Row UDO
Council District	19 – Gilmore
School District	5 – Kim
Requested by	Little John Engineering Associates, applicant; PPC Land Ventures, Inc., owner
Staff Reviewer	Miskelly
Staff Recommendation	<i>Approve with conditions</i>

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



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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.



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

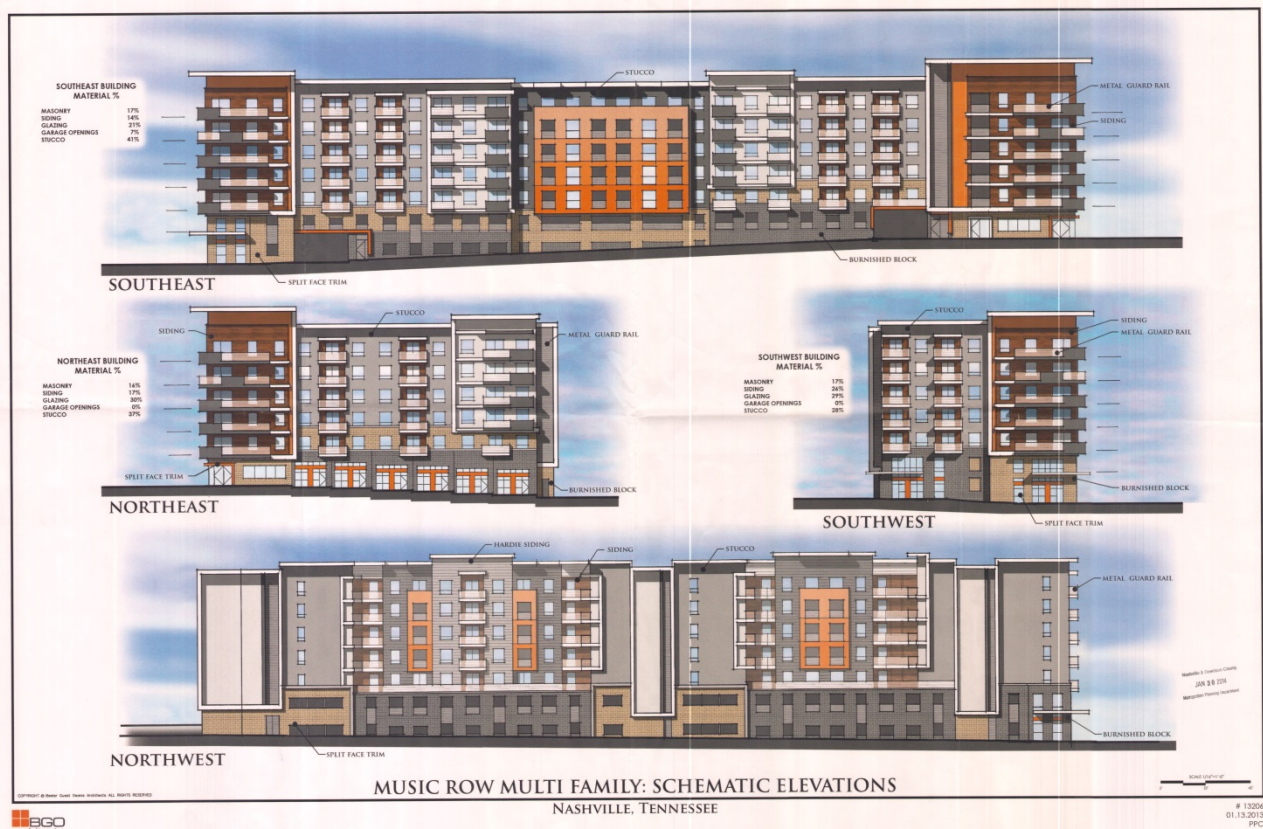
Subdistrict 2: Corridor allows 95 feet of total height requires a 0 foot setback along McGavock for parking structures.

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.



Project Elevations



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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:

