

Metropolitan Planning Commission



Staff Reports

November 14, 2013



Metro Planning Commission Meeting of 11/14/2013

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.



Project No. Minor Amendment 2013CP-000-001
Project Name Amend *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030*
Council District 19 – Gilmore
School District 5 – Kim
Requested by Metropolitan Planning Department
Staff Reviewer Briggs
Staff Recommendation Approve

APPLICANT REQUEST

Amend designations of the Major and Collector Street Plan.

Major Street and Collector Plan

A request to amend the adopted Major and Collector Street Plan designations for the Lafayette Subdistrict in the Downtown Community Plan area.

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 the transportation functional plan component of the General Plan for Nashville and Davidson County.

Request Details

The MCSP was adopted on April 24, 2011. As an element of the General Plan, the MCSP is amended as further engineering studies are completed, updates occur to each Community Plan and to reflect the changes that have occurred in the community since the MCSP was adopted and/or to respond to future planned growth, development, and preservation.

A street concept is identified in the adopted MCSP connecting 8th Avenue South to Lafayette Street. The South of Broadway Strategic Master Plan was completed in January 2013 and shows a similar concept. An alignment study is being conducted by Metro Public Works, and the street concept shown in the MCSP needs to be amended to show Metro's current proposal regarding alignment.

Analysis

The proposed amendments to the MCSP include changes to street designations and alignment to reflect the most feasible concept being studied by Metro Public Works. The latest alignment utilizes Division Street with a bridge over the railroad tracks to connect to Ash Street providing a critical connection between the Gulch and the Lafayette area of Downtown.

The following changes to the MCSP are proposed:

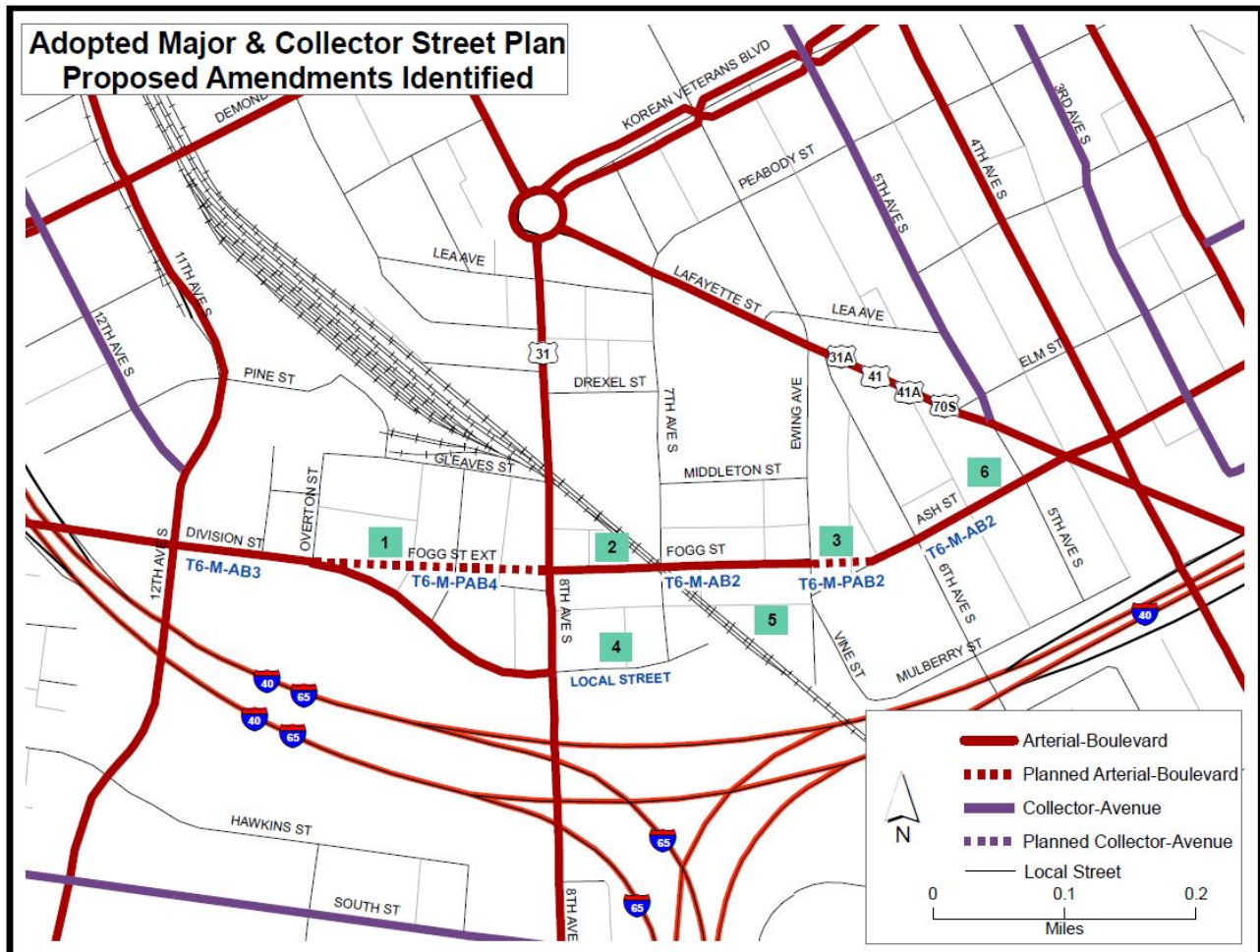
1. Delete the proposed Fogg Street Extension from Division Street to 8th Avenue South (T6-M-PAB4).
2. Amend the designation of Fogg Street from T6-M-AB2 to Local Street.



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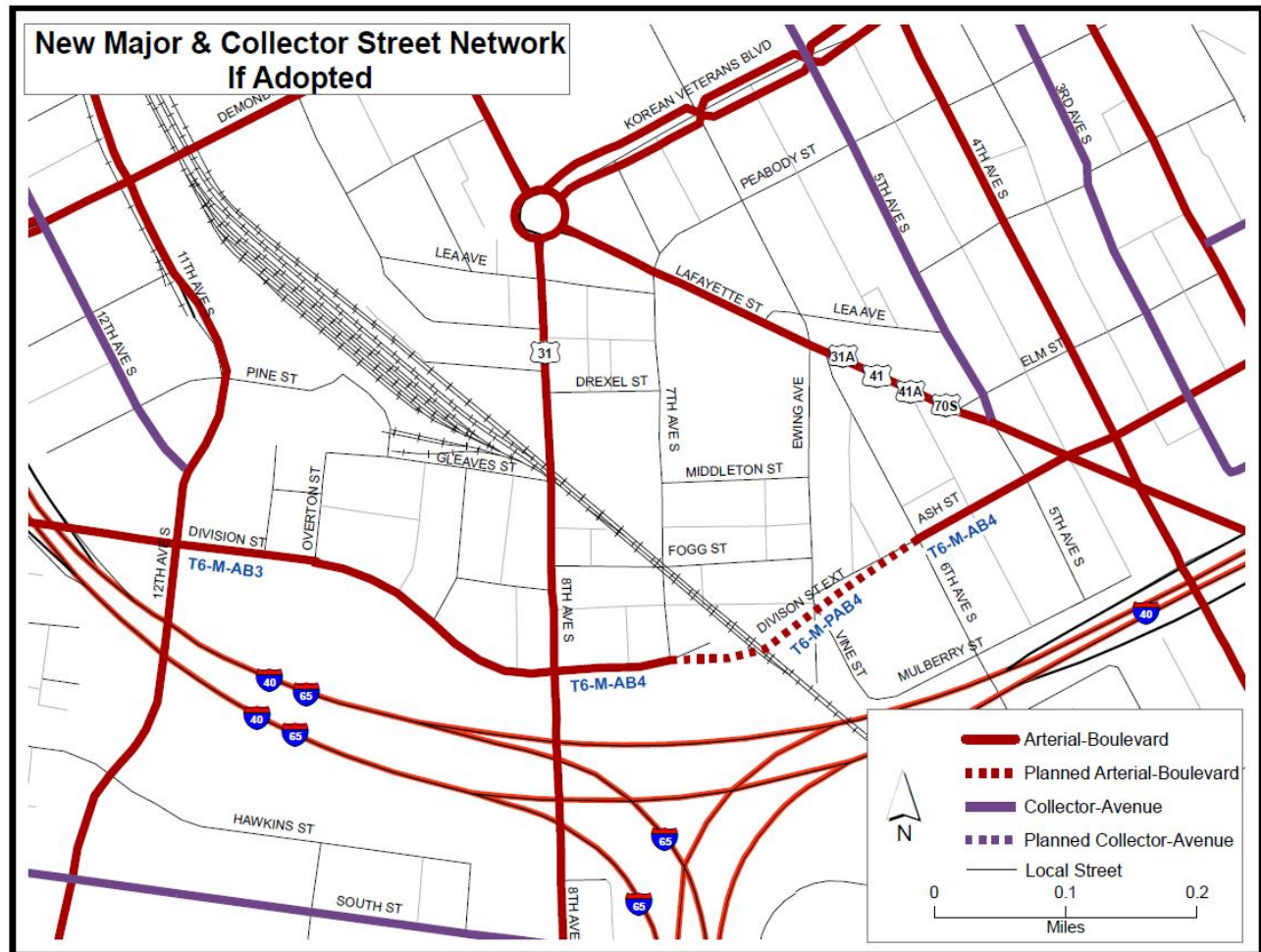
3. Delete the proposed Fogg Street Extension from Ewing Avenue to Ash Street (T6-M-PAB2).
4. Amend the designation of Division Street from 8th Avenue South to its current terminus from Local Street to T6-M-PAB4.
5. Add the Division Street Extension from its current terminus to Ash Street (T6-M-PAB4).
6. Amend the designation of Ash Street from 6th Avenue South to Lafayette Street from T6-M-AB2 to T6-M-AB4.

The following maps depict the changes.





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COMMUNITY PARTICIPATION

The South of Broadway Strategic Master Plan process included stakeholder and community meetings throughout 2012 before being completed in January 2013.

Metro Public Works conducted a community meeting on October 2, 2013, to discuss the proposed Division Street Extension Project. Transportation stakeholders, related agency stakeholders, and Downtown stakeholders were notified via e-mail regarding this community meeting and the minor amendments on September 24, 2013. Meeting notification was also included in that week's *Development Dispatch*. Additionally, Metro Public Works placed a notification in *The Tennessean* on September 18, 2013.

The public hearing notification was sent to transportation stakeholders, related agency stakeholders, and Downtown stakeholders via e-mail on October 30, 2013.

STAFF RECOMMENDATION

Staff recommends approval.



Project No. Major Amendment 2013CP-000-002
Project Name Amend *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030*

Associated Case 2013CP-010-005
Council Districts 17 – Moore
18 – Allen
25 – McGuire
34 – Todd

School Districts 7 – Pinkston
8 – Hayes

Requested by Metropolitan Planning Department

Staff Reviewer Briggs
Staff Recommendation *Defer to the December 12, 2013, Planning Commission meeting.*

APPLICANT REQUEST

Amend the Major and Collector Street Plan to include the Green Hills Area Transportation Plan

COMMUNITY PARTICIPATION

A community meeting was held on October 28, 2013, to review the recommendations of the Green Hills Area Transportation Plan. A follow-up community meeting has been scheduled for November 18, 2013.

STAFF RECOMMENDATION

Staff recommends deferral to the December 12, 2013 Planning Commission meeting so a follow-up community meeting can be held.



Project No.	Major Amendment 2013CP-010-005
Project Name	<i>Amend Green Hills-Midtown Community Plan, 2005 update</i>
Associated Case	2013CP-000-002
Council Districts	17 – Moore 18 – Allen 25 – McGuire 34 – Todd
School Districts	7 – Pinkston 8 – Hayes
Requested by	Metropolitan Planning Department
Staff Reviewer	Briggs
Staff Recommendation	<i>Defer to the December 12, 2013, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend the Green Hills-Midtown Community Plan to include the Green Hills Area Transportation Plan

COMMUNITY PARTICIPATION

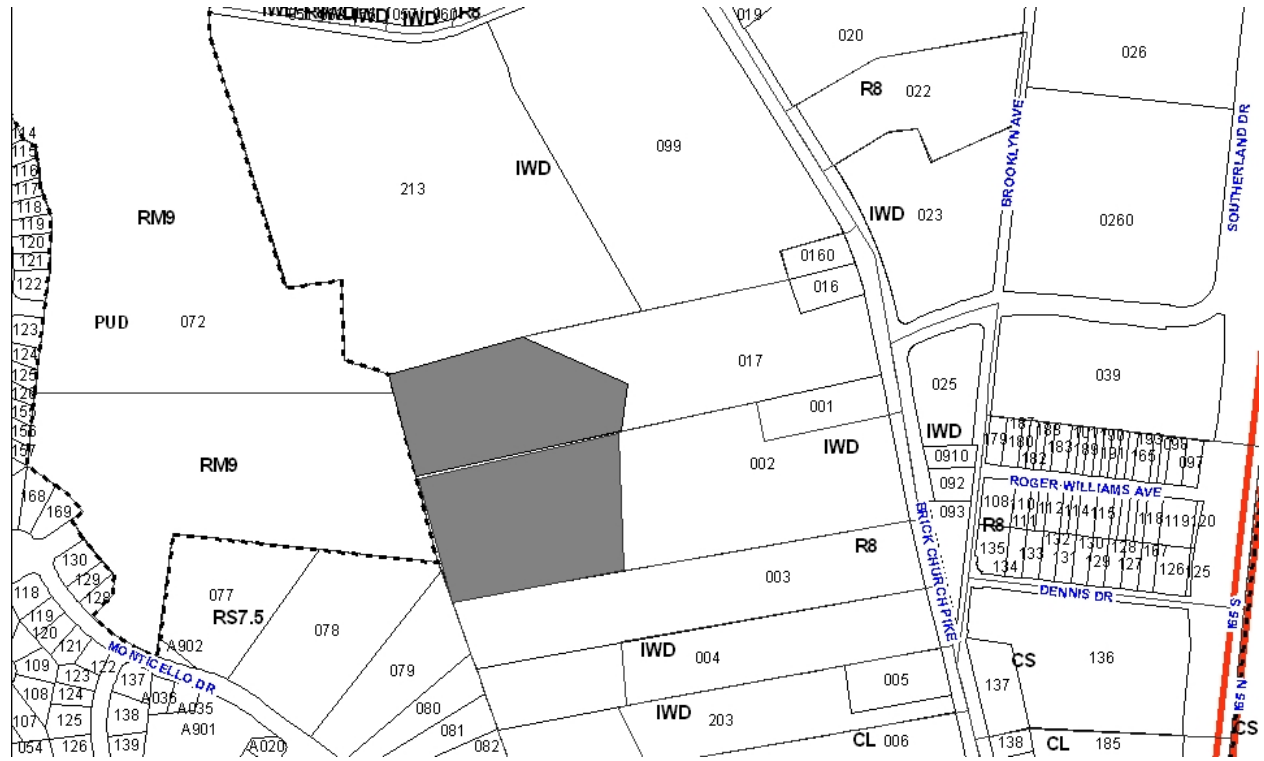
A community meeting was held on October 28, 2013, to review the recommendations of the Green Hills Area Transportation Plan. A follow-up community meeting has been scheduled for November 18, 2013.

STAFF RECOMMENDATION

Staff recommends deferral to the December 12, 2013 Planning Commission meeting so a follow-up community meeting can be held.



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2013CP-003-002

BORDEAUX WHITES CREEK PLAN AMENDMENT

Map 060-14, Part of Parcel(s) 017

Map 071-02, Part of Parcel 002

Bordeaux - Whites Creek

02 - Frank R. Harrison



Project No.	Minor Plan Amendment 2013CP-003-002
Project Name	<i>Bordeaux-Whites Creek Community Plan: 2003 Update</i>
Associated Case	2013Z-032PR-001
Council District	2 – Frank Harrison
School Districts	1 – Gentry
Requested by	Hawkins Development Company, applicant; Tennessee Processing Center, LLC, owner
Staff Reviewer	McCaig
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Change the policy from Residential Medium Density to District Industrial.

Amend the Community Plan

A request to amend the *Bordeaux-Whites Creek Community Plan: 2003 Update* by changing the land use policy from Residential Medium density policy to District Industrial policy for a portion of the properties located at 2506 and 2512 Brick Church Pike, approximately 1,100 feet south of Woodfolk Avenue (9.8 acres).

CURRENT POLICY

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

PROPOSED POLICY

District Industrial (D IN) policy, a community character policy, is intended to preserve, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN area are also found.

BACKGROUND

The properties at 2506 and 2512 Brick Church Pike are located on the west side of Brick Church Pike, and south of Woodfolk Avenue. These two properties are part of a larger development, totaling 49.4 acres, owned by Tennessee Processing Center, LLC. The majority of Tennessee Processing Center's policy is zoned IWD, with a small portion still zoned R8 from the 1974 countywide zoning initiative.

The property owner wishes to consolidate their various properties into one zoning classification and have requested a plan amendment and rezoning. The majority of the owner's property is in Industrial policy, with the exception of these 9.8 acres that were placed in Residential Medium



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density policy to reflect the existing residential zoning in 2003 when the community plan was last updated.

ANALYSIS

The properties at 2506 and 2512 Brick Church Pike are located in an established industrial area and surrounded by industrial uses to the north and east, NES property to the south, and residential property to the west. However, the residential uses are located several hundred feet away from the Brick Church Pike properties and separated by steep topography and tree cover on both the applicant's property and the adjacent properties. In the *Community Character Manual*, environmental features are listed as a commonly used boundary defining industrial districts and delineating them from adjacent uses.

The Tennessee Processing Center is an office-type use that has minimal impact on the surrounding area as there are minimal delivery trucks to and from the property, and the property is accessed from Brick Church Pike to the east and not through any residential areas to the west.