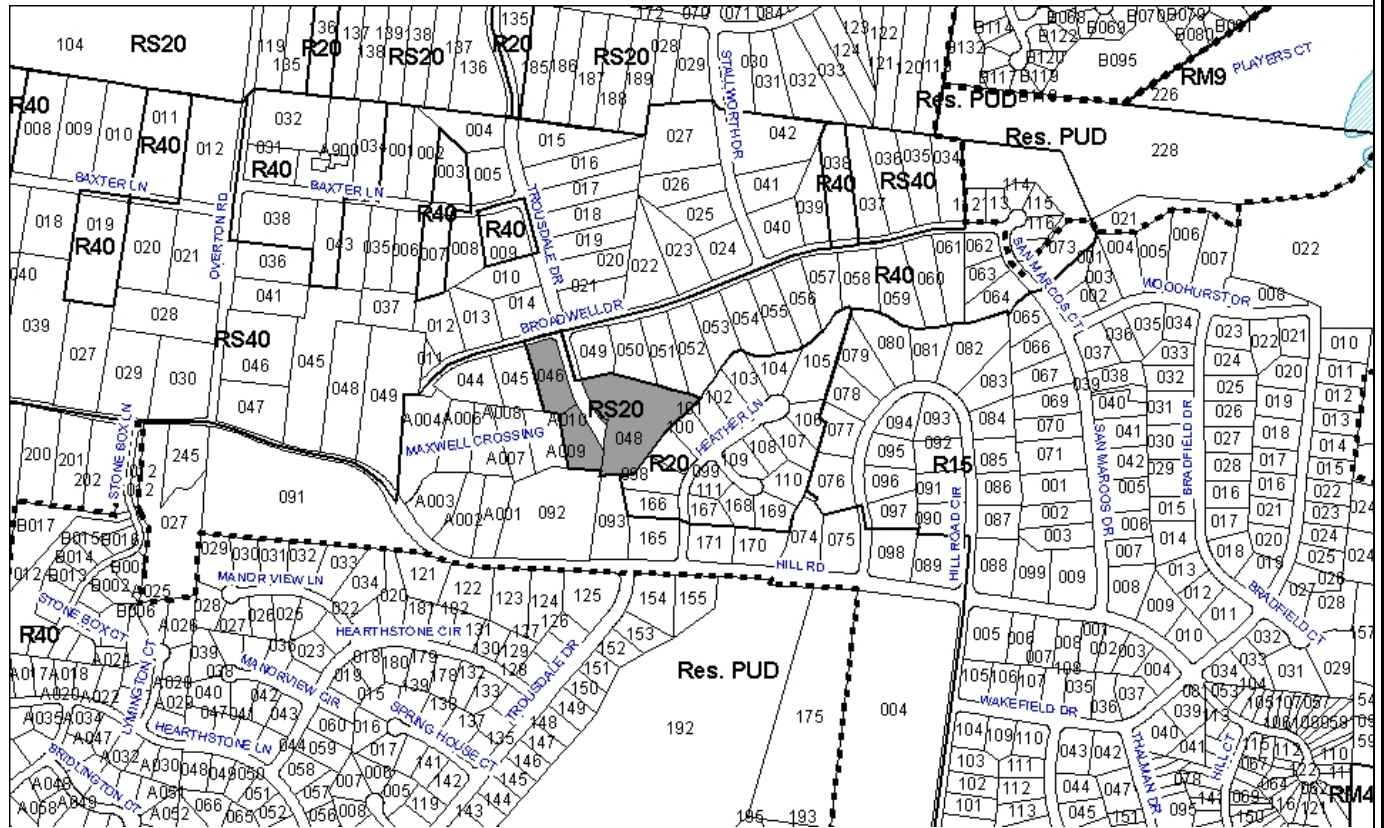


Metro Planning Commission Meeting of 3/13/2014

- 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.



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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

Southeast

26 - Chris Harmon



Project No.	Subdivision 2008S-061U-12
Project Name	Brentwood Branch Estates (Concept Plan Extension # 5)
Council District	26 – Harmon
School District	2 – Brannon
Requested by	Michael and Sharon Yates, owners
Staff Reviewer	Cuthbertson
Staff Recommendation	<i>Approve the extension of the Concept Plan approval to March 13, 2015.</i>

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.



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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

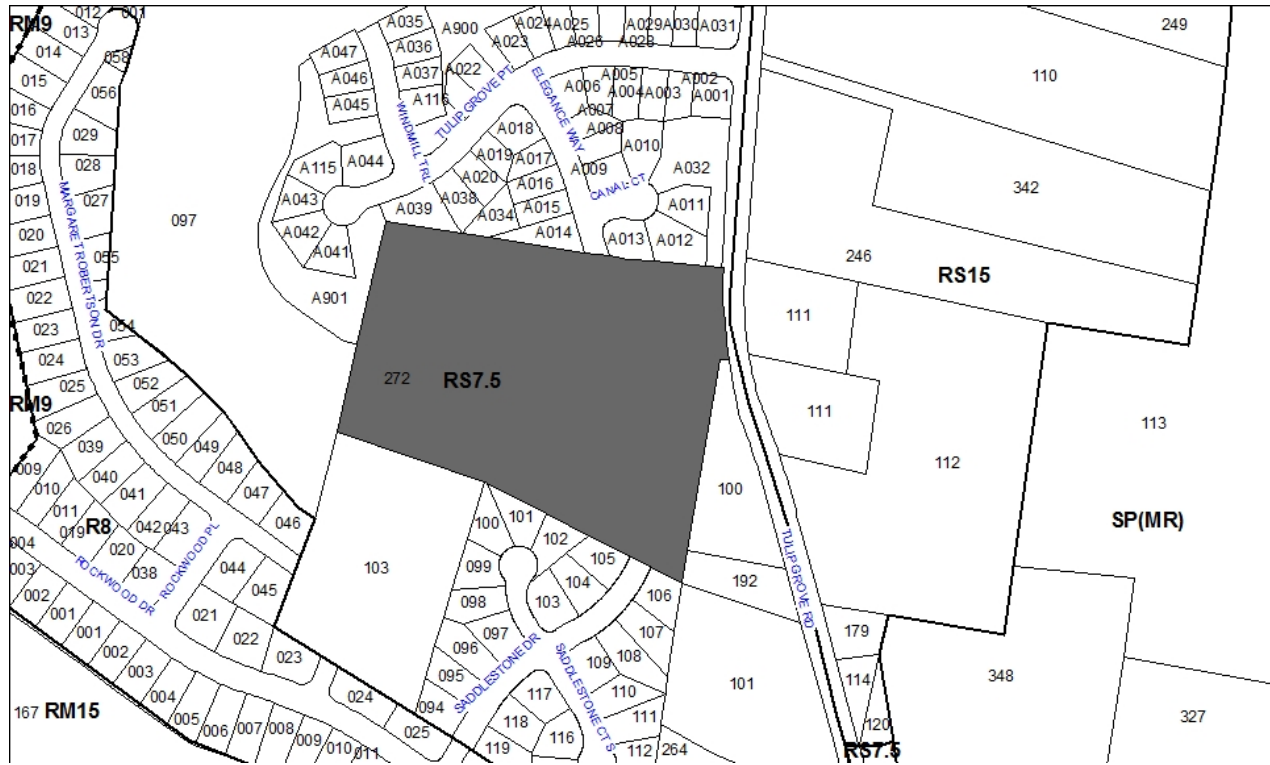
No Exceptions Taken

STAFF RECOMMENDATION

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



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2014S-036-001
1132 TULIP GROVE ROAD
Map 086, Parcel(s) 272
Donelson - Hermitage
12 - Steve Glover



Project No.	2014S-036-001
Project Name	Tulip Grove
Council District	12 – Glover
School District	4 – Shepherd
Requested by	Charles P. Ewin, owner; Civil Site Design Group, applicant.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

Create 19 clustered single-family lots.

Concept Plan

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 Single-Family Residential (RS7.5) (8.3 acres).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 41 lots.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

This request is to subdivide an existing 8.3 acres property into 19 clustered single-family residential lots. The property is located on the west side of Tulip Grove Road approximately 2,600 feet north of Central Pike. The site is between the Tulip Grove Pointe subdivision to the north and Rockwood Estates to the south. The property is currently vacant, heavily wooded and contains steep slopes near the western boundary. The Evans Hill cemetery is located at the top of the hill near the western boundary.