Due to the properties' unique circumstances – a portion of two properties that are part of a larger industrial area; a large, established industrial area with IWD zoning and Industrial policy; a holdover of older residential zoning in part of this area; and separation from any adjacent residential by a large area of steep slopes and tree cover – this is deemed a minor plan amendment request, and no community meeting was required.

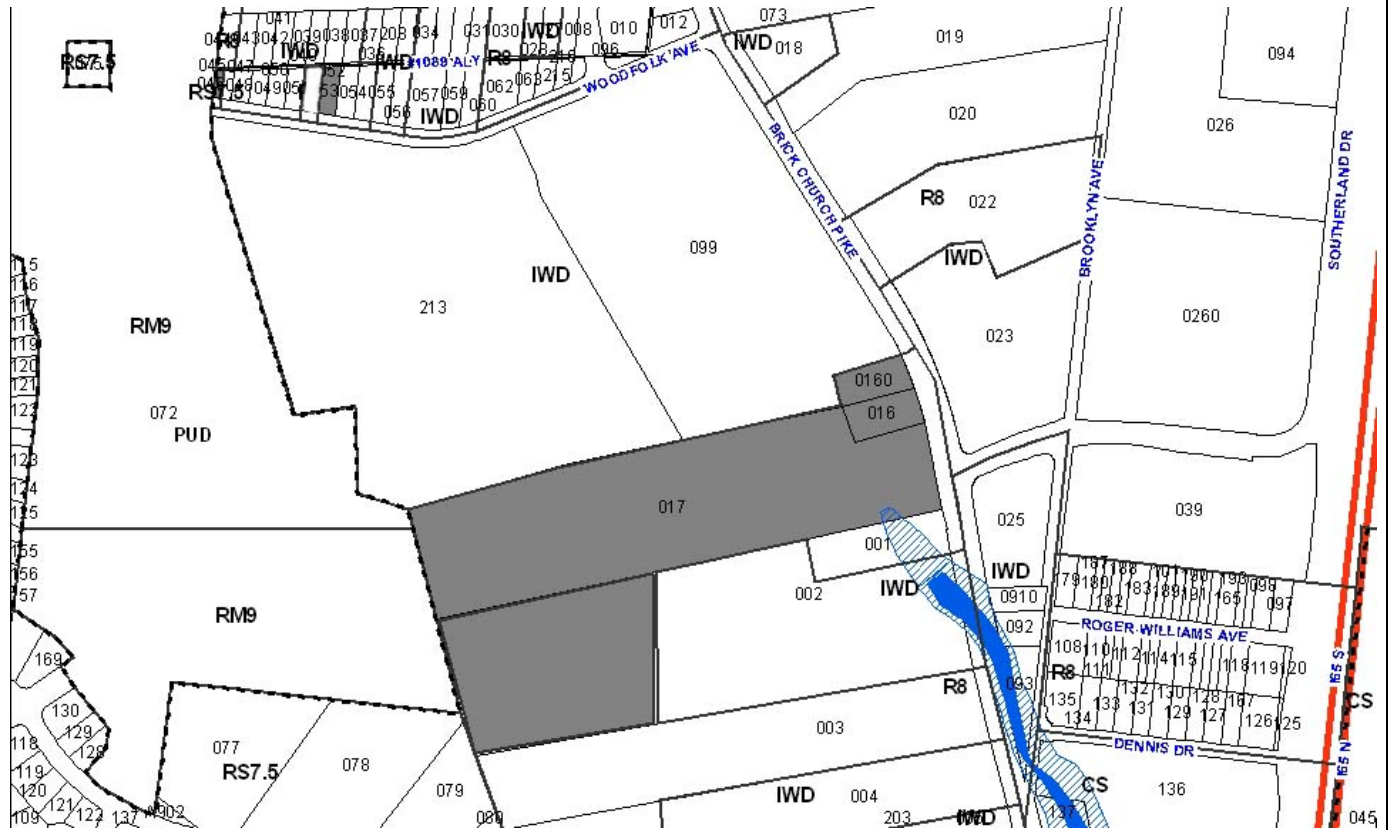
STAFF RECOMMENDATION

Staff recommends approval of the District Industrial (D IN) policy.

Since appropriate transition language is included in the *Community Character Manual*, there are no special policies associated with the D IN policy that are required to be added to the proposed amendment.



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2013Z-032PR-001

BRICK CHURCH PIKE

Map 060-13, Parcel(s) 045, 052

Map 060-14, Parcel(s) 016.01, 016-017

Map 071-02, Parcel(s) 002

Bordeaux - Whites Creek

02 (Frank R. Harrison)



Project No.	Zone Change 2013Z-032PR-001
Associated Case No.	2013CP-003-002
Council District	2 – Harrison
School District	1 – Gentry
Requested by	Hawkins Development Company, applicant; Tennessee Processing Center, LLC, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve subject to the approval of the associated policy amendment. Disapprove if the associated policy amendment is disapproved.</i>

APPLICANT REQUEST

Zone change from R8, RS7.5 to IWD.

Zone Change

A request to rezone from One and Two-Family (R8 and RS7.5) to Industrial, Warehousing/ Distribution (IWD) zoning for properties located at 443 and 457 Woodfolk Avenue and 2512, 2600 and 2604 Brick Church Pike and a portion of property at 2506 Brick Church Pike, approximately 2,200 feet north of W. Trinity Lane (17.92 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 103 lots with 25 duplex lots for a total of 128 units.*

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 1 unit.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

BORDEAUX/WHITES CREEK COMMUNITY PLAN

Existing Policy

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

Proposed Policy

District – Industrial (D IN) policy is intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more



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industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

Consistent with Policy?

The proposed industrial district is not consistent with the existing residential land use policy. The proposed industrial district is consistent with the proposed industrial policy.

PUBLIC WORKS RECOMMENDATION

A traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	17.9	5.79 D	128 U*	1277	98	132

*Based on 25 duplex lots

Maximum Uses in Existing Zoning District: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.02	4.94 D	1U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	17.17	0.6 F	462,868 SF	1648	139	149

Traffic changes between maximum: **R8, RS7.5** and proposed **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+361	+40	+15

METRO SCHOOL BOARD REPORT

The proposed IWD district does not permit residential uses; therefore, the request will not generate any additional students.

STAFF RECOMMENDATION

Staff recommends approval subject to the approval of the associated policy amendment, and disapproved if the associated policy amendment is disapproved.



Project No. **Minor Plan Amendment 2013CP-010-003**
Project Name ***Green Hills – Midtown Community Plan: 2005 Update***
Associated Case 2013SP-039-001
Council District 25 – McGuire
School District 08 – Hayes
Requested by Hawkins Partners, applicant for Oscar T. Nelson, owner and amended by the Metropolitan Planning Department with regard to the proposed changes to Special Policy Area #14.
Staff Reviewer Withers/Wood
Staff Recommendation *Approve with Conditions*

APPLICANT REQUEST

Change the policy from Residential Low Density to Residential Low-Medium Density, remove the amendment area from Special Policy Area #14, and change the text of Special Policy Area #14 to reflect the removal of the amendment area from its boundaries.

Amend the Community Plan

A request to amend the *Green Hills - Midtown Community Plan: 2005 Update* to change the Land Use Policy from Residential Low Density (RL) to Residential Low-Medium Density (RLM) Policy, remove the amendment area from Special Policy Area #14, and change the text of Special Policy Area #14 to reflect the removal of the amendment area from its boundaries for properties located at 1804, 1808 Graybar Lane and 1919 and 1921 Woodmont Boulevard (8.75 acres) .

GREEN HILLS – MIDTOWN COMMUNITY PLAN

EXISTING POLICY

Residential Low Density (RL) policy supports residential development at a density range between 0-2 dwelling units per acre. Civic and public benefit uses are also supported by RL policy.

Special Policy Area #14 (SPA #14) policy states that: “Maintaining the current 40,000 sq. ft. lot size requirement and established character of development in this RL policy area is recommended, except for the properties along the east margin of Benham Ave. where proposals for rezoning to RS20 and development in accordance with that zoning may be considered on their merits.”

PROPOSED POLICY

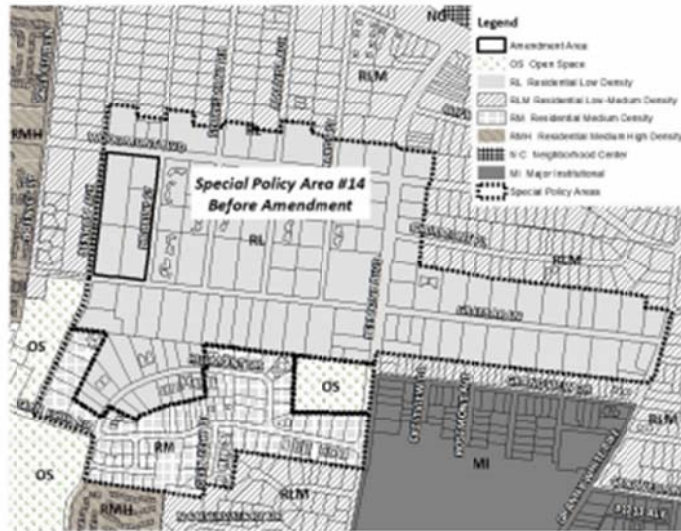
Residential Low-Medium Density (RLM) policy supports residential development at a density range between 2-4 dwelling units per acre. Civic and public benefit uses are also supported by RLM policy.

Special Policy Area #14 (SPA #14) policy as amended to remove the subject property and adapt the policy for the remaining area: “Maintaining the current 40,000 sq. ft. lot size requirement and established character of development in this RL policy area is recommended.”

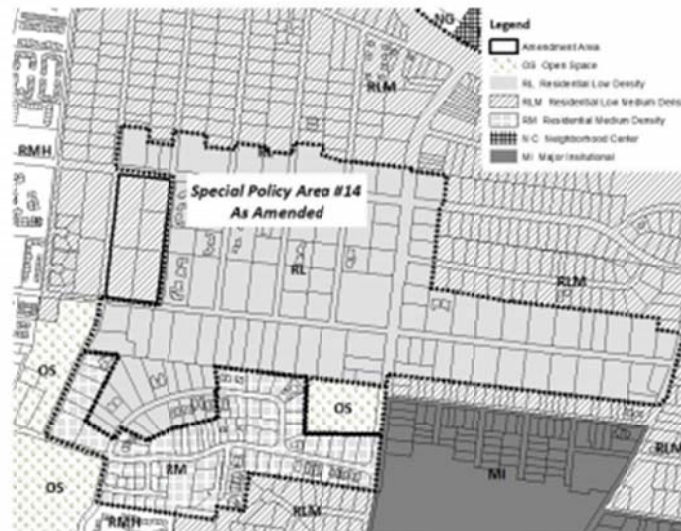


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2013CP-010-003 Existing and Recommended Policies



Existing Policies



Recommended Amended Policies



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BACKGROUND

The proposed amendment area consists of several properties, containing some vacant lots and five houses that are scattered throughout the site. These properties are approximately 980 feet from the intersection of Hillsboro Pike and Woodmont Boulevard and are adjacent to a day care facility on the east and housing on the north, east, and south. The properties are approximately 500 feet from the Green Hills Branch Library and about 2,620 feet from Hillsboro High School. The applicant has requested a community plan amendment and Specific Plan rezoning to construct a residential development with more units per acre than can be supported by the existing Residential Low Density policy. The Green Hills – Midtown Community Plan was last updated in 2005. There have been five amendments since then.

As part of the review process, staff determined that the plan amendment area should be expanded to take in three properties on the opposite side Woodmont Boulevard. Staff subsequently decided to remove these three properties from the amendment area based on concerns expressed by the owners of the three properties.

COMMUNITY PARTICIPATION

A community meeting was held by the Planning Department on October 29, 2013. The meeting was attended by approximately 40 people including District Councilman Sean McGuire. The majority of the questions and concerns were objections to constructing the unbuilt right-of-way of Benham Avenue.

In addition to questions and discussion at the meeting, surveys were distributed that asked attendees whether or not they supported the proposed community plan amendment and the construction of the unbuilt right-of-way of Benham Avenue. Nineteen of these surveys were returned. Out of the nineteen, seventeen were opposed to the construction of the unbuilt right-of-way. Only two of the surveys that were returned supported the proposal to construct the unbuilt right-of-way. The applicants have since communicated with community stakeholders about the Benham Avenue multi-use path recommendation.

ANALYSIS

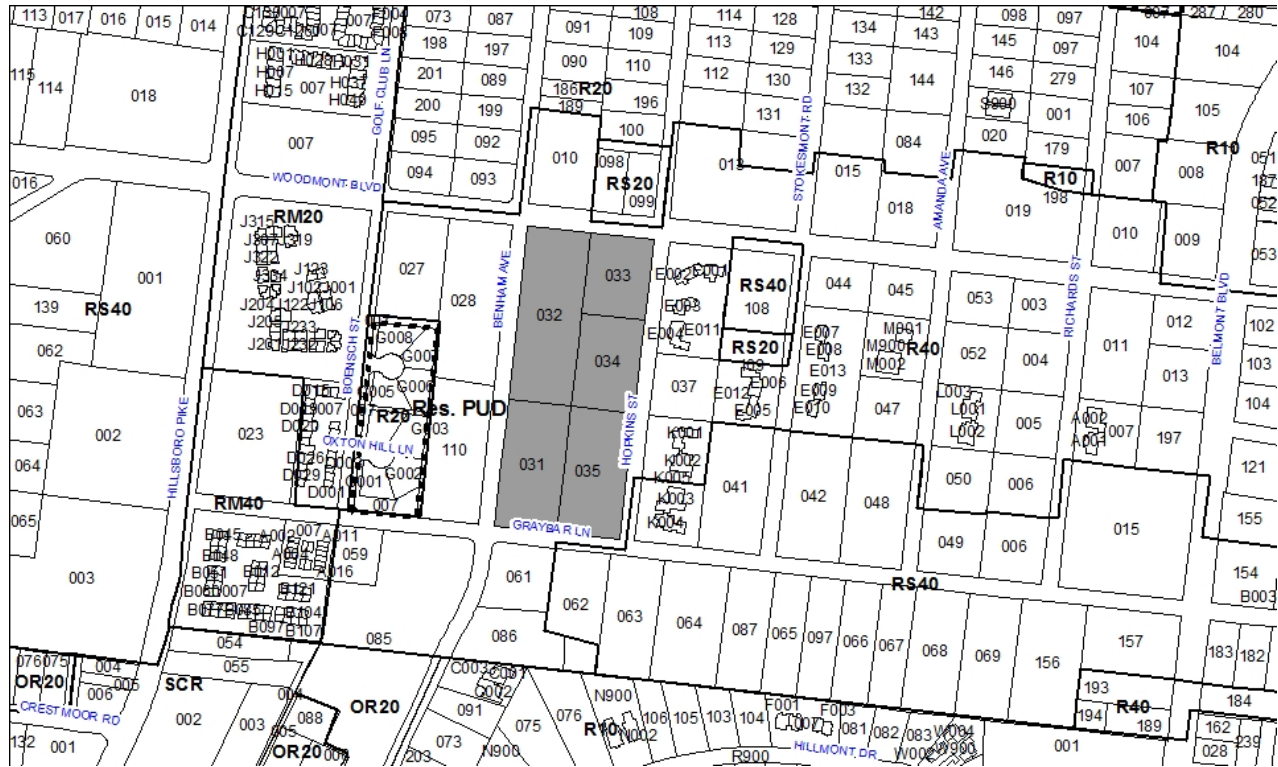
As noted above, the requested policy – RLM – allows up to 4 dwelling units per acre. The proposed amendment area is in a good location for denser residential development than the RL policy would support. In addition, the RLM policy would serve as a transition between the more intense community facility and residential development to the west of the site and the lower density neighborhood to the east and south of the site. Removing the site from Special Policy Area #14 and amending the SPA#14 policy text are necessary to support this increased density and allow the amendment area to serve as a transition. The site is served by existing infrastructure that can be upgraded as necessary as opposed to being in a greenfield area where there is no infrastructure. Finally, providing a pedestrian and bicycle connection through the community plan amendment and SP rezoning proposal would help provide needed additional mobility options in Green Hills and contribute to a more livable residential environment.

STAFF RECOMMENDATION

Staff recommends approval of the plan amendment.



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2013SP-039-001
WOODMONT/HOPKINS DEVELOPMENT
Map 117-11, Parcel(s) 031-035
Green Hills - Midtown
25 - Sean McGuire



Project No. Zone Change 2013SP-039-001
Project Name Woodmont/Hopkins SP
Associated Case 2013CP-010-003
Council District 25 – McGuire
School District 8 – Hayes
Requested by Hawkins Partners, applicant; Oscar T. Nelson, owner

Staff Reviewer Logan
Staff Recommendation *Approve with conditions subject to the approval of the associated policy amendment and disapprove without all conditions. Disapprove if the policy amendment is not approved by the Commission.*

APPLICANT REQUEST
Permit 28 detached residential units.

Preliminary SP
A request to rezone from R40 to SP-MR for properties located at 1804 and 1808 Graybar Lane and 1919 and 1921 Woodmont Boulevard, (8.75 acres), to permit up to 28 residential units.

Existing Zoning
One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes. *This property contains 10 lots, which are all eligible for duplexes, for a total of 20 units. Because five of these lots front onto Benham Avenue, development of 20 units would require the construction of Benham Avenue.*

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 would permit 28 detached units.