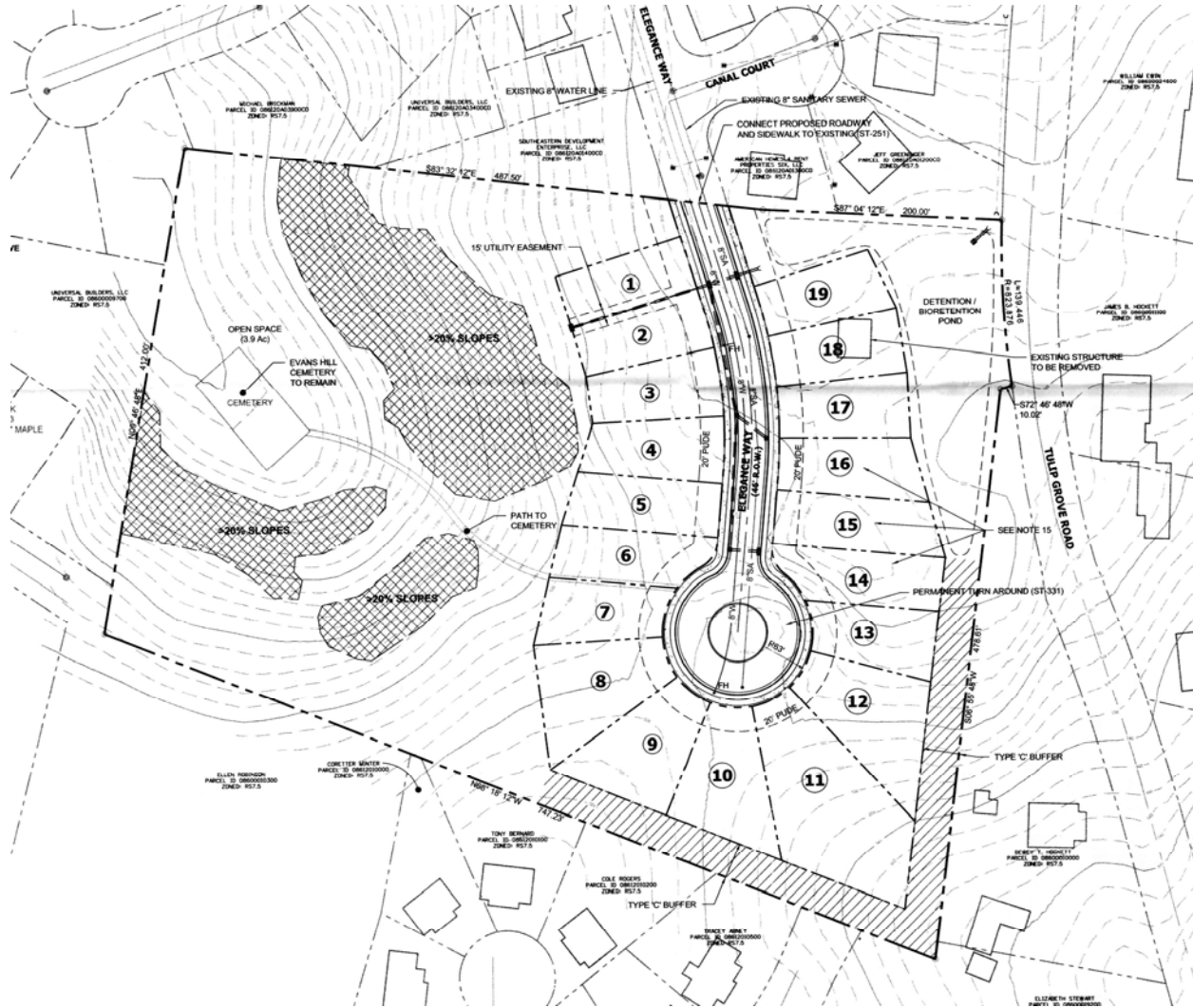
Site Plan

The proposed plan calls for 19 new single-family residential lots with an overall density of 2.2 units per acre. All lots will be located on a new dead-end street. The new street is an extension of Elegance Way from the Tulip Grove Pointe subdivision to the north. Sidewalks are shown along both sides of the street. Lots have been clustered down to the RS3.75 zoning district, which requires a minimum 3,750 square foot lot size. Lots range from 4,950 square feet to 14,100 square feet.

The plan proposes 4.97 acres of open space, which is a little over half of the property. The open space includes areas designated for stormwater bioretention areas, but a majority of the open space includes the areas with steep slopes. The plan also proposes a narrow path up the hill to the cemetery. A possible wetland is identified in the area shown in lots 14 – 16. A note has been added



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Proposed Subdivision



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to the plat indicating that the lots would be converted to open space if the area is deemed to be a wetland.

ANALYSIS

The plan does preserve the majority of the steep slopes on the property. The cluster lot option provides the flexibility to preserve the hillside because it allows smaller lots which permits the development to shift away from the hillside.

While the plan does a good job at preserving the hillside, it does not provide for connectivity. Both the Tulip Grove Pointe subdivision to the north and Rockwood Estates to the south were designed to provide a street connection to the subject site which would ultimately permit a street connection between the two subdivisions. The plan calls for the new street to dead end near the southern boundary, removing the connection to the Rockwood Estates subdivision to the south.

The area surrounding the subject site does not currently have a well-connected street pattern. Some of this lack of connectivity is due to steep topography, however, surrounding subdivisions do provide for future connections where they are feasible. The connection intended through the subject site is one of many that have been contemplated for the future. This connection combined with future connections that have been planned will permit better overall vehicular connectivity, as well as pedestrian connectivity. This will make it easier for residents to access other neighborhoods by car or foot. Currently one would have to get on Tulip Grove Road in order to go between neighborhoods. Strong connectivity also allows for more traveling options which disperse traffic. This would help minimize traffic on Tulip Grove Road and other collector roads which can improve traffic issues on these roads.

Also a variance would be required for the proposed street layout. Section 3-9.2.i.2 limits permanent dead-end streets to 750 feet. The proposed extension of Elegance Way would create an approximately 800 foot long dead-end street. This is measured from Tulip Grove Point which would provide the nearest exit point out of the subdivision. No variance has been requested. Staff would not support a variance because there are no obvious environmental constraints or other unique conditions that would create a hardship.