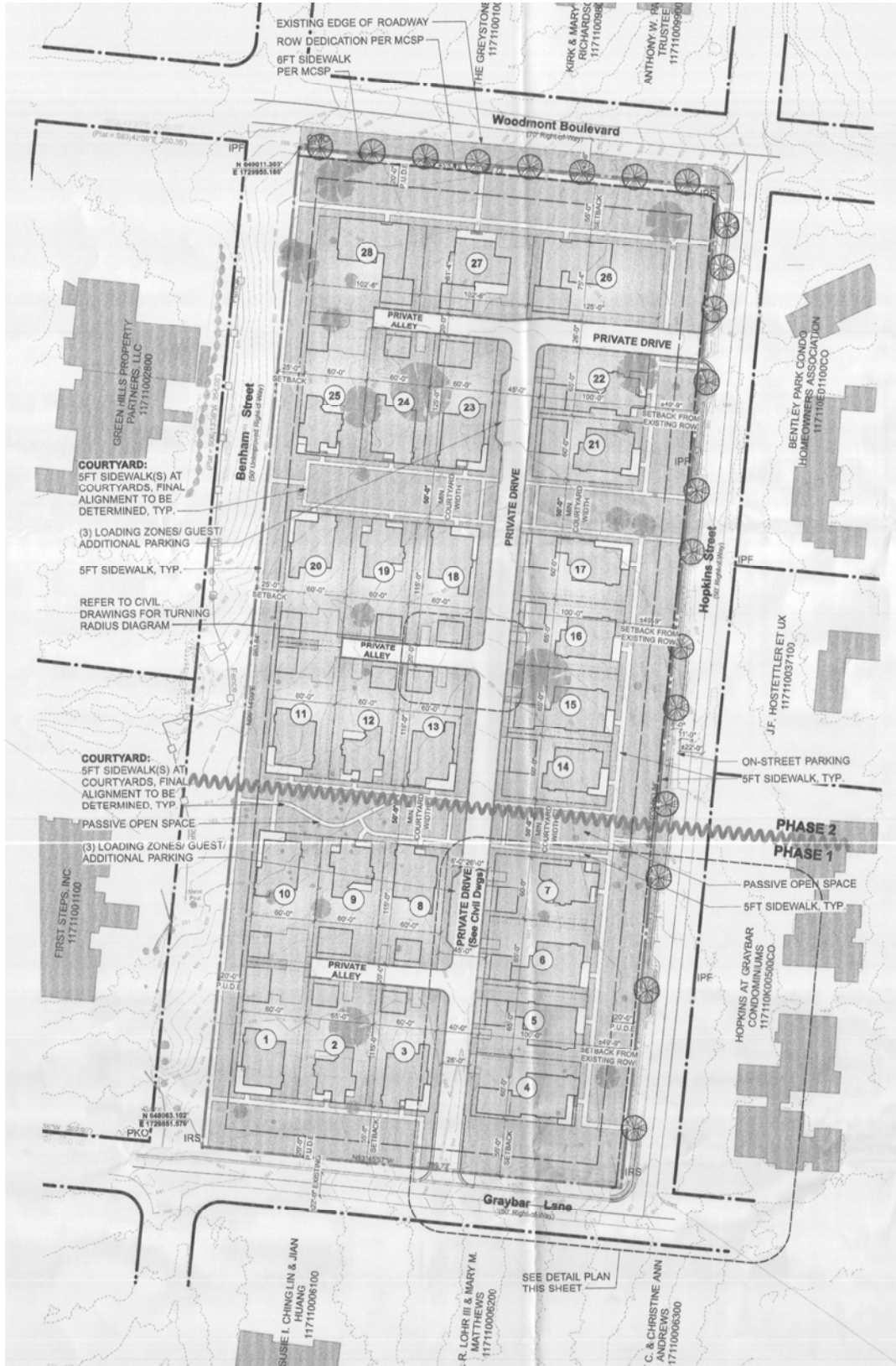
CRITICAL PLANNING GOALS

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

This development is within three blocks of Hillsboro Pike and is directly northeast of the Green Hills Library. Concentrating development close to the existing retail location and community services will help to create a more walkable neighborhood. In this location, additional units will utilize existing infrastructure. Compact infill development reduces Metro’s long-term costs of building and maintaining new public infrastructure. This development complements the existing development pattern by maintaining consistent street setbacks with existing homes, providing detached units and orienting toward public streets. The smaller lot sizes will add a housing alternative to the large lot development in Green Hills. With the addition of the Benham multi-use path, the development will accommodate the increased density by providing a dedicated, alternative pedestrian and bicycle route from the neighborhood north of Woodmont Boulevard to the library



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Proposed Site Plan



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neighborhood north of Woodmont Boulevard to the library, Hillsboro High School and eventually to the Green Hills Mall.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

Existing Policy

Residential Low (RL) policy is intended to conserve large areas of established, low density (one to two dwelling units per acre) residential development. The predominant development type is single-family homes.

Special Policy #14 (SPA #14) policy states that: "Maintaining the current 40,000 sq. ft. lot size requirement and established character of development in this RL policy area is recommended, except for the properties along the east margin of Benham Ave. where proposals for rezoning to RS20 and development in accordance with that zoning may be considered on their merits."

Proposed Policy

Residential Low Medium (RLM) policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

Consistent with Policy?

This SP proposal is accompanied by a request to change the policy from RL to RLM and to relocate the boundary of Special Policy # 14 (Community Plan Amendment No. 2013CP-010-003). At 3.2 units/acre, the proposed SP is consistent with the density recommendation of the proposed RLM policy.

PLAN DETAILS

The plan includes 28 detached units, which will be subdivided into individual lots, ranging from 6,000 square feet to 9,450 square feet. All of the units face a surrounding public street or an interior courtyard. Common open space is provided within the courtyards and along the frontages of Woodmont Boulevard, Hopkins Street and Graybar Lane, which is designed to create a common responsibility for maintenance through a homeowners association.

A private drive connects to Hopkins Street and Graybar Lane and provide access to the garages of all 28 units. 106 parking spaces are provided. Sidewalks are provided along Woodmont Boulevard and Hopkins Street, and the existing sidewalks along Graybar Lane are maintained.

Allowable materials are brick, cast stone, stone, cultured stone, stucco and cementitious siding, which is consistent with the surrounding area.

The Historical Commission has recommended that the applicants retain the residence at 1921 Woodmont Blvd and incorporate it into the Woodmont/Hopkins Development. There is no historic overlay on these properties and the applicants have indicated that this house cannot be incorporated into the development.

ANALYSIS

Initially, staff determined that vehicular improvements, including the construction of Benham Avenue, were necessary to accommodate the requested increase in density. After discussions with



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the community, staff reevaluated the potential for mobility options with the development of this project. Larger discussions between Planning and the community are underway regarding transportation in the Green Hills Area. Some of the suggested transportation improvements are for pedestrians and cyclists, which are currently scheduled to be discussed at the Commission in December.

By looking at these larger transportation initiatives, staff determined that enhancing the bicycle and pedestrian infrastructure in Green Hills with the inclusion of a public multi-use path, dedicated solely to bicycles and pedestrians would be a valuable transportation improvement that would sufficiently accommodate the increased density. The multi-use path would provide safe access from the area north of Woodmont Boulevard to the Green Hills library, Hillsboro High School and, in the future, Green Hills Mall.

STORMWATER RECOMMENDATION

Preliminary SP approved (Stormwater Only)

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.
- Preliminary discussion with the development team indicated a proposed all-way stop at the intersection of either Benham and Graybar OR Graybar and Hopkins.
- All "Private Drives" are to be built to Public Works standards. Thus the following need to be revised: the main drive is to be 24' minimum width with an 8 foot parking lane, parking lane cannot be gravel, private alleys to be 22 feet minimum, etc.
- Indicate sidewalk construction on Graybar.
- Indicate curb and gutter installation on Woodmont.
- Curb and gutter installation on all streets is to be placed at the edge of the existing asphalt.
- On Hopkins, remove the grass strip parallel to the on-street parking, i.e. place the sidewalk behind the curb.
- All sidewalks paralleling a public street, Hopkins, Graybar, and Woodmont, must be placed within the public ROW. ROW dedications must be recorded prior to building permit submittal.
- Add note to the plans indicating that the developer/ HOA must submit a long term agreement with a private hauler for solid waste and recycling collection.
- Add note to the plans that the additional on-street parking spaces are to be constructed per MPW ST-261 paving cross section.
- Identify mail kiosk.

Maximum Uses in Existing Zoning District: **R40**

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)	8.75	3.7 D	12 U*	115	9	13

*Based on two two-family lots.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	8.75	-	28 U	268	21	29

Traffic changes between maximum: **R40** 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
-	-	-	+ 16 U	+153	+12	+16

WATER SERVICES RECOMMENDATION

Approved as a Preliminary SP only. Construction plans must be approved prior to Final SP stage. Capacity fees must be paid prior to Final SP/Final Plat stages.

HISTORICAL COMMISSION RECOMMENDATION

The house at 1921 Woodmont Blvd (117-11-032) is Worthy of Conservation and appears to be potentially eligible for listing in the National Register of Historic Places. After reviewing the site plan as presented, the Metropolitan Historical Commission recommends approval of this rezoning request with the condition that the applicants retain the residence at 1921 Woodmont Blvd and incorporate it into the Woodmont/Hopkins Development.

METRO SCHOOL BOARD REPORT

Based on data from the Metro School Board last updated September 2012, the proposed SP zoning district will not generate additional students from what is generated by the existing R40 zoning district.

STAFF RECOMMENDATION

Staff recommends approval with conditions subject to the approval of the associated policy amendment and disapproval without all conditions. Disapprove if policy amendment is not approved by the Commission.

CONDITIONS

1. Concurrent with the final plat application, submit a mandatory referral application for Benham Avenue.
2. Submit a revised plan showing the future abandonment of Benham Avenue and plan details of a 12' wide, paved, multi-use path with a public access easement connecting Woodmont Boulevard and Graybar Lane, aligning with Benham Avenue to the north and south.
3. Add the following note to the plan: With the final site plan approval, the Executive Director may approve a reduction in width of the multi-use path to a minimum of 10', with sufficient information detailing why a 12' wide path cannot physically be constructed.
4. Submit a revised plan complying with all Public Works conditions.

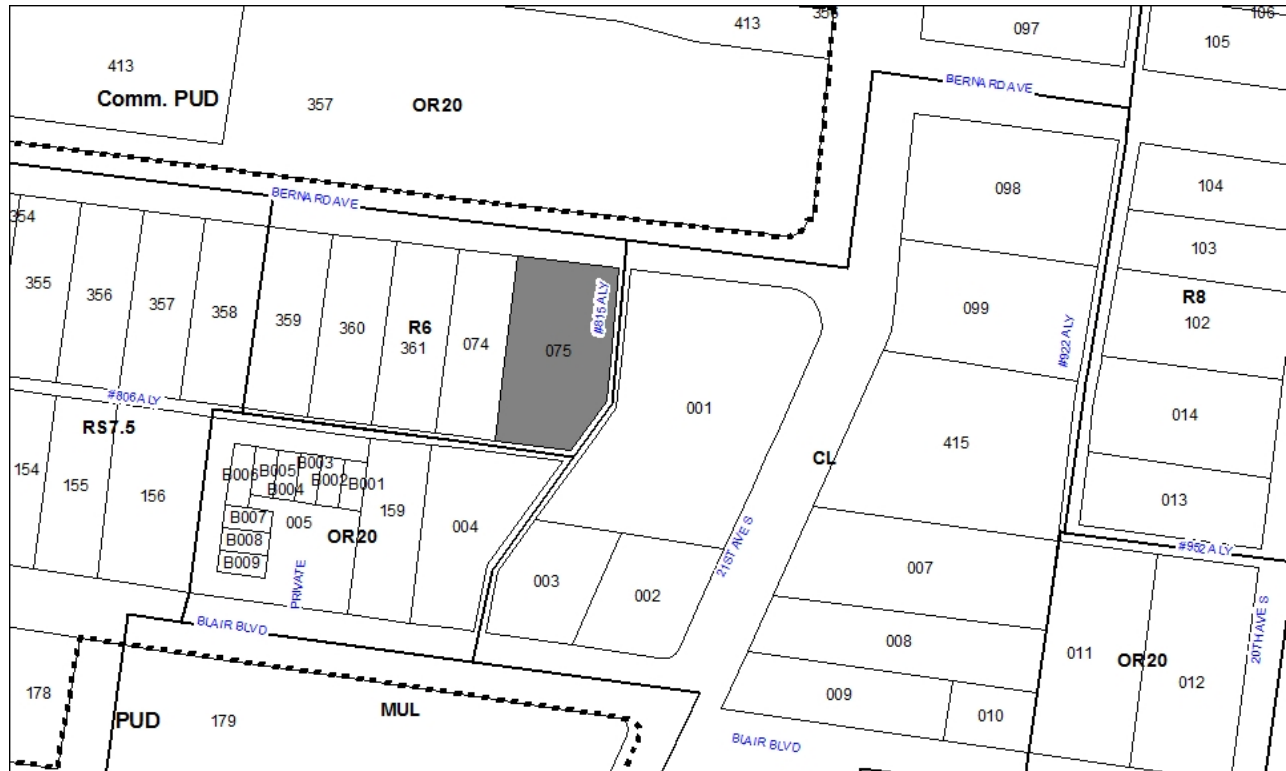


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5. Permitted uses shall be limited to 28 detached residential units.
6. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with minimum lot sizes as shown on the plan."
7. For any 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 RS5 zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
9. 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.
10. 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 11/14/2013



2013CP-010-004

**GREEN HILLS-MIDTOWN COMMUNITY PLAN
AMENDMENT**

Map 104-12, Parcel(s) 075

Green Hills - Midtown

18 - Burkley Allen



Project No.	Major Plan Amendment 2013CP-010-004
Project Name	Green Hills – Midtown Community Plan Amendment
Associated Case	2013SP-043-001
Council District	8 – Eakins
School District	8 – Hayes
Requested by	Little John Engineering Associates, Inc. applicant; Doric Building Company, owner.
Staff Reviewer	Capehart
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Amend land use policy from Neighborhood General (NG) to Transition or Buffer in Neighborhood General (NG).

Major Plan Amendment

A request to amend the Green Hills - Midtown Community Plan: 2005 Update to change the Land Use Policy from Neighborhood General (NG) to Transition or Buffer in Neighborhood General (TB in NG) for property located at 2107 Bernard Avenue.

CRITICAL PLANNING GOALS

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

The application of Transition or Buffer policy encourages land uses that provide appropriate transitions between commercial and residential land uses. The application of the policy also promotes infill development, transportation choices, creates walkable neighborhoods, while preserving historic resources.

The Transition or Buffer policy in Neighborhood General encourages land uses that transition from commercial to residential. These typically include office with a limited mixed –use or commercial component that maintains a residential scale, character and function.

The Transition or Buffer policy supports infill development by promoting the use of residential structures for the aforementioned land uses in appropriate locations; typically on the fringe of a commercial or residential area with existing sidewalks, alleys, or other supportive infrastructure. The policy also notes that such land uses should maintain a residential scale and function, thus promoting infill that is compatible with surrounding residential land uses. The policy also supports transportation choices and walkable neighborhoods by encouraging office and light commercial uses on the fringe of a neighborhood center where goods and services can be accessed by pedestrians and adjacent to 21st Avenue where there is access to transit.

The Transition or Buffer policy also supports the preservation of historic resources, as the subject property and its contributing structure are within the Hillsboro - West End Historic National



Metro Planning Commission Meeting of 11/14/2013

Register District. The application of this policy creates non-residential land use opportunities, thus providing incentive for the historic residential structure to remain.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

Current 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.

Proposed Policy

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

BACKGROUND

Case 2013SP-043-001, the companion to this case, is a zone change from R6 district to SP-MU district for the subject property located at 2107 Bernard Avenue. The SP-MU zone district is inconsistent with the existing Neighborhood General Policy. The applicant requests a plan amendment for Transition or Buffer in Neighborhood General so that the land use policy will be consistent with the proposed zone change.

COMMUNITY PARTICIPATION

An early postcard notification announcing the plan amendment and a regular notice communicating the time and date of the Planning Commission Public Hearing was mailed to 435 property owners within 1,300 feet of the potential plan amendment area.

A community meeting was held on Monday October 28, 2013, at the Martin Professional Development Center on 2400 Fairfax Avenue, Nashville, TN 37212, from 6:00 pm to 7:00 pm. There were 10 people in attendance.

There were minimal concerns expressed during the community meeting. Concerns pertained to the Specific Plan (SP) zoning and the process for amending an SP should the property owner wish to redevelop the site in the future; this was also the subject of several phone calls and emails prior to the community meeting. With regard to details of the Specific Plan zoning, the Council Representative for District 18 also had questions about the type of signage that would be provided on the property for businesses and tenants.

The applicant did attend the Hillsboro - West End Neighborhood Association meeting several weeks prior to the community meeting hosted by Metro Planning. The president of the Hillsboro – West End Neighborhood Association was also present at the Metro Planning Community meeting and noted that previous concerns from neighbors were addressed, and corrections were shown in the exhibits presented by the applicant.



Metro Planning Commission Meeting of 11/14/2013

ANALYSIS

Physical Site Conditions

The subject property has no physical constraints and there is no floodplain or floodway in the area.

Land Use

Surrounding land uses include single-family residential, multi-family residential, commercial and office. There is a park across Bernard Avenue from the subject property. The current land use on the subject property is single-family residential.

Transportation

The subject property is located roughly 180 feet west of 21st Avenue. 21st Avenue is an MTA bus route, and there are two bus stops in the proximity of the subject property.

Access

The subject property is accessed by an alley that runs adjacent to the property's eastern and southern boundaries. The alley provides access to both Bernard Avenue to the north and Blair Boulevard to the south. Parking is provided on the property in the back of the building, and is accessed from the alley on the eastern edge of the property.

Existing Development Pattern

The development pattern in the area is primarily urban, characterized by shallow setbacks and small lot sizes. The residential properties in the area have parking accessed from the alley, while the commercial and office development has parking provided to the side or the rear of the building.

Historic Features

The subject property and its contributing structure are within the Hillsboro – West End Historic National Register District. The district includes neighborhoods within the boundaries of West End Avenue to west, Interstate 440 to the south, Blakemore Avenue to the north, and 21st Avenue to the east.

SUMMARY

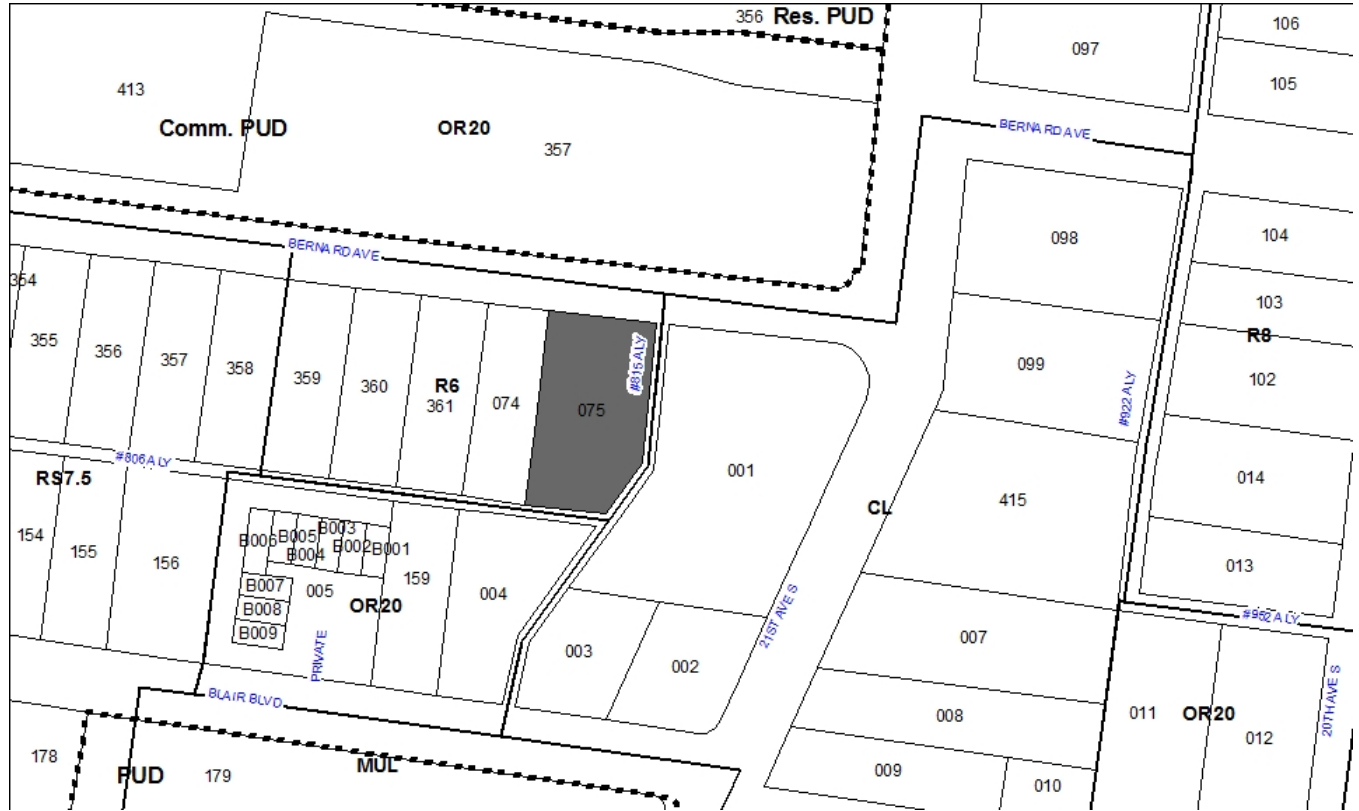
The application of Transition or Buffer in Neighborhood General Policy is appropriate for the subject property because it supports infill development and the preservation of historic structures. Through the application of the Transition or Buffer policy, the property may accommodate office and light commercial or mixed-use infill, while preserving a structure that is compatible in residential form, scale, and historic character.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 11/14/2013



2013SP-043-001
2107 BERNARD AVENUE
Map 104-12, Parcel(s) 075
Green Hills - Midtown
18 - Burkley Allen



Project No. Zone Change 2013SP-043-001
Project Name 2107 Bernard Avenue
Associated Case 2013CP-010-004
Council District 25 – Allen
School District 8 – Hayes
Requested by Littlejohn Engineering Associates, Inc., applicant; Doric Building Company, owner

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions subject to the approval of the associated policy amendment and disapprove if the associated policy amendment is not approved.*

APPLICANT REQUEST

Preliminary SP and final site plan to permit general office, medical office and/or residential within an existing building.

Preliminary SP and final site plan

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Mixed Use (SP-MU) and for final site plan approval for property located at 2107 Bernard Avenue, approximately 175 feet west of 21st Avenue South (0.27 acres), to permit an existing building to be used for general office, medical office and/or residential.

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 one lot with one duplex for a total of two units.

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 general office, medical office and/or residential.

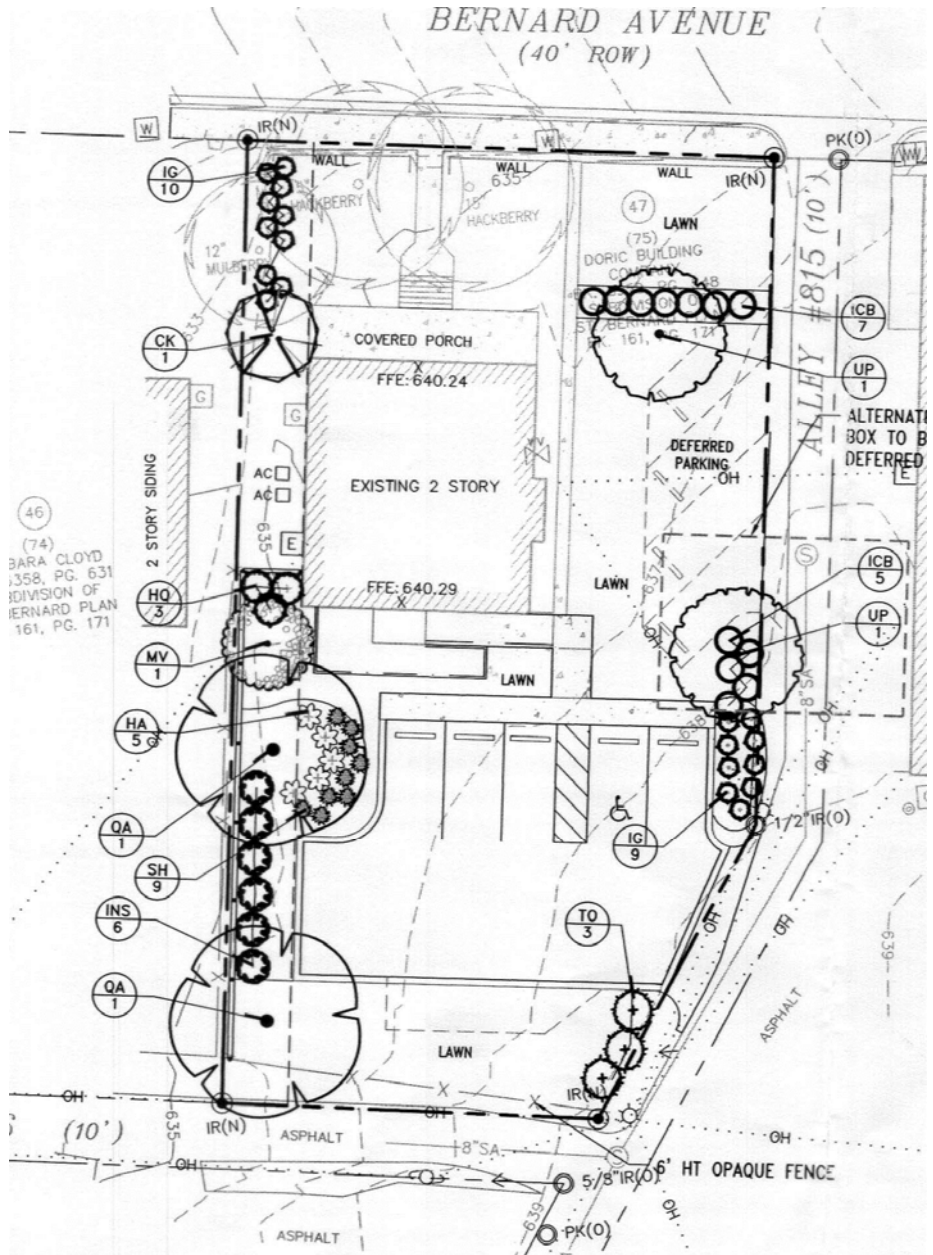
CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Creates Walkable Neighborhoods
- Fosters, Distinctive, Attractive Mixed-Use Communities

The request will permit an existing home to be used for an office use, residential use or both. This would permit someone to reside in their place of business, opening up a new housing option in the area. The neighborhood is served by adequate sidewalks and a variety of uses and the additional use further enhances an already walkable area which fosters a distinctive, mixed-use area.



Metro Planning Commission Meeting of 11/14/2013



Proposed Site Plan



Metro Planning Commission Meeting of 11/14/2013

GREEN HILLS -MIDTOWN COMMUNITY PLAN

Existing Policy

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

Proposed Policy

Office Transition (OT) policy is intended for small offices to serve as a transition between lower and higher intensity uses where there are no suitable natural features that can be used as buffers. Generally, transitional offices are used between residential and commercial areas. The predominant land use in OT areas is low-rise, low intensity offices.

Consistent with Policy?

The request is not consistent with the existing NG policy. The NG policy only supports residential uses; therefore, the office component is not consistent with the policy. The request is consistent with the proposed OT policy which permits small scale office uses intended to transition from more intense uses to residential (See 2013CP-010-004 for more details on the OT policy).

PLAN DETAILS

The subject property is located on the south side of Bernard Avenue behind Friedman's Army Navy located on 21st Avenue South. The subject property is currently occupied with a single-family dwelling. The adjacent property to the west is residential and is occupied by a two-family structure. St. Bernard Park is directly across Bernard. The property directly behind the site is also zoned OR20 and is occupied by a small office building. The site contains no steep hillsides, floodplain or other environmental constraints.

Site Plan

The plan calls for the existing 1,710 square foot home to be used for general office, medical office and/or residential. The plan does not propose any additions to the existing structure. Improvements proposed include a small parking area at the rear of the building with five parking spots and additional landscaping. The plan also identifies an area for future parking along the alley. Access to the site will remain from the alley.

ANALYSIS

Staff is recommending that the request be approved with conditions subject to the approval of the associated policy amendment. The request should be disapproved if the associated policy amendment is disapproved.

The request is consistent with the proposed OT policy. The SP would preserve the existing home, which preserves the character along Bernard Avenue while permitting limited office uses and providing for an additional housing option in the area. The SP provides an appropriate transition between the more intense development along 21st Avenue South and the residential area west of the site. In order to provide a more smooth transition, staff is recommending that signage be limited to a small plaque on the front of the building and that it be no larger than one square foot. The request also meets several critical planning goals.



Metro Planning Commission Meeting of 11/14/2013

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No Exceptions Taken

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.27	7.71 D	2 U*	20	2	3

*Based on one two-family lot

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Medical Office (720)	0.27	-	1,710 SF	62	4	6

Traffic changes between maximum: **R6** and proposed **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+42	+2	+3

METRO SCHOOL BOARD REPORT

The proposed SP-MU would not generate any more students than what would be generated by the current R6 district.

STAFF RECOMMENDATION

Approve with conditions subject to the approval of the associated policy amendment and disapproval if the associated policy amendment is not approved.

CONDITIONS

1. Permitted land uses shall be limited to general office, medical office and/or residential.
2. The existing structure shall not be expanded or demolished without Council approval.
3. Signage shall be limited to one plaque on the front of the structure and shall not be more than one square foot in size.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional



Metro Planning Commission Meeting of 11/14/2013

development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.

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



Metro Planning Commission Meeting of 11/14/2013



2013SP-032-001

731 DOUGLAS AVENUE

Map 071-16, Parcel(s) 079, 080, 081

East Nashville

05 - Scott Davis



Project No. Zone Change 2013SP-032-001
Project Name 731 Douglas Avenue
Council District 5 – S. Davis
School District 5 – Kim
Requested by Dale & Associates, applicant; D220, LLC, owner.
Staff Reviewer Cuthbertson
Staff Recommendation *Approve with conditions and disapprove without all conditions*

APPLICANT REQUEST

Permit a 29 unit residential development and office use.

Preliminary SP

A request to rezone from Commercial Limited (CL) and Single-Family Residential (RS5) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 719, 723 and 731 Douglas Avenue, at the northwest corner of Montgomery Avenue and Douglas Avenue (2.04 acres), to permit up to 29 residential dwelling units and office use.

Existing Zoning

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

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. *One acre of the subject property is zoned RS5 which would permit a maximum of 7 units.*

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 uses. *This specific plan would permit a maximum of 29 dwelling units.*

CRITICAL PLANNING GOALS

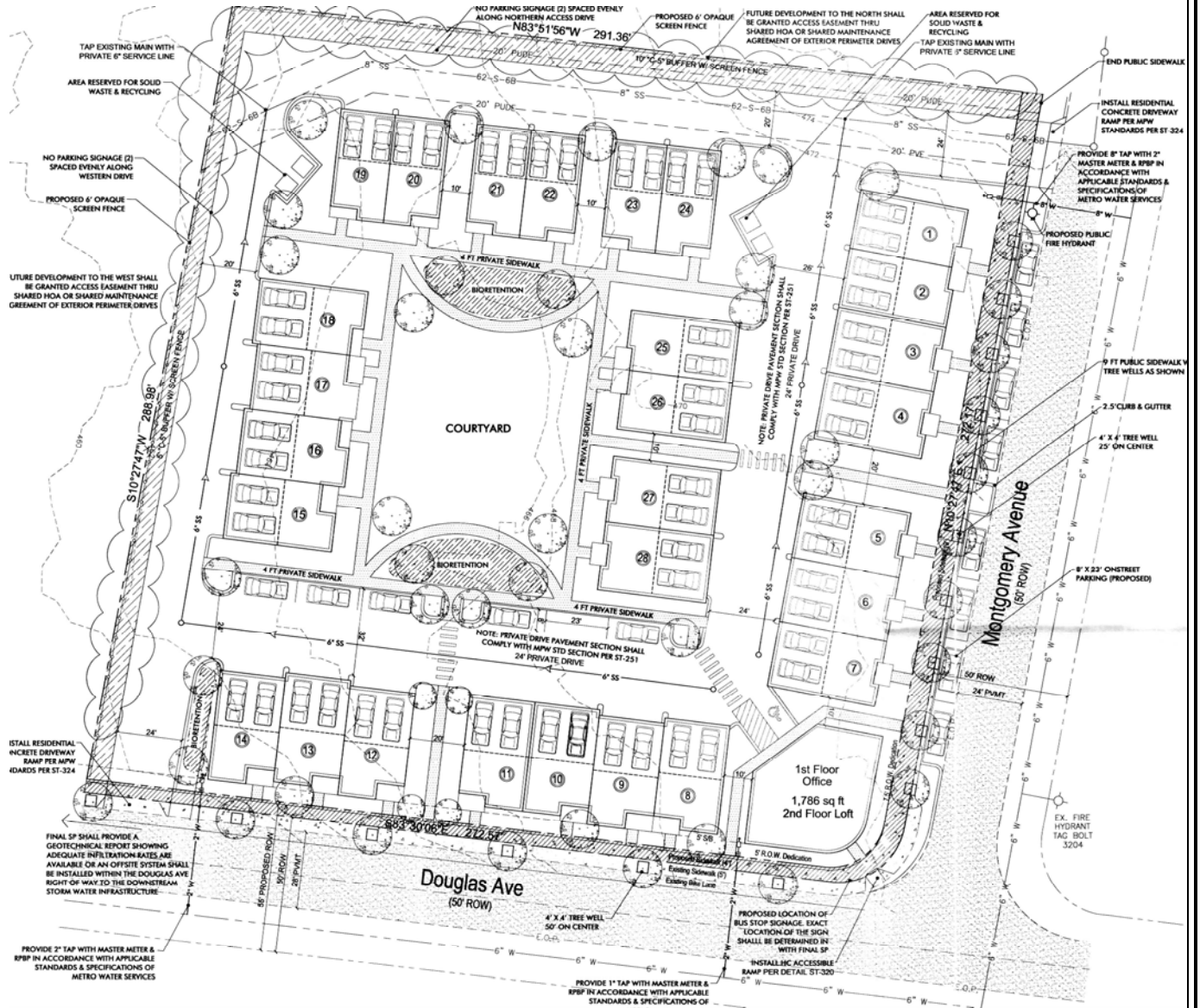
- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices

The SP creates new development opportunity in a neighborhood where adequate public infrastructure exists, which is preferable to development in areas where new roads have to be constructed because it does not burden Metro with the cost of maintaining new infrastructure.

The SP proposes additional density in an already developed area of Nashville adequately served by a variety of transportation choices including roads, bike lane (on Douglas Avenue), sidewalks and transit (route #30 on Douglas Avenue and Montgomery Avenue). The SP's location within a



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developed transportation network providing a variety of choices. As growth and development – and resulting traffic – continues the design and location of this SP provides realistic transportation alternatives to single occupancy vehicles.

The SP includes an office use at the corner of Douglas Avenue and Montgomery Avenue which, along with the residential component, will provide a transition between the more intense commercial/industrial area to the west with the mostly single-family residential neighborhoods to the east, south and north. The proposed development is the first moderately scaled development in this area and may attract additional investment to the surrounding neighborhood.

The proposed development fosters walkable neighborhoods by providing additional homes oriented to the adjoining streets and providing a sidewalk, street trees and a row of parallel parking along the Montgomery Avenue frontage where no sidewalk currently exists. The development will improve the existing sidewalk on Douglas Avenue with additional width and street trees.

The proposed development provides an additional housing option in the area. The SP mitigates urban sprawl by increasing the supply of in-town housing, which relieves the pressure to develop greenfields on the periphery of Davidson County or in neighboring jurisdictions.