FIRE MARSHAL RECOMMENDATION

Approved

This approval is for the concept plans only. The developer shall provide the Fire Marshal's office with additional details before the development plans can be approved.

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

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

WATER SERVICES RECOMMENDATION

Approved



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STAFF RECOMMENDATION

Staff recommends disapproval because the request does not provide for a planned street connection.

CONDITIONS (if approved)

1. The applicant shall work with the Department of Public Works to connect the existing sidewalks along Elegance Way to the proposed sidewalks.
2. The entrance to the path to the cemetery from Elegance Way shall be placed in open space with a width of at least ten feet.
3. If this application receives conditional approval from the Planning Commission, then a revised plan showing the conditions of approval shall be submitted prior to the submittal of an application for Development Plan approval.

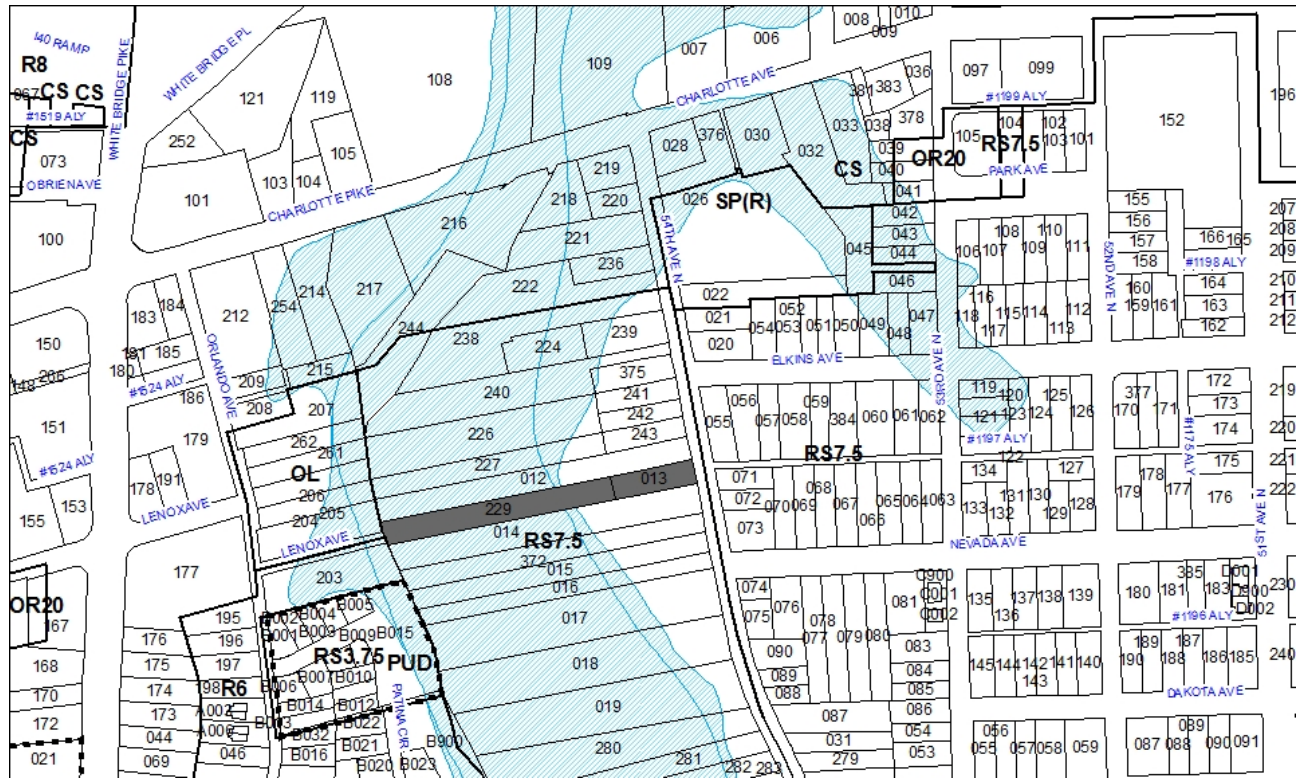


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2014S-034-001
REGAL HOMES LOTS
Map 091-14, Parcel(s) 229
Map 091-15, Parcel(s) 013
West Nashville
24 - Jason Holleman



Project No. 2014S-034-001
Project Name Regal Homes Lots
Council District 24 – Holleman
School District 9 – Frogge
Requested by Tommy Walker, applicant; Regal Homes Co., owner

Staff Reviewer Sajid
Staff Recommendation *Withdrawn*

APPLICANT REQUEST

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

Final Plat

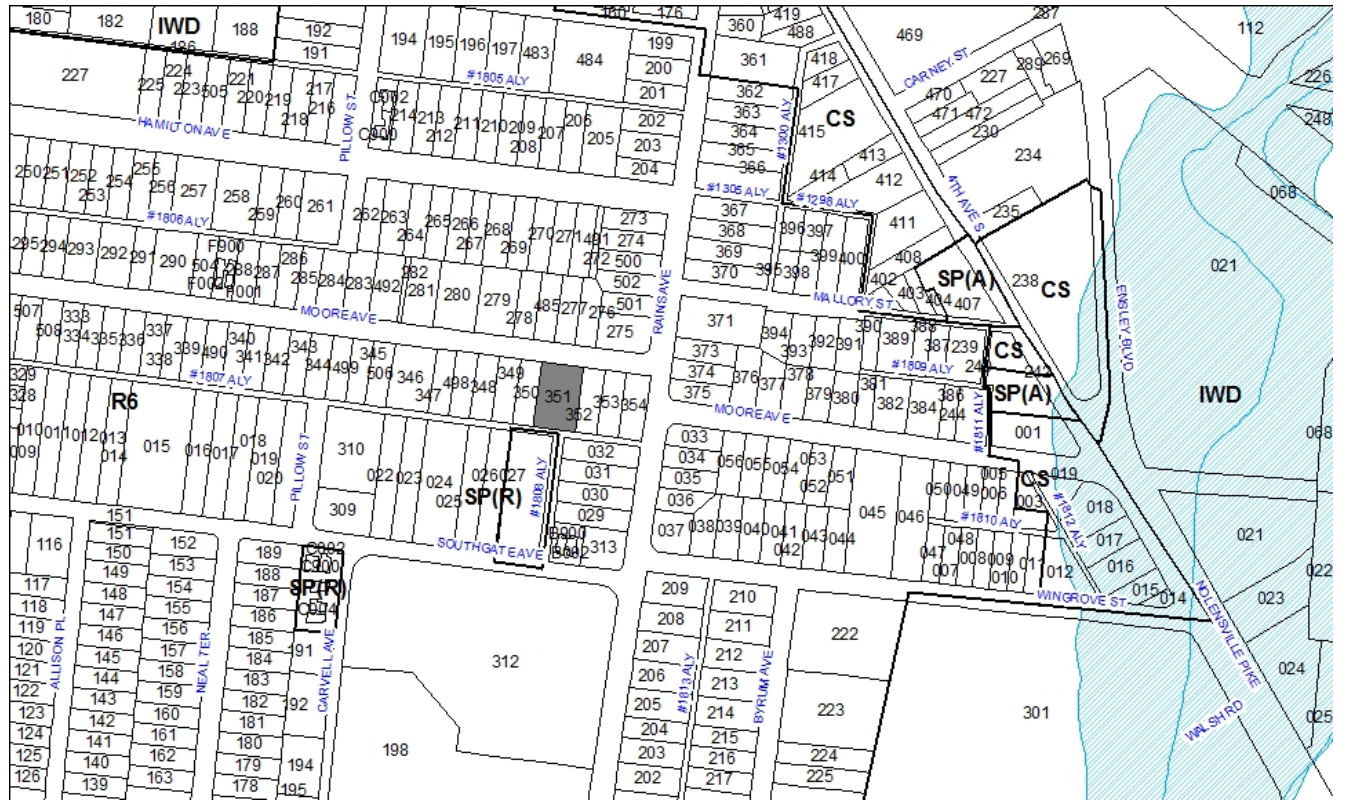
A request for final plat approval to create three lots and for a variance from the requirement of Section 3-5.2(b) of the subdivision regulations for a lot without street frontage and for a variance to Section 3-5.2(f) for an infill lot that is smaller than required by lot comparability on property located at 307, 307 B and 309 54th Avenue North, approximately 815 feet south of Charlotte Avenue (2.01 acres), zoned Single-Family Residential (RS7.5).

STAFF RECOMMENDATION

The applicant has requested that this item be withdrawn.



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2014S-037-001
507 MOORE AVENUE
Map 105-07, Parcel(s) 351
South Nashville
17 - Sandra Moore



Project No. 2014S-037-001
Project Name 507 Moore Avenue
Council District 17 – Moore
School District 5 – Kim
Requested by Dale & Associates, Inc., applicant
Lynne D. Wallace, owner

Staff Reviewer Sajid
Staff Recommendation *Disapprove*

APPLICANT REQUEST

Create two lots and grant a variance from the alley access requirement.