EAST NASHVILLE COMMUNITY PLAN

Structure Plan Policy

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

Detailed Policy

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

Consistent with Policy?

Yes, the request is consistent with the MH in NG land use policy. The request provides additional density in an urban area where additional density is appropriate. The SP is residential in nature and proposes an incidental office use. The SP provides a transition in use and character along Douglas Avenue. The attached housing form and density proposed by the SP provides a buffer for surrounding residential uses from the more intense land uses to the east of the site.

PLAN DETAILS

This site is located at the northwest corner of Douglas Avenue, a collector street, and Montgomery Avenue. The CL zoned portion of the site previously contained an automobile repair and body shop. Two single-family residential dwellings occupy the two RS5 zoned western lots that comprise the remainder of the site. The site is surrounded by RS5 zoned single-family residential development to the north, west and south. IR zoned warehouses occupy property to the east.



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Specific Plan Proposal

The SP will establish 28 attached residential townhouse dwellings and a two story mixed-use building at the street corner containing an office use on the ground floor and one residential dwelling on the second level. Seven attached townhouse units will extend along the Douglas Avenue frontage as well as the Montgomery Avenue frontage. 14 attached townhouse units will be located in the interior of the site situated around and fronting a courtyard. The plan also calls for a buffer along the western and northern property line which is intended to buffer this development from the neighboring residential districts.

The plan provides the following bulk regulations (the plan utilized the RM20-A zoning district for standards that are not specifically limited by the SP):

Max Units – 29

Max FAR – .80 (proposed: 0.62)

Max ISR – 0.70 (proposed: 0.61)

Street Setback – 5 feet from right-of-way

Side Yard Setback – 5 feet from property line

Rear Yard Setback – 20 feet

Maximum Height – 3 stories in 40 feet

Vehicular access is provided from two driveways, one on each fronting street at the furthest point from the street intersection. The development will provide an interior driveway system enabling access through the site to each access point. Each townhouse unit will contain a two-car garage. Seven additional parking spaces will be provided along the private driveway and eight on-street parking spaces will be created. The SP proposes that the private driveways will be established in an access easement so that future development to the north and west could utilize them for additional access, subject to a maintenance agreement.

ANALYSIS

This request is consistent with the MH in NG land use policy and meets several critical planning goals. Staff recommends approval with conditions.

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- ROW dedications must be recorded prior to building permit signoff.



Metro Planning Commission Meeting of 11/14/2013

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)	1.01	7.41 D	7 U	67	6	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.03	0.6 F	26,920 SF	190	29	87

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)	2.04	-	28 U	294	18	34

Traffic changes between maximum: **RS5, CL** 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
-	-	-	-	-963	-17	-61

SCHOOL BOARD REPORT

Projected student generation proposed SP district: 9 Elementary 6 Middle 4 High

The proposed SP district could generate up to 19 additional students. Students would attend Shwab Elementary School, Jere Baxter Middle School and Maplewood High School.

Shwab Elementary has been identified as over capacity. There is capacity with the cluster for elementary school students. This information is based upon data from the school board last updated September 2012.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. The proposal is consistent with the site's MH in NG land use policy and meets several critical planning goals.

CONDITIONS

1. Permitted land uses are limited to 29 residential dwelling units and general office uses.
2. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet."
3. 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 RM20-A zoning district as of the date of the applicable request or application.



Metro Planning Commission Meeting of 11/14/2013

4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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.



Project No. Zone Change 2013SP-036-001
Project Name Ashton Park
Council District 12 – Glover
School District 4 – Shepherd
Requested by Anderson, Delk, Epps & Associates, Inc., applicant;
Campbell Carter and Chris Pardue, owners

Staff Reviewer Swaggart
Staff Recommendation *Defer to the January 23, 2014, Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit 194 single-family lots.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan – Residential (SP-R) zoning for properties located at 4619 Hessey Road and 3375 Earhart Road and for a portion of property located at 3391 Earhart Road, at the northeast corner of Hessey Road and Earhart Road, (48.7 acres), to permit up to 194 single-family residential dwelling units.

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 120 single-family lots.*

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 would permit a maximum of 194 single-family lots.*

STAFF RECOMMENDATION

Staff recommends that the request be deferred to the January 23, 2014, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 11/14/2013



2013SP-037-001

HILL CENTER AT SYLVAN HEIGHTS

Map 091-16, Parcel(s) 294, 296, 297, 300, 303-306, 313-323, 330-332

West Nashville

24 - Jason Holleman



Project No.	Zone Change 2013SP-037-001
Project Name	Hill Center at Sylvan Heights SP
Council District	24 – Holleman
School District	5 – Kim and 9 - Frogge
Requested by	Barge Cauthen & Associates, applicant, H. G. Hill Realty Co., owner
Staff Reviewer	Cuthbertson
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Permit uses permitted in the MUL-A district and up to 320 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5), Commercial Service (CS) and Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) for various properties located along Charlotte Avenue, Park Avenue, 40th Avenue North and Elkins Avenue and bounded by Charlotte Avenue to the north, 40th Avenue North to the east, Alley #1197 to the south and a CSX railroad to the west, (7.4 acres), to permit uses permitted in the MUL-A district and up to 320 residential 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. *0.91 acres of the site is zoned RS5 which would permit a maximum of 14 units.*

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

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

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 proposes up to 320 residential units and 30,500 square feet of commercial uses.*

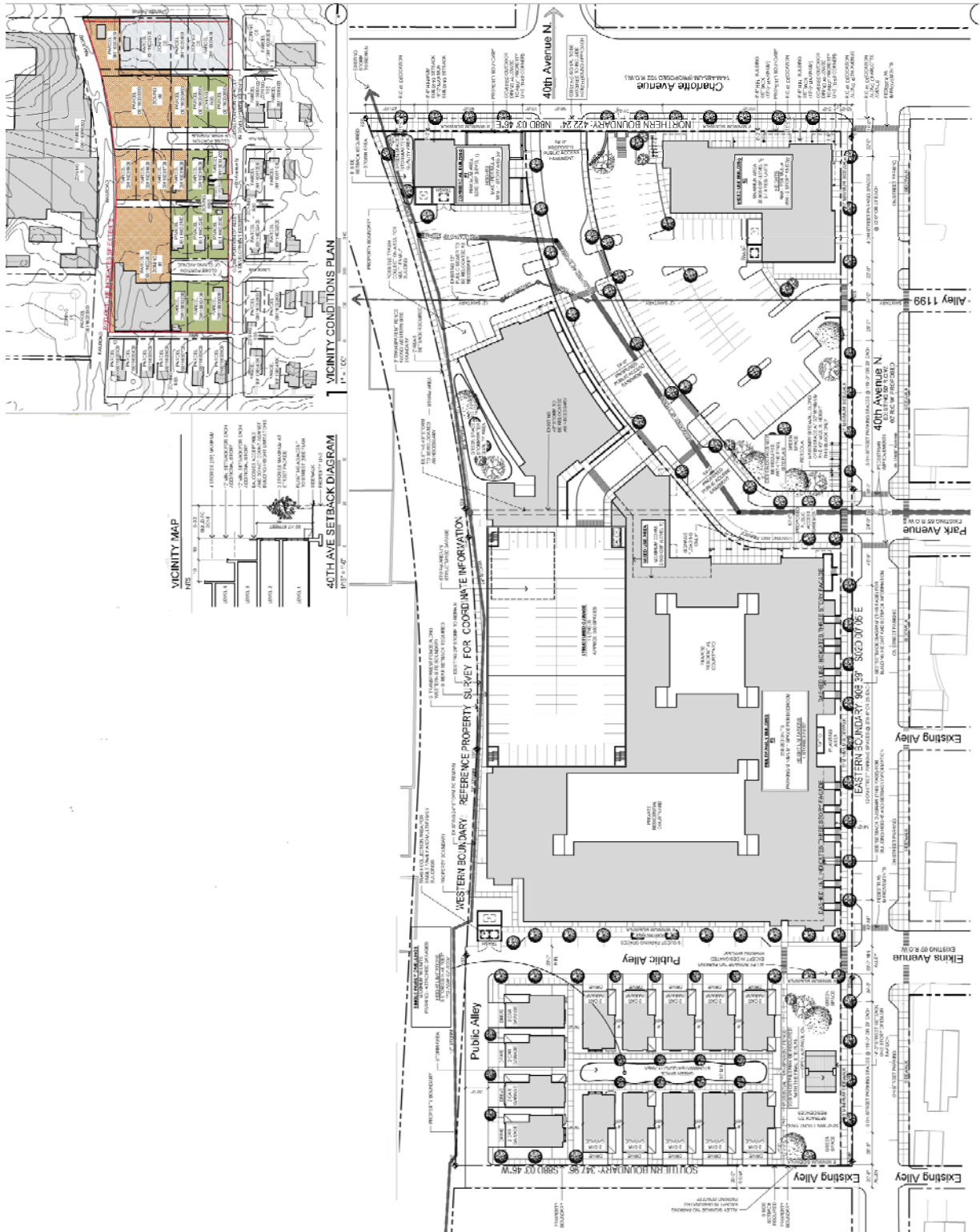
CRITICAL PLANNING GOALS

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

The SP creates new development opportunity in a neighborhood where public infrastructure exists, which is preferable because it does not burden Metro with the cost of maintaining additional, new



Metro Planning Commission Meeting of 11/14/2013



Proposed Site Plan



Metro Planning Commission Meeting of 11/14/2013

infrastructure. The SP makes efficient use of existing infrastructure and urban land.

The SP proposes additional density in an area of Nashville adequately served by a variety of transportation choices including roads, bike lane (on Charlotte Avenue), sidewalks and transit (route #10 on Charlotte Avenue). The SP's location within a developed transportation network provides a variety of choices. As growth and development – and resulting traffic – continues the design and location of this SP provides realistic transportation alternatives to single occupancy vehicles.

The mixed use nature of the SP fosters healthy neighborhoods as it encourages walking trips for daily conveniences by proposing commercial uses in an urban form along the Charlotte Avenue corridor within walking distance for the existing and future residential. The SP indicates improvements to the pedestrian environment along all adjacent street frontages as well as the opposite side of 40th Avenue North. It also establishes a public access drive providing connectivity through the SP. The improved pedestrian environment encourages walking for existing surrounding and future residents.

The SP provides a series of uses (commercial to multi-family residential to single-family residential) away from the Charlotte Avenue corridor that will provide a better transition between the more intense industrial area to the north and west with the mostly single-family residential neighborhoods to the south and east.

The proposed development fosters walkable neighborhoods by providing additional density oriented to the adjoining streets and providing a sidewalk, street trees and a row of parallel parking along the 40th Avenue North frontage where no sidewalk currently exists. The development will improve the existing sidewalk on Charlotte Avenue with additional width and street trees.

The proposed development provides additional housing options in the area. The SP mitigates urban sprawl by increasing the supply of in-town housing, as well as commercial opportunity, which relieves the pressure to develop greenfields on the periphery of Davidson County or in neighboring jurisdictions.

WEST NASHVILLE COMMUNITY PLAN

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

Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.



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Consistent with Policy?

Yes. The proposed SP is consistent with both the T4 CM and T4 NM land use policy as provided by the West Nashville Community Plan. The request provides additional density in an urban area where additional density is appropriate and enhances the site's urban form. The mixed use nature of the SP is supported by the two land use policies applied to the property. The SP places buildings proposed to contain commercial uses on the ground floor with residential above along the portion of the site guided by the Mixed Use Corridor policy. Buildings proposed to contain primarily residential uses are located on the portion of the site guided by the Neighborhood Maintenance policy.

The portion of the site proposed to contain the multi-family building and guided by the Neighborhood Maintenance policy is currently zoned a mix of residential and industrial. The West Nashville Community Plan recognizes the need for flexibility with rezoning the site in order to bring the industrially zoned portion of the property closer to conformance with the T4 Urban Neighborhood Maintenance policy.

The proposed four-story, multi-family building will be located in the middle of the site, extending across the industrially zoned portion of the site. The building, containing a maximum height of four stories, provides a moderated scale along the 40th Avenue North frontage in order to better transition to the scale of the neighborhood to the east. The building will be two stories at the street frontage and step back 10 feet for each successive floor. Stoops are provided along the street frontage indicating individual access will be provided to units fronting 40th Avenue North. Principal access (pedestrian and vehicular) to the multi-family building will be gained from an interior access drive on the north side. The SP proposes a small (2,500 sq. ft.) commercial space in the multi-family building which will front the private access drive on the north side. The commercial component and building scale proposed in the multi-family building is supported by the policy as it moves the site closer to conformance with the policy.

The SP completes the transition in intensity and scale from the Charlotte Avenue corridor into the residential neighborhood by placing detached single-family residential buildings at the back of the site. The residential dwellings will be guided by bulk standards compatible with the surrounding neighborhood's residential zoning.

PLAN DETAILS

The site is located at the southwest corner of Charlotte Avenue and 40th Avenue North. It extends south two and one-half blocks and abuts an active rail line to the west. Two public streets and two alleys extend across the site however all terminate at the rail line. The SP proposes closing all of the crossing streets and alleys into the site and consolidating the property. The site currently contains a car wash and retail building along Charlotte Avenue. An industrial use occupies the southwest portion of the site. Most of the residential dwellings previously occupying the site have been cleared.

The site is surrounded by Industrial zoned automotive uses to the north and Industrial zoned warehouse/distribution uses to the west. A commercial zoned property is located east of the site along Charlotte Avenue while residential zoned dwellings are located to the east and south of the site away from Charlotte Avenue.



Metro Planning Commission Meeting of 11/14/2013

Site Plan

The SP calls for a large scaled mixed use development organized into three main areas: mixed-use, multi-family and detached single family.

Mixed Use area:

Two mixed use buildings are proposed on the north side of the site along the Charlotte Avenue frontage; the building at the northeast corner is proposed for 20,000 sq. ft. of commercial floor area with a minimum building height of two stories for up to 14 residential units in a second floor. The other commercial building at the northwest corner of the site is proposed at one story with 8,000 sq. ft. of floor area. The SP allows uses permitted in the MUL-A district for all commercial spaces.

The commercial buildings are placed in a build-to zone along Charlotte Avenue and 40th Avenue North. Parking is located behind and beside the buildings. The SP proposes an expanded sidewalk along Charlotte Avenue and 40th Avenue North and indicates outdoor dining may be permitted in front of the buildings.

Multi-Family area:

A four story multi-family building will occupy a large portion of the middle of the site. The multi-family building(s) is proposed to contain between 260 and 290 units and a small 2,500 sq. ft. commercial space to be located on the northern side fronting a proposed public access drive. The building will extend from the 40th Avenue North frontage to the west against the rail line. The building will be placed within a 5' to 30' build-to zone along 40th Avenue North. The building is permitted an overall building height of four stories, however, it is proposed at two stories in height at 40th Avenue North facade. Each successive story will step-back ten feet from the eastern façade. Principal (vehicular and pedestrian) access to the multi-family building will come from the north side on a proposed access drive. A four story 380 space parking structure is proposed in the interior of the site. The multi-family building will wrap around the south, north, and east edges of the structure shielding it from surrounding residential neighborhoods. Access to the parking structure is limited to the proposed public access drive on the north side of the building.

Detached Single-Family:

A detached single-family residential component will occupy the southern portion of the site. The site plan shows 14 detached residential units oriented to a courtyard and provided access from the existing alley on the north side and proposed private alleys on the west and north sides. The dwellings will be permitted up to three stories in height (in 40 feet). Each dwelling will contain a two car garage oriented to the alleys. The SP proposes an open air pavilion and green space on the east side of the detached dwellings along the 40th Avenue North frontage.

Parking and Access:

111 surface and 380 garage parking spaces are provided with the SP. Each detached dwelling will provide two garage parking spaces. On-street parking spaces are proposed on 40th Avenue North. Parking areas are provided behind or beside proposed buildings and along the access drive in the SP. The two principal surface parking areas are bordered by a building or a masonry wall along adjacent street frontages.

The site is provided access from Charlotte Avenue on the north side and 40th Avenue North on its eastern boundary. The SP proposes a public access drive connecting Park Avenue on the east with Charlotte Avenue on the north. The drive provides connectivity through the site by extending in



Metro Planning Commission Meeting of 11/14/2013

between the multi-family building and the mixed use buildings. The access drive will align with 40th Avenue North on the north side at Charlotte Avenue. The proposed access drive will accommodate the bulk of vehicular access to the site – all of the proposed parking areas are connected to the proposed access drive.

The SP provides an extensive and enhanced pedestrian network along the adjacent public streets as well as through the site. Sidewalks are widened and improved with street trees along Charlotte Avenue. Sidewalks flank the proposed access drive through the site. Sidewalks along 40th Avenue North and along the railway on the west side of the site connect all of the residential components of the SP to the mixed use buildings. The SP shows sidewalk improvements to both sides of 40th Avenue North extending the network into the adjacent neighborhood. The SP proposes right-of-way dedication for both Charlotte Avenue and 40th Avenue North to accommodate proposed sidewalk improvements.

ANALYSIS

The SP is consistent with the existing Urban Mixed Use Corridor (T4 CM) and Urban Neighborhood Maintenance (T4 NM) policies and supports several critical planning goals. The proposed development enhances the Charlotte Avenue corridor and provides a transition of use and intensity from the corridor into the adjacent neighborhood. The SP accommodates parking requirements and vehicular access though not to the detriment of a strong pedestrian environment.

SCHOOL BOARD REPORT

Projected student generation proposed SP district: 30 Elementary 13 Middle 10 High

The proposed SP zoning district could generate 53 additional students. Students would attend Sylvan Park Elementary School, West End Middle School, and Hillsboro High School.

All three schools are identified as under capacity and will accommodate additional students. This information is based upon data from the school board last updated September 2012.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. The proposed private alley system located to the south of the project should be placed within a dedicated ROW, prior to building permit signoff.
3. Indicate ST-324 driveway ramps at the connections of all private driveways and Alley connections to the public ROW.
4. The proposed concrete sidewalk on the East side of 40th, per MPW standards, should extend to the back of curb. Tree wells are acceptable in this instance, but a continuing grass strip is not.
5. Prior to submittal of the final SP to MPC, the owner/ developer should submit the easement documentation to MPW for approval.
6. Comply with the conditions of the MPW Traffic Engineer and the approved recommendations from the Traffic Impact Study.



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TIS recommendations:

1. Developer shall provide adequate sight distance at all proposed access points with Public ROW and at internal driveways accessing Park Ave ext.
2. Developer shall design and submit signal plan to metro traffic engineer for approval and install signal modifications as required.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.95	7.41 D	14 U	134	11	15

- Maximum Uses in Existing Zoning District: **CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.06	0.6 F	27,704 SF	1223	30	88

- Maximum Uses in Existing Zoning District: **IR**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.39	0.8 F	152,982 SF	545	446	49

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	7.4	-	320 U	2063	161	194

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	7.4	-	14,000 SF	637	19	56

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	7.4	-	14,000 SF	1781	162	157

- Traffic changes between maximum: **RS5, CS, IR** and proposed **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2579	+255	+255



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STAFF RECOMMENDATION

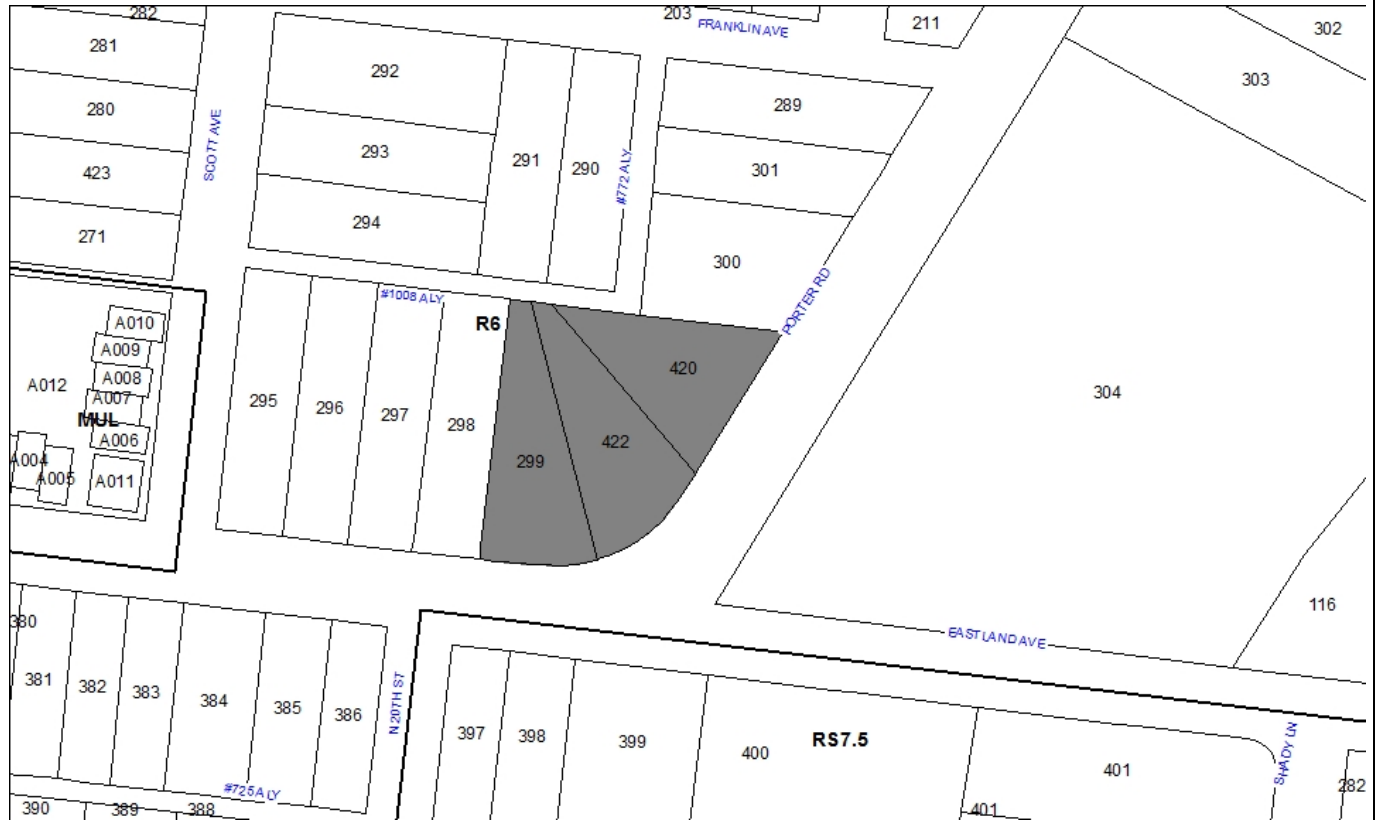
Staff recommends approval with conditions and disapproval without all conditions as the proposed SP is consistent with the land use policies.

CONDITIONS

1. Permitted land uses shall be limited to uses permitted in the MUL-A district and up to 320 residential units.
2. On-site parking shall not be permitted in front of the multi-family building along 40th Avenue North.
3. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet."
4. Comply with Public Works requirements.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property north of alley #1199 shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application and the property south of alley #1199 shall be subject to the standards, regulations and requirements of the RM20-A zoning district.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 11/14/2013



2013SP-040-001
EASTLAND COURT
Map 083-06, Parcel(s) 299, 420, 422
East Nashville
06 - Peter Westerholm



Project No.	Specific Plan 2013SP-040-001
Project Name	Eastland Court SP
Council District	06—Westerholm
School District	05—Kim
Requested by	Third Coast Design Group, applicant, Benjamin and Violica Coman, owner
Staff Reviewer	Diaz-Barriga
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit 11 detached single family units.

Preliminary SP

A request to rezone from R6 to SP-R zoning for properties located at 700 and 704 Porter Road and 2009 Eastland Avenue, approximately 200 feet south of Franklin Avenue (0.66 acres), to permit up to 11 detached single-family residential units.

Existing Zoning

One and Two Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *Both properties with quadplexes could re-develop, and the remaining lot could develop with a two-family home, for a total of 10 units.*

Proposed Zoning

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

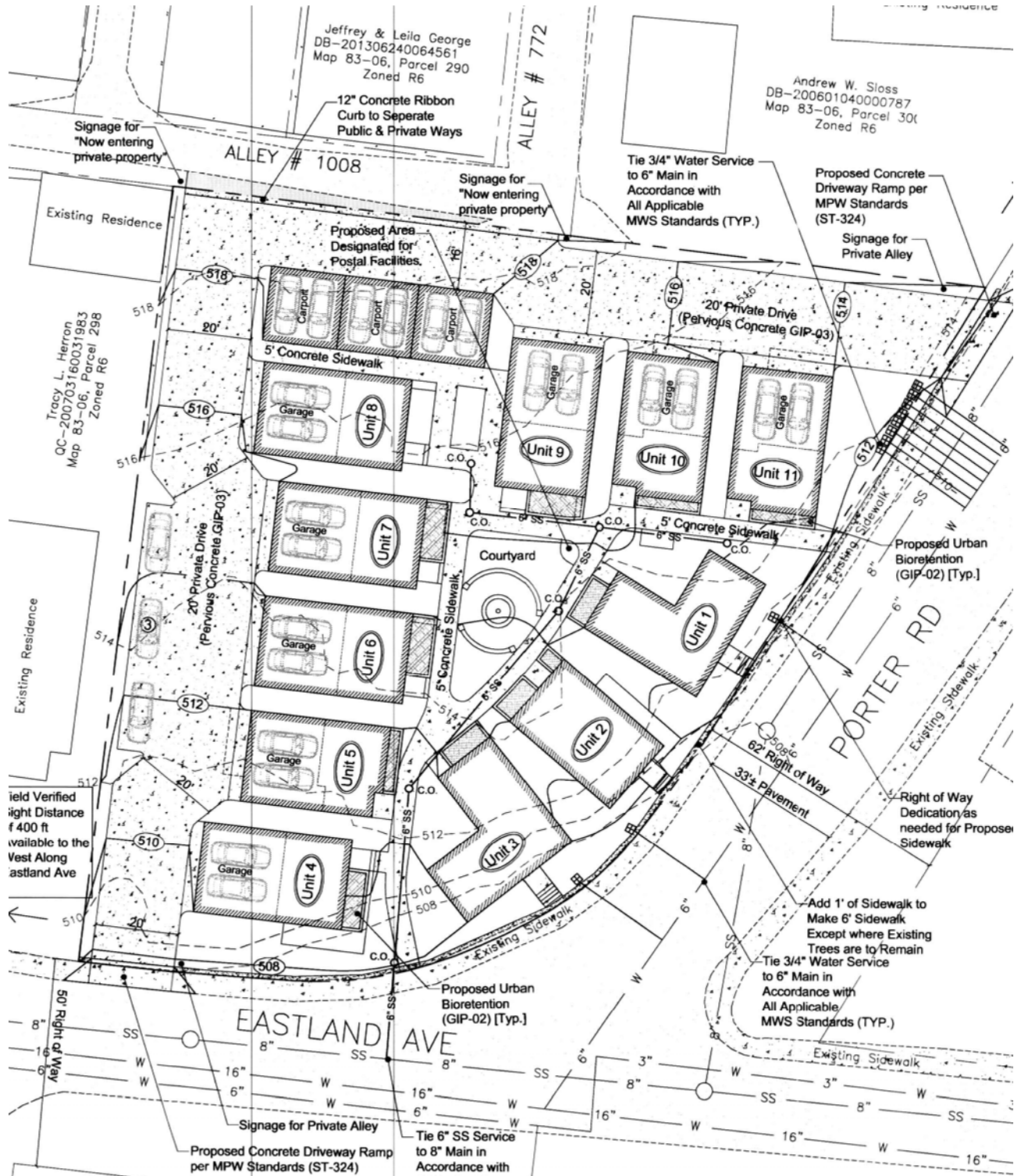
CRITICAL PLANNING GOALS

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

This SP utilizes a site within an area of adequate infrastructure, thereby relieving Metro of the burden and cost of maintaining new infrastructure. It also provides additional housing within the city and lessens the pressure to develop on greenfield sites along the outer extents of Davidson County. This location places additional density within 250 feet of two neighborhood retail developments and widens the sidewalk along this property, which strengthens the existing walkable neighborhood. It also provides a variety of transportation choices for the residents of this development by locating along both a bikeway network and an MTA route. Providing alternatives to the car promotes a more sustainable lifestyle.



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Proposed Site Plan



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EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. Neighborhood General policy supports up to 20 dwelling units per acre when accompanied by a site plan based zoning district, and this SP would develop at 17 dwelling units per acre. It places a higher density development at the intersection of two major roads and creates a transition between this high traffic area and the surrounding established neighborhood. It also places higher density within a 5 to 10 minute walk of a Neighborhood Center area and strengthens this relationship by widening the sidewalk along this property to meet the prescribed Major and Collector Street Plan sidewalk width.

PLAN DETAILS

The project site consists of three existing lots, at the corner of Eastland Avenue and Porter Road. The SP proposes 11 detached residential units on approximately 0.66 acres.

Site Plan

The site plan proposes 11 units, 5 of which are placed along Eastland Avenue and Porter Road. The remaining six units will be placed interior to the site and arranged around a courtyard system. Each unit has either an attached garage or a dedicated carport on the interior of the site. The site plan provides conceptual elevations, and also defines design standards that support a certain level of quality for the building facades. The design standards also specifically address the facades of two units that face both the street and the courtyard.

A private drive is proposed along the west and north edge of the property and connects to Eastland Avenue, Porter Road and the adjacent public alley. Three guest parking spaces are provided along the private drive. All garages and carports will have access from the private drive and no individual curb cuts will be along either public street. The existing sidewalk is being widened to comply with the Major and Collector Street Plan, and a pedestrian network is provided throughout the site.

The plan utilizes Low Impact Design (LID) to address stormwater requirements. Urban Bioretention areas are provided adjacent to each unit, pervious pavement is used on the private drive and interior sidewalks, and pervious gravel is used as groundcover between units.

ANALYSIS

The SP is consistent with the Neighborhood General policy for the area. The density and scale of the development matches the intensity of the adjacent intersection, and provides a buffer between this intersection and the surrounding neighborhood. The proximity to both a bus route and a bikeway network provides a variety of transportation choices for the residents of the development. It strengthens the area as a walkable neighborhood by placing higher density near two neighborhood retail developments and widening the sidewalk along Eastland Avenue and Porter Road. It also supports infill development, which relieves Metro of the burden and cost of maintaining new infrastructure.



Metro Planning Commission Meeting of 11/14/2013

FIRE MARSHAL RECOMMENDATION

This subdivision has submitted engineering data that supports the approval for construction of homes up to 3,600 sq. ft. Any home over 3,600 sq. ft. will require an independent permit review by the Fire Marshal's Office. (6,119 gpm @ 20 psi per Metro Water.)

STORMWATER RECOMMENDATION

Approved

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.
- Prior to building permit signoff, a long term solid waste agreement with a private hauler must be submitted.

TRAFFIC TABLE

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.66	7.71 D	6 U*	58	5	7

*Based on one two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.66	-	11 U	106	9	12

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 5 U	+48	+4	+5

SCHOOL BOARD REPORT

Projected student generation 1 Elementary 1 Middle 1 High

The proposed SP zoning district could generate 3 more students than what is typically generated under the existing R6 zoning district. Student would attend Rosebank Elementary School, Bailey Middle School, and Statford High School.

All three schools are under capacity and will accommodate additional students. This information is based upon data from the school board last updated September 2012.



Metro Planning Commission Meeting of 11/14/2013

STAFF RECOMMENDATION

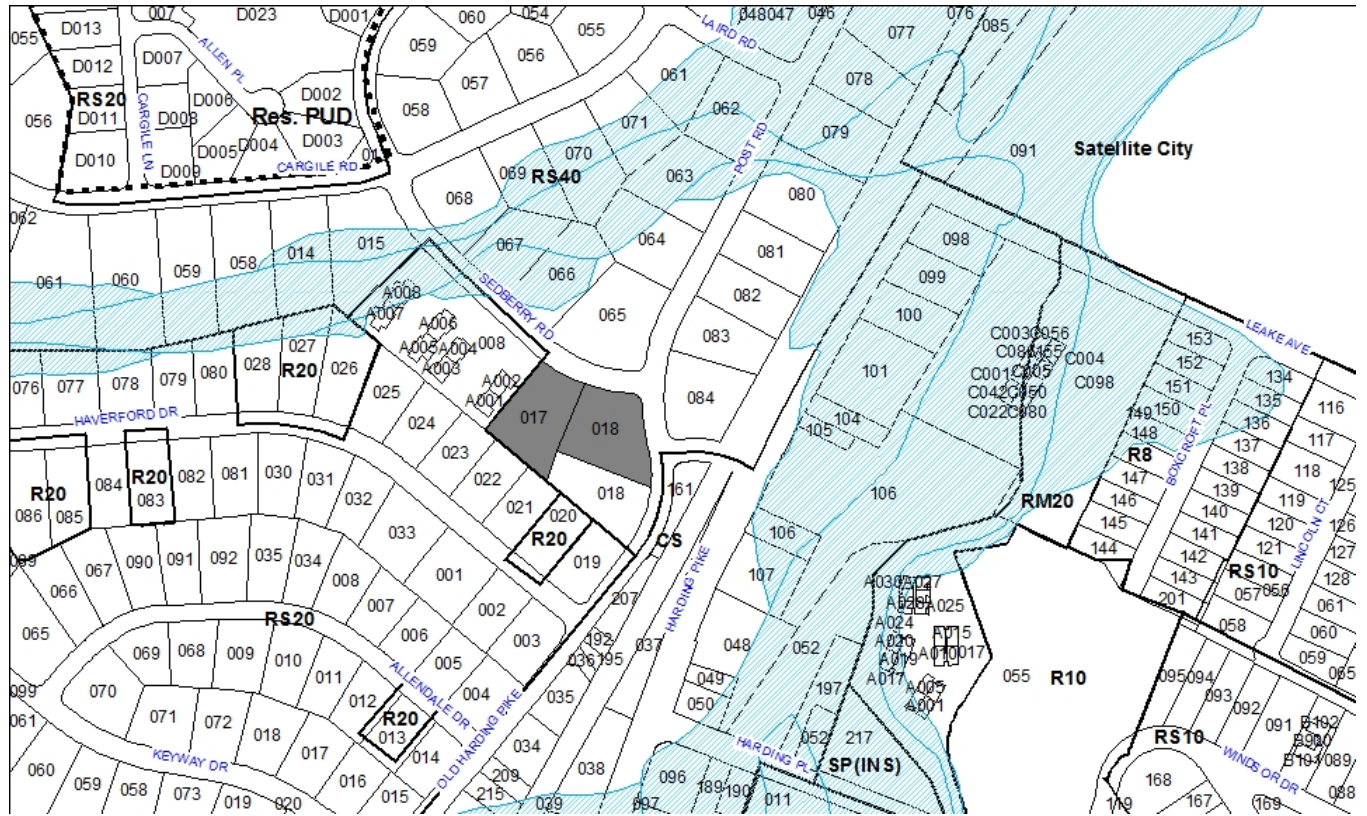
Staff recommends that the request be approved with conditions and disapproved without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to up to 11 residential units.
2. Add a note to the plan stating: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
3. Submit a revised plan widening the sidewalk along this property to meet the prescribed Major and Collector Street Plan sidewalk width
4. Prior to the issuance of a building permit, a long term solid waste agreement with a private hauler must be submitted.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 11/14/2013



2013SP-041-001
THE POST AT RAIL STATION
Map 116-13, Parcel(s) 017-018
West Nashville
23 - Emily Evans



Project No.	Specific Plan 2013SP-041-001
Project Name	The Post at Rail Station
Council District	23—Evans
School District	09—Frogge
Requested by	Dale and Associates, applicant, Michael, Nancy and Joe T. Zoretic and Tojo Investments, LLC, owners
Staff Reviewer	Diaz-Barriga
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit up to up to 8 detached single-family units.