Final Plat

A request for final plat approval to create two lots and for a variance from the requirement of Section 3-5.5 of the Subdivision Regulations for rear or side access via an existing improved alley on property located at 507 Moore Avenue, approximately 210 feet west of Rains Avenue (.34 acres), zoned One and Two Family Residential (R6).

EXISTING ZONING

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 2 duplex lots for a total of 4 units.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The proposed final plat is for a two lot infill subdivision for property located on Moore Avenue near Rains Avenue. The existing lot is 14,800 square feet and has 100 feet of frontage on Moore Avenue and is proposed to be subdivided into two lots with the following areas and street frontages:

- Lot 1: 8,330 Sq. Ft., (0.19 Acres), and 60 Ft. of frontage;
- Lot 2: 6,470 Sq. Ft., (0.15 Acres), and 40 Ft. of frontage.

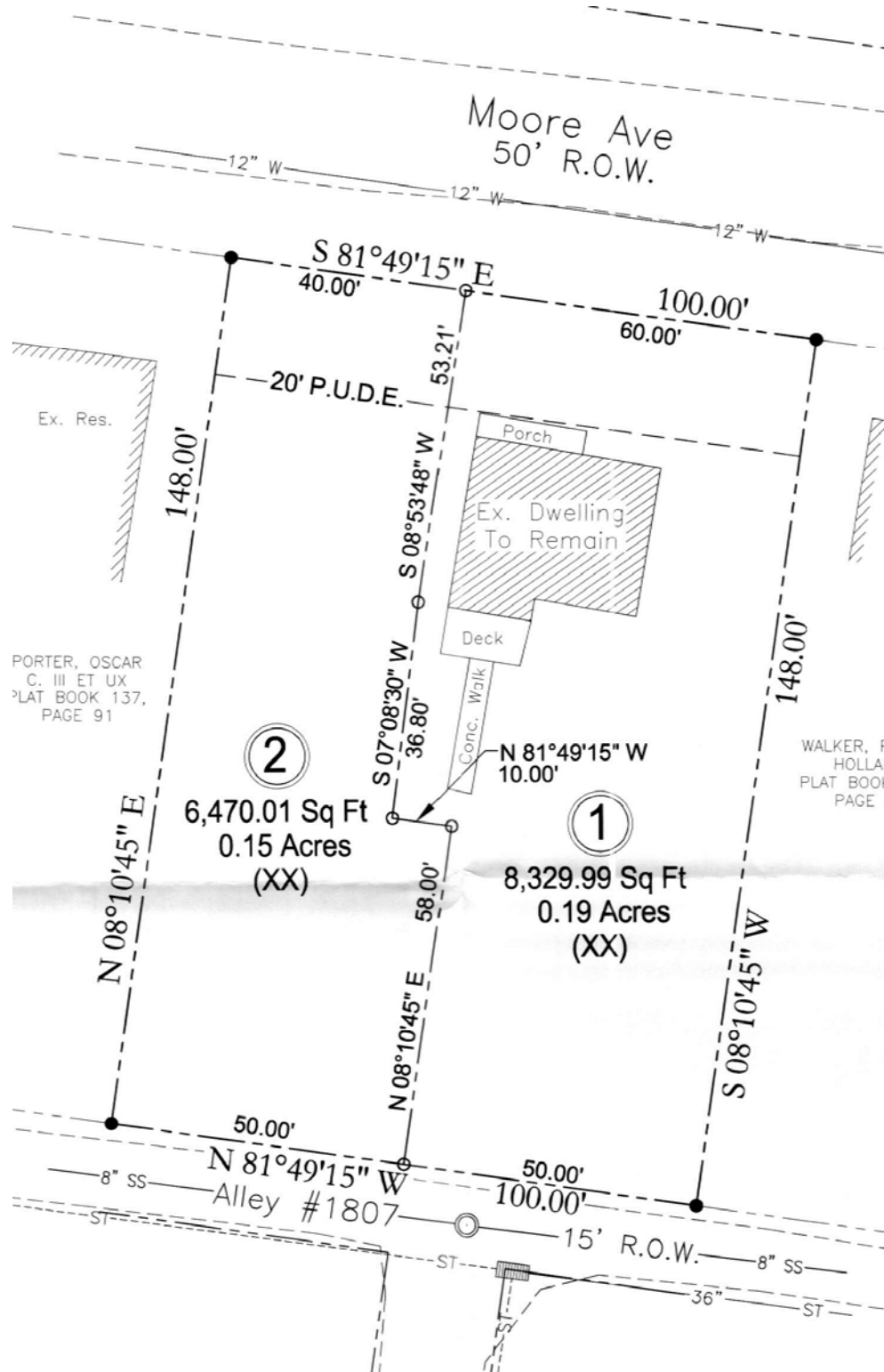
The plan indicates that the existing house on Lot 1 is to remain, which impacts the proposed lot configuration so that the existing house will meet the required 5 foot setback. If the property line between Lots 1 and 2 were shifted to create two rectangular lots, Lot 2 would not meet the minimum lot size for R6. Per the “flag lot” definition in the Subdivision Regulations, Lot 2 would not be considered a flag lot since the “pole” is wide enough to be buildable.