Preliminary SP

A request to rezone from Single-Family Residential (RS40) to Specific Plan Residential (SP-R) zoning for properties located at 6030 and 6034 Sedberry Road, at the southwest corner of Sedberry Road and Old Harding Pike, (1.34 acres), to permit up to eight single-family detached residential units.

Existing Zoning

Single Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *The existing two lots would permit a maximum of two units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

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

This SP utilizes a site within an area of adequate infrastructure, thereby relieving Metro the burden and cost of maintaining new infrastructure. It also lessens the pressure to develop on greenfield sites along the outer extents of Davidson County. The SP expands the existing pedestrian network by providing adequate sidewalks along both public street bordering the site, and maintains a pedestrian connection throughout the site. It locates development along an existing bikeway network, thereby offering residents an alternative choice in transportation. The SP site plan also offers an alternative to the typical suburban single family lot, expanding the variety of housing choice in the area.



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WEST NASHVILLE COMMUNITY PLAN

Suburban Neighborhood Evolving (T3-NE-02) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

Special Policy Area 2 is identified as a small pocket of homes at the corner of Sedberry and Post Road. It is intended to provide a transition from the adjacent neighborhood center to the single-family neighborhood to the west and north, and identifies design standards which require front facades along both streets of a corner unit, allow shallower but transitional setbacks, and suggest a slight increase in density.

Consistent with Policy?

Yes. The proposed SP provides an alternative single-family suburban development pattern, which creates housing choices consistent with the NE policy. The SP supports increased pedestrian connectivity in the area by providing a sidewalk along both Sedberry Road and Post Road. Design standards are provided for the buildings that are located at the corners of the property to ensure that they are appropriately addressing both street facades. The SP also provides moderate setbacks consistent with suburban residential development. The proposed density for this SP is 6 dwelling units per acre. This is consistent with both the NE policy which supports between 4-20 dwelling units per acre, and the Special Policy Area 2 which suggests that density remain on the lower end of the Neighborhood Evolving range.

PLAN DETAILS

The site consists of two existing lots, at the corner of Sedberry Road and Post Road. The SP proposes 8 detached residential units on approximately 1.34 acres.

Site Plan

The SP proposes a total of 8 units, four of which will be placed along Sedberry Road and one which will be placed along Post Road. The remaining three units will be placed along an interior private drive. Each unit has a front porch, and design standards are provided to support a certain level of quality for the building facades.

A private drive is proposed to intersect the site and connect Sedberry Road and Post Road. All units will provide garage access from the private drive, and there will be no individual curb cuts along either public street. A sidewalk and planting strip will be installed along both Sedberry and Post Roads, and each unit will have a pedestrian connection to either the public sidewalk or private drive. Three guest parking spaces are provided along the private drive.

The plan utilizes Low Impact Design (LID) to address stormwater requirements. Bioretention areas are included at the corner of Sedberry and Post Roads, and also in the southeast corner of the property. The SP provides landscape buffers along the west and south property lines. A 5 foot "A" buffer is provided for the west property line and for the majority of the south property line, and a 20 foot "C" buffer is provided behind the three units south of the private drive.



Metro Planning Commission Meeting of 11/14/2013

ANALYSIS

The SP is consistent with the NE policy and the special policy for the area. The density and scale of the units provide a transition from the commercial context along Harding Pike to the single family suburban neighborhood. It provides an alternative to the traditional suburban residential lot. It supports infill development, by utilizing a site with adequate existing infrastructure, and increases pedestrian connectivity for the area. It also supports alternate modes of transportation by locating adjacent to an existing bikeway network.

FIRE MARSHAL RECOMMENDATION

1,000 gpm @ 20 psi required. 2,509 gpm @ 20 psi per Metro Water 9/10/13 This subdivision has submitted engineering data that supports the approval for construction of homes up to 3,600 sq. ft. Any home over 3,600 sq. ft. will require an independent permit review by the Fire Marshal's Office.

STORMWATER RECOMMENDATION

Approved

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.

Per SP Note #10, a copy of the long term solid waste agreement between the HOA and the private hauler must be submitted to MPW prior to building permit signoff.

TRAFFIC TABLE

Maximum Uses in Existing Zoning District: **RS40**

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)	1.34	0.93 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.34	-	8 U	77	6	9

Traffic changes between maximum: **RS40** 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
-	-	-	+ 7 U	+67	+5	+7

SCHOOL BOARD REPORT

Projected student generation 1 Elementary 0 Middle 0 High



Metro Planning Commission Meeting of 11/14/2013

The proposed SP zoning district could generate 1 more student than what is typically generated under the existing RS40 zoning district. Student would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School.

Gower Elementary is under capacity and will accommodate additional students. This information is based upon data from the school board last updated September 2012.

STAFF RECOMMENDATION

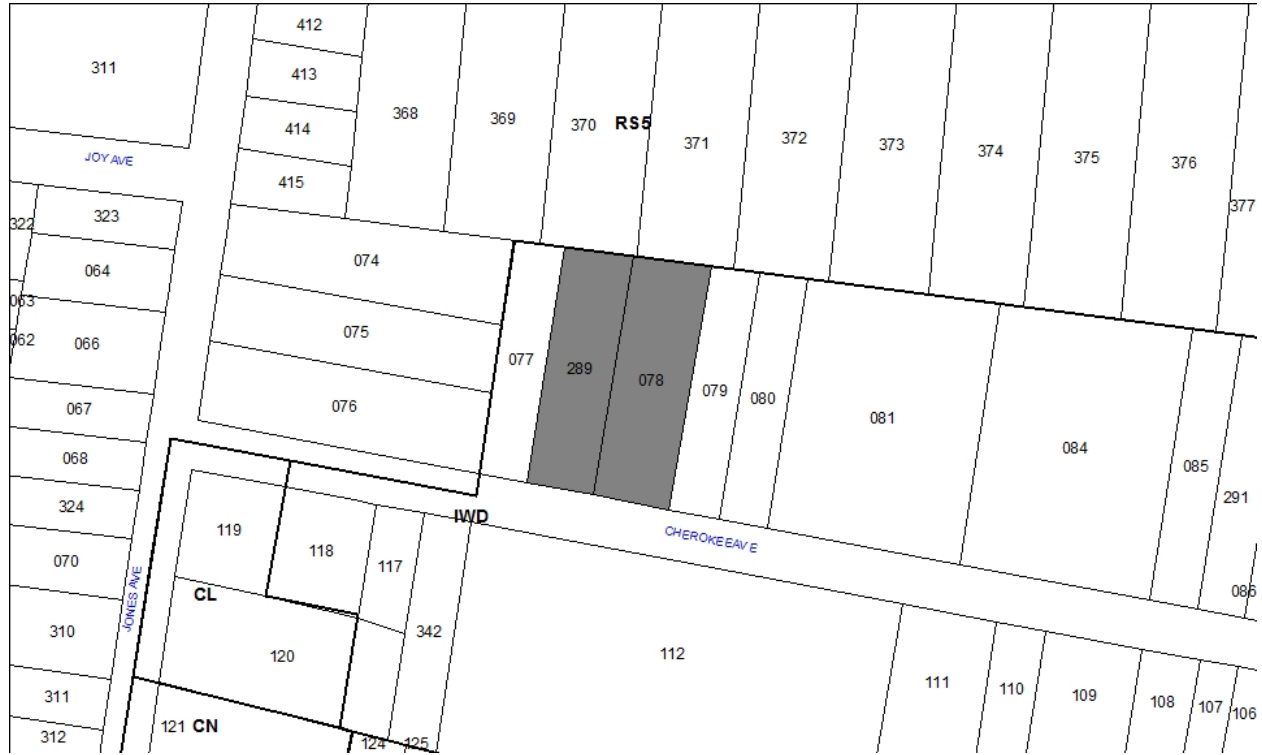
Staff recommends that the request be approved with conditions and disapproved without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to up to 8 residential units.
2. Add a note to the plan stating: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
3. Per SP Note #10, a copy of the long term solid waste agreement between the HOA and the private hauler must be submitted to Metro Public Works prior to the issuance of a building permit.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM6 zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 11/14/2013



2013Z-038PR-001

717 & 801 CHEROKEE AVENUE

Map 071-12, Parcel(s) 078, 289

East Nashville

05 - Scott Davis



Project No.	Zone Change 2013Z-038PR-001
Council District	5 – S. Davis
School District	5 – Kim
Requested by	Barry Peterson, applicant and owner
Staff Reviewer	Cuthbertson
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone change from IWD to RM20-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Multi-Family Residential (RM20-A) zoning for properties located at 717 and 801 Cherokee Avenue, approximately 375 feet east of Jones Avenue (0.85 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 17 units.*

CRITICAL PLANNING GOALS

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

The proposed RM20-A district will encourage redevelopment of the property at a higher intensity and permit a variety of housing types including multi-family. The A zoning district will encourage new development in a form that supports a strong pedestrian environment by locating and orienting new buildings toward the street, reducing the number of vehicular access points and minimizing the prominence of parking facilities.

The density permitted with the proposed RM20-A district increases the supply of housing within an already developed area of Nashville served by existing infrastructure, which allows additional development without burdening Metro with the cost of maintaining new infrastructure. The properties are located in an area served by a network of streets that provide multiple options for access to nearby commerce, services, employment and recreation which helps mitigate traffic congestion along major arterials and expressways.

Further, the additional residential opportunity within a developed area of Nashville mitigates urban sprawl by relieving the need to build additional housing on the periphery of the county in an existing green-field or in a bordering county.



Metro Planning Commission Meeting of 11/14/2013

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed RM20-A district is consistent with the NG policy. The proposed zoning district will permit a variety of housing types along an existing street in an existing neighborhood containing a diversity of development.

While the area located along both sides of Cherokee Avenue between Jones Avenue to the west and Ellington Parkway to the east is currently zoned IWD and contains a variety of non-residential uses the community plan envisions a transition over time to a moderately dense residential neighborhood compatible with the housing permitted with the proposed RM20-A zoning. Further, the proposed zoning district will support the viability of the neighborhood center situated at the intersection of Cherokee Avenue and Jones Avenue to the west.

PUBLIC WORKS RECOMMENDATION

A traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.85	0.8 F	29,620 SF	106	9	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.85	20 D	17 U	227	13	27

Traffic changes between maximum: **IWD** and proposed **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+121	+4	+17

SCHOOL BOARD REPORT

Projected student generation proposed RM20-A district: 17 Elementary 8 Middle 5 High

The proposed RM20-A district could generate up to 30 additional students. Students would attend Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School.



Metro Planning Commission Meeting of 11/14/2013

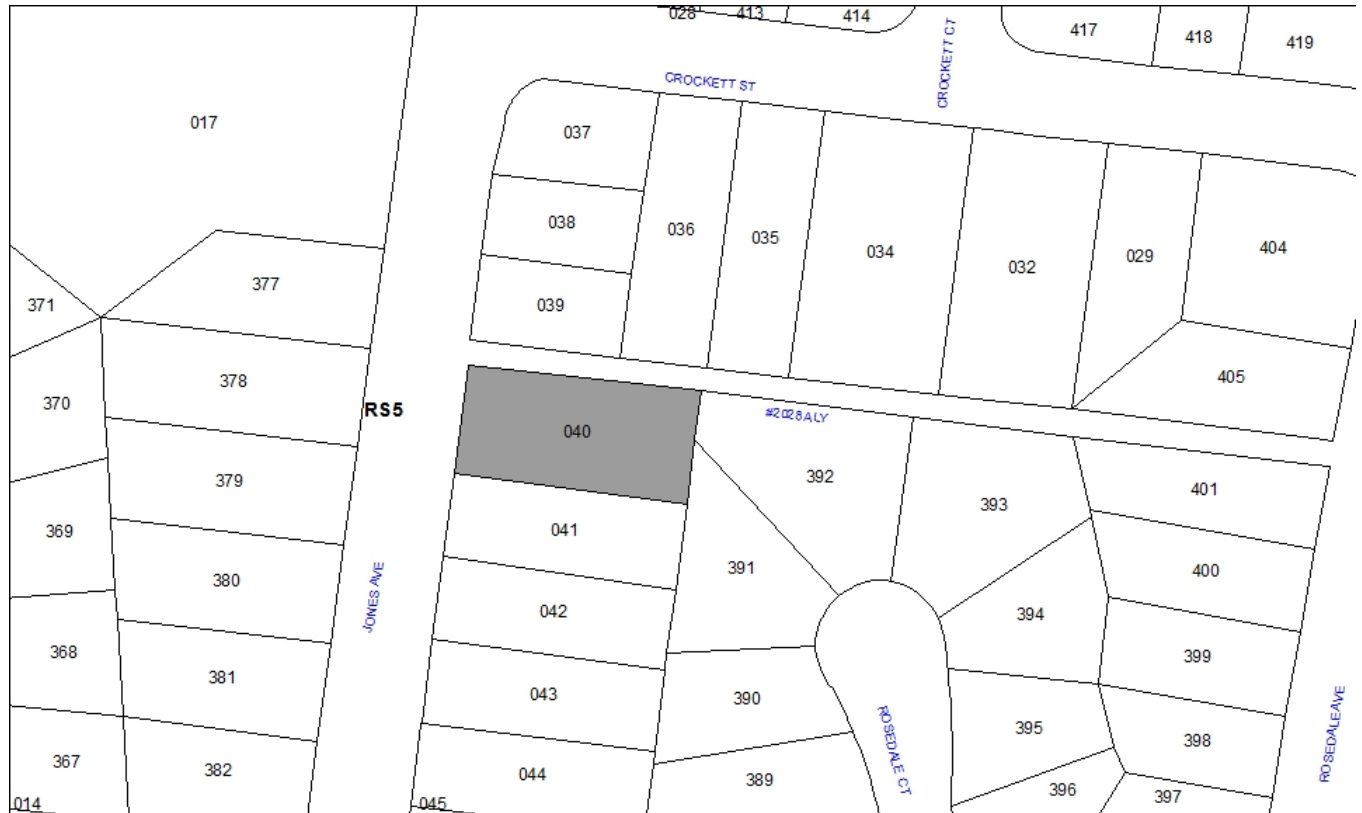
Tom Joy Elementary has been identified as over capacity. There is capacity with the cluster for elementary school students. This information is based upon data from the school board last updated September 2012.

STAFF RECOMMENDATION

Staff recommends approval as the proposed RM20-A zoning district is consistent with the Neighborhood General policy.



Metro Planning Commission Meeting of 11/14/2013



2013Z-039PR-001
1317 JONES AVENUE
Map 071-16, Parcel(s) 040
East Nashville
05 - Scott Davis



Project No.	Zone Change 2013Z-039PR-001
Council District	5 – Davis
School District	5 – Kim
Requested by	Jamithia Jenkins, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST
Zone change from RS5 and R6.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 1317 Jones Avenue, approximately 575 feet north of Douglas Avenue (0.17 acres).

Existing Zoning

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

Proposed Zoning

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 two units.*

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

Structure Plan Policy

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

Detailed Policy

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

Consistent with Policy?

No. The proposed R6 district would permit a two-family dwelling where the policy only supports single-family. The property is covered by the Cleveland Park, East Detailed Neighborhood Design Plan (DNDP).

PUBLIC WORKS RECOMMENDATION

A traffic study may be required at time of development.



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

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

Maximum Uses in Proposed Zoning District: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.17	7.71 D	2 U	20	2	3

Traffic changes between maximum: **RS5** and proposed **R6**

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

METRO SCHOOL BOARD REPORT

The proposed R6 would not generate any more students than what would be generated by the current RS5 district.

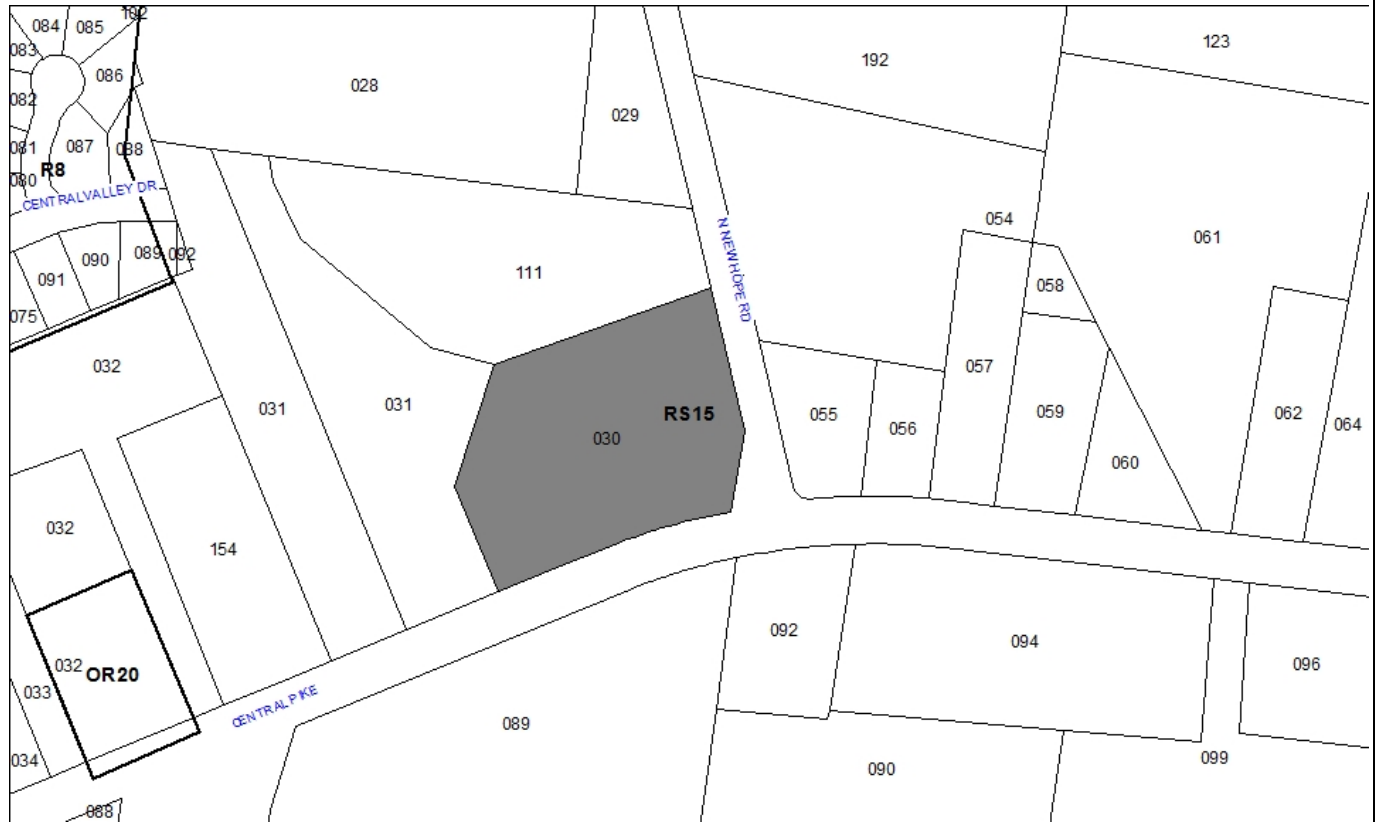
Any students would attend Schwab Elementary School, Jere Baxter Middle School, and Maplewood High School. This information is based upon data from the school board last updated September 2012.