Variance request

Section 3-5.5 of the Subdivision Regulations requires infill lots to have rear or side access via an existing improved alley. The applicant requests a variance to the alley access requirement for Lot 1, citing a physical hardship for the resident of the existing house. Currently, the existing house is served by a driveway off Moore Avenue, which is located to the west of the house. With the



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Proposed Subdivision



Metro Planning Commission Meeting of 3/13/2014

proposed subdivision, the lot line between Lots 1 and 2 will render the existing driveway unusable which makes Lot 1 subject to the provisions of Section 3-5.5.

The subject property slopes downward from the street to the alley. So, the front of the house is closer to grade than the rear. The applicant states that an elevated deck and 7-8 steps would have to be constructed to access the house from the rear which would be difficult for the resident to navigate as opposed to the one existing step that is present at the front. If the variance is approved, the applicant proposes to locate the driveway for Lot 1 at the street, to the east of the house.

Section 1-11.1 of the Subdivision Regulations states that the Planning Commission may grant variances to the regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations, provided that the variance does not nullify the intent and purpose of the regulations. It further states that findings shall be based upon the evidence presented in each specific case that:

- a. *The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.*
- b. *The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.*
- c. *Because of the particular physical surrounding, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.*
- d. *The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).*

ANALYSIS

Infill Compatibility

Section 3-5.3 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Neighborhood General policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

- A. Zoning Code: Both lots meet the minimum standards of the R6 zoning district.
- B. Street Frontage: Both lots have frontage on a public street.
- C. Agency Review: All review agencies recommend approval.
- D. Special Policy: The subject property does not fall under a special policy.

In addition to the criteria in Section 3-5.3, the subdivision must be reviewed with regard to the access requirements set forth in Section 3-5.3 of the Subdivision Regulations, which applies to all infill subdivisions. Section 3-5.3 states that all infill lots shall have rear or side access via an existing alley. The intent of the Subdivision Regulation requirement for alley access is to manage the number of driveways and the points of vehicular conflict along a residential street as well as mitigate the intensity of driveways within residential front yards. Moore Avenue is located in an area that has a grid street system and accommodates through traffic.



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An existing improved alley is located to the rear of the subject property and the applicant proposes rear alley access for Lot 2. However the applicant has requested a variance to this requirement for Lot 1. Since this proposed subdivision does not provide access to the alley for both lots, it does not meet the infill requirements of the Subdivision Regulations.

Variance:

As noted above, a number of criteria must be met in order for the Planning Commission to allow a variance from the alley access requirement. In this case, staff finds that the granting of the variance will nullify the intent of the regulation. In addition, staff finds the following as evidence for this variance inconsistent with Section 1-11.1, a – d above:

- a. Granting of the variance would not be detrimental to the surrounding area as one additional driveway on the existing property would not introduce a discernable break in the expected pattern established by the Subdivision Regulations. However, approval of the variance would negate the goal of the Subdivision Regulations to reduce the number of access points on public streets where existing lots are served by existing alleys.
- b. The applicant has stated the difficulty in navigating the terrain for the existing resident of Lot 1 as the hardship. The hardship as stated is not based on unique conditions of the property. Furthermore, the topography is not unique to the subject property as it is shared by other lots in the surrounding area.
- c. The variance is requested because the entrance to the rear of the house has more stairs than the front entrance. However, the new driveway could be located to minimize travel from the car to the entrance and could also include the installation of a ramp if necessary.
- d. The variance as requested does not vary from the provisions of the General Plan or the Zoning Code.

Additionally, approval of the variance would negate a key provision of the Subdivision Regulations with regard to infill subdivisions.

PUBLIC WORKS RECOMMENDATION

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends disapproval of the subdivision as proposed with the requested variance to Section 3-5.5 of the Subdivision Regulations regarding alley access for Lot 1. In addition, staff recommends disapproval of the variance request as no hardship related to the property has been demonstrated. Without the variance, the plat does not meet all the requirements of the Subdivision Regulations.



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CONDITION (If approved)

1. Prior to plat recordation, the lot area shown in the upper right corner of the final plat shall be corrected.