STAFF RECOMMENDATION

Staff recommends that the proposed R6 be disapproved because it is not consistent with the East Nashville Community plan.



Metro Planning Commission Meeting of 11/14/2013



2013Z-040PR-001
4225 CENTRAL PIKE
Map 087, Parcel(s) 030
Donelson - Hermitage
12 - Steve Glover



Project No.	Zone Change 2013Z-040PR-001
Council District	12 – Glover
School District	4 – Shepherd
Requested by	Shawn Henry, applicant, Charles and Candance Brownell, owners
Staff Reviewer	Cuthbertson
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone Change from RS15 to MUN.

Zone Change

A request to rezone from Single-Family Residential (RS15) to Mixed Use Neighborhood (MUN) zoning for property located at 4225 Central Pike, at the northwest corner of Central Pike and N. New Hope Road (3.11 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods

The proposed MUN zoning district permits development at higher intensity than currently exists as well as a mixture of uses allowing commercial and other support services to be located within walking distance of surrounding existing and developing residential neighborhoods. Placement of neighborhood oriented and scaled non-residential uses in close proximity to residential neighborhoods is favorable as it could aid in relieving traffic congestion by enabling walking trips and limiting the need for local residents to drive longer distances for basic commercial services. Sidewalks will be required when the site redevelops as well the surrounding sidewalk network will fill in as the surrounding area develops.

DONELSON / HERMITAGE / OLD HICKORY COMMUNITY PLAN

Neighborhood Center (NC) is intended for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize. Appropriate uses include single- and multi-family residential, public benefit activities and small scale office and commercial uses.



Metro Planning Commission Meeting of 11/14/2013

Consistent with Policy?

Yes. The proposed MUN zoning district is consistent with the NC policy as it will permit an appropriate mixture of uses in the existing building and on the site. The zoning district will ensure any redevelopment of the site occurs at an appropriate scale supportive of the surrounding residentially zoned and developing area.

ANALYSIS

The site is located at the northwest corner of the intersection of an arterial street, Central Pike and collector street, North New Hope Road and is currently surrounded mostly by single family residential uses; a church is located to the southeast along Central Pike. The site is provided vehicular access from the adjacent major streets.

The mixed use district encourages the redevelopment of this neighborhood center in a manner that will support an improved walking environment. The land uses permitted with the proposed districts will encourage more neighborhood oriented services. The mixed use district will enable redevelopment of the center at a scale consistent and compatible with the surrounding neighborhood.

Landscaping requirements will buffer any new development on the site from adjacent residential districts to the north and west.

The following development standards would be applicable with the proposed zoning.

Mixed Use Neighborhood (MUN):

Height: max – 3 stories (45 feet)
Floor Area Ratio: 0.6 maximum
Street setback: 40' minimum
Rear setback: 20 feet
Parking: Per Zoning Code (per use)

PUBLIC WORKS RECOMMENDATION

Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3.11	2.47 D	7 U	67	6	8

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

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



Metro Planning Commission Meeting of 11/14/2013

Traffic changes between maximum: **RS15** and proposed **MUN**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5869	+131	+546

STAFF RECOMMENDATION

Staff recommends approval as the proposed MUN zoning district is consistent with the Neighborhood Center policy.



Metro Planning Commission Meeting of 11/14/2013



2013Z-041PR-001
2487 PULLEY ROAD
Map 121, Part of Parcel 040
Donelson - Hermitage
29 - Karen Y. Johnson



Project No.	Zone Change 2013Z-041PR-001
Council District	29 – Johnson
School District	7 – Pinkston
Requested by	Crown Enterprises, Inc., applicant and owner
Staff Reviewer	Cuthbertson
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone Change from R15 to IWD.

Zone Change

A request to rezone from One and Two-Family Residential (R15) to Industrial Warehousing/ Distribution (IWD) zoning for a part of property located at 2487 Pulley Road, approximately 1,460 feet north of Couchville Pike (5.5 acres).

Existing Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 16 lots with 4 duplex lots for a total of 20 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

DONELSON / HERMITAGE / OLD HICKORY COMMUNITY PLAN

District – Employment Center (D-EC) is intended to preserve, create, and enhance Districts where a mixture of office, commercial and light industrial uses is predominant. Employment Center areas are concentrations of employment that are often in a campus-like setting providing a high level of internal connectivity in its transportation network. A conceptual development plan will be developed for the entire District Employment Center area. *This Employment Center area extends from Pulley Road on the north side to Murfreesboro Pike and Smith Springs Road on the south, Bell Road to the east and Reynolds Road to the west.*

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?

The proposed IWD district is consistent with the D-EC policy or CO policy. The employment center districts, including this district east of the airport, have been carefully delineated through the community planning process. The goal is to create and maintain relatively large land areas appropriate for high concentrations of jobs in Davidson County.



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The zone change application would rezone only the western portion of the subject property; the extent of the rezoning would align with the western extent of existing right-of-way for the Harding Place extension on property adjacent to the south. The zone change preserves future right-of-way for Harding Place extension. Additionally, it would enable expansion of an existing use in the area without adversely impacting the intent of a future conceptual development plan to conceptualize a system of internal circulation and potential building sites to ensure the available land can support a meaningful concentration of jobs. The zone change would not limit the availability of land for suburban employment centers as well it would not negatively affect surrounding neighbors with incompatible building mass, placement and access. The District – Employment Center policy recognizes IWD zoning as an appropriate zoning district.

Conservation policy applied to portions of the site defined with steep slopes and floodplain. These areas are mostly protected by the Zoning Code's Hillside Development standards and Stormwater requirements.

ANALYSIS

The subject property is located east of Nashville International Airport; north of Couchville Pike and south of Pulley Road. The site is land-locked. Access would be gained through adjoining sites.

The property is commonly owned with the adjacent parcel to the south-southwest; a site containing a terminal/distribution warehouse use. The applicant has expressed a desire to expand the terminal/distribution warehouse north and onto the site. There are residential dwellings to the north of the site. A vacant IWD zoned property is located to the south while vacant residential zoned land abuts the site to the east.

The zoning code provides the following protections to the residential property to the north. Section 17.20.150 of the zoning code requires that access for nonresidential properties which abut residential-zoned areas be designed so as to minimize the intrusion of nonlocal traffic onto residential local and minor local streets. There are no public streets abutting the site and street connections to the north through the residential zoned area would be discouraged.

A "D" landscape buffer (the largest and most heavily planted) is required with development on an IWD zoned property abutting an R zoned area, which would further mitigate any impact development on the subject property would have on the residential area to the north.

The Major and Collector Street Plan identifies the Harding Place extension extending through the property. Right-of-way has been acquired for the freeway extension south from Murfreesboro Pike through the area extending up to the southern property line of the subject property. The partial rezoning of the property preserves that area that would be utilized for the Harding Place extension.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

Traffic study may be required at the time of development. Any development plan should be coordinated with all other approved plans in the area.



Metro Planning Commission Meeting of 11/14/2013

Maximum Uses in Existing Zoning District: R15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	12.27	3.09 D	46U*	509	42	54

*Based on 9 two-family lots.

Maximum Uses in Proposed Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Light Industrial (110)	12.27	0.8 F	427,585 SF	3093	416	455

Traffic changes between maximum: R15 and proposed IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2584	+374	+401

STAFF RECOMMENDATION

Staff recommends approval.



Project No.	Zone Change 2013Z-042PR-001
Council District	17—Moore
School District	05—Kim
Requested by	Littlejohn Engineering Associates, applicant, Dianne K. Hamilton, Trevecca Nazarene University, William M. Welch et ux, owners
Staff Reviewer	Diaz-Barriga
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone Change from CS and IWD to ORI-A.

Zone Change

A request to rezone from Commercial Service (CS) and Industrial Warehousing/Distribution (IWD) to Office/Residential- A (ORI-A) zoning for various properties located along Nance Lane and Parris Avenue, approximately 700 feet south of Murfreesboro Pike, (6.16 acres).

Existing Zoning

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

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

Proposed Zoning

Office/Residential Intensive-A (ORI-A) is intended for high intensity office and/or multi-family residential uses with limited retail opportunities and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

CRITICAL PLANNING GOALS

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

The proposed ORI- A district will encourage redevelopment at higher densities and permits a range of residential housing options. Rezoning to permit housing supports the transportation choices in the area, including the Bus Rapid Transit Lite line along Murfreesboro Pike. The proposed zoning district promotes building placement and site design that supports a strong pedestrian environment by placing a portion of the building façade along the street, limiting the number of curb cuts, and minimizing the presence of parking by placing it to the side and rear of the building.

SOUTH NASHVILLE COMMUNITY PLAN

Major Institutional (MI) is intended to apply to existing areas with major institutional activities that are to be conserved, and to planned major institutional areas, including expansions of existing areas and new locations. Examples of appropriate uses include colleges and universities, major health care facilities and other large scale community services that do not pose a safety threat to the surrounding



Metro Planning Commission Meeting of 11/14/2013

neighborhood. On sites for which there is no endorsed campus or master plan, an Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in this policy area.

Consistent with Policy?

Yes. The proposed ORI-A district is supported by the Major Institutional (MI) policy in the absence of a Planning Commission approved campus plan or site plan. The properties are owned by Trevecca Nazarene University, and the intent of their rezoning request is to allow a variety of residential development adjacent to the campus. The campus's intent is to provide a residential community of single-family homes, townhouses, and condos to support both the campus's students and staff as well as provide housing options for the surrounding neighborhood.

ANALYSIS

The parcels included in this application are adjacent to Trevecca Nazarene University's athletic fields on the eastern border of the campus. This proposed rezoning would allow for office and/or residential uses to develop at higher intensities than what is allowed under the current zoning. Both uses support the university. Residential development at this location would allow students and staff to live in proximity to the school, thereby reducing their dependence on a car and creating walkable neighborhoods. Residential development that is open to the larger community would provide additional patrons to campus events, as well as additional housing options within proximity to the downtown area. This development is within ¼ mile of Murfreesboro Pike and would therefore support the transportation choices, including the BRT Lite, and businesses along the Murfreesboro Pike corridor. The proposed A district would encourage development that would support a stronger pedestrian network, placing the buildings along the street, limiting curb cuts, and minimizing the presence of parking by placing it beside or behind buildings.

An institutional overlay is not required for this area since the land use policy is not residential, nor is the existing zoning.

PUBLIC WORKS RECOMMENDATION

Traffic study may be required at time of development.

TRAFFIC TABLE

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	6.16	0.6 F	160,997 SF	9255	204	876

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	6.16	3 F	804,988 SF	6648	995	981



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Traffic changes between maximum: CS and proposed ORI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2607	+791	+105

SCHOOL BOARD REPORT

Projected student generation 35 Elementary 17 Middle 14 High

The proposed ORI-A district could generate up to 66 additional students. Students would attend Whitsitt Elementary School, Cameron Middle School and Glencliff High School.

Whitsitt Elementary has been identified as over capacity. There is capacity within the cluster for elementary school students. This information is based upon data from the school board last updated September 2012.

STAFF RECOMMENDATION

Staff recommends approval as the proposed ORI-A district is consistent with the Major Institutional policy.



Project No.	2009UDO-001-006 2009UDO-001-007
Project Name	CedarStone Bank
Council District	15 – Phil Claiborne
School District	4 – Anna Shepherd
Requested by	Manous Design, applicant, for CedarStone Bank, owner.
Staff Reviewer	Miskelly
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

A request for final approval for the development of CedarStone Bank at 2760 Lebanon Pike within the downtown Donelson UDO.

A request for a modification to the Downtown Donelson UDO’s façade width requirement from 45% to 29% at 2760 Lebanon Pike.

Existing Zoning

Commercial Service (CS) The CS district is intended to provide opportunities for a diverse range of commercial uses that include retail trade and consumer services, automobile sales and repair, small scale custom assembly, restaurants, entertainment and amusement establishments, financial, consulting and administrative services. This district may be used in areas policed for concentrations of mixed commercial community development, at selected locations within super community retail concentrations and regional activity centers, or in the vicinity of major intersections within existing arterial commercial areas.

Downtown Donelson UDO- Subdistrict 1

Transit Oriented Development:

Create Transit Oriented Development (TOD); development that is within a 5 minute walk or ¼ mile in distance to the Donelson Music City Star Station, includes a mixture of commercial, residential, and office land uses, and coordinates with other modes of transportation (bike, pedestrian and vehicular).

Existing Policy

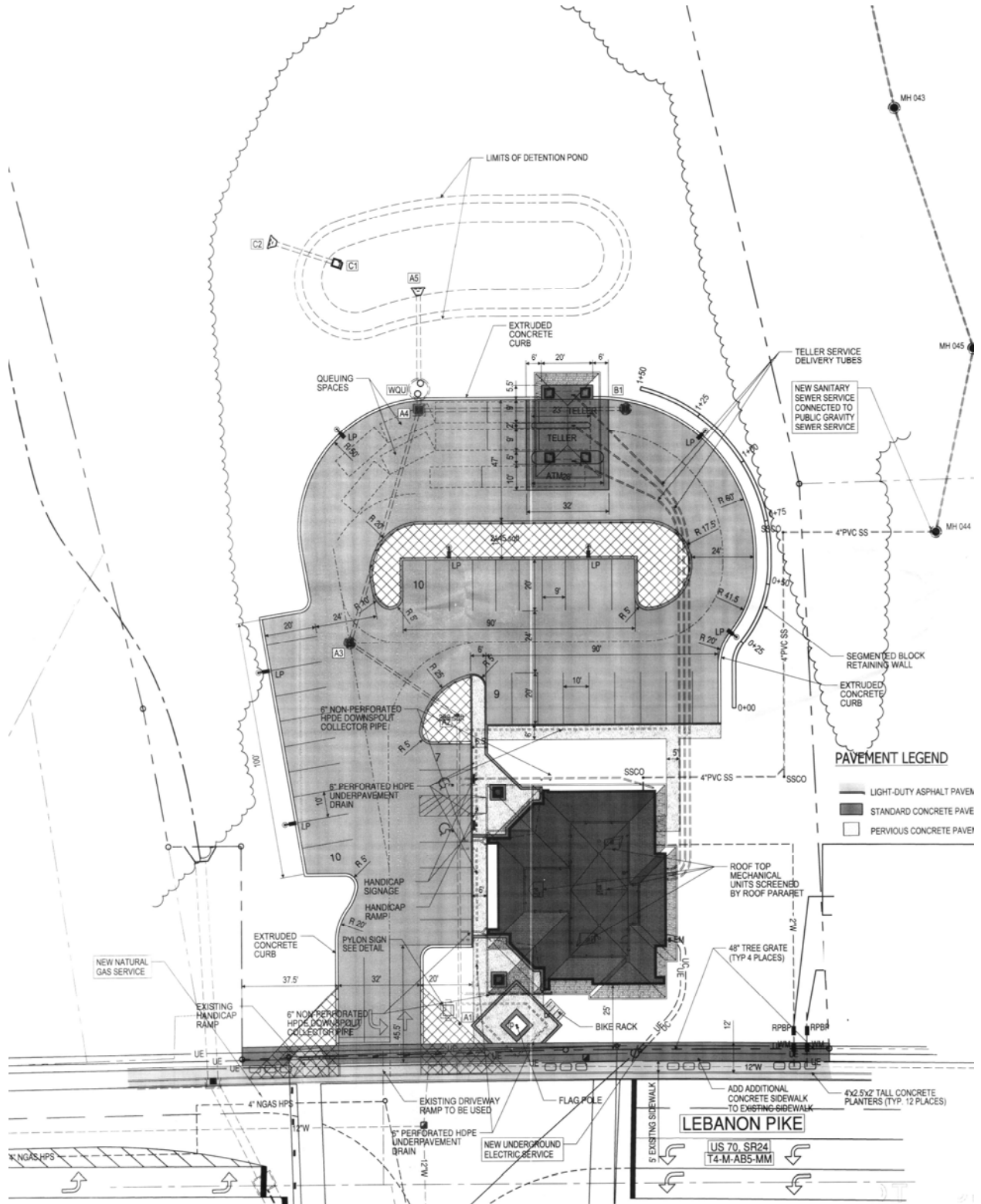
Mixed Use in Community Center.

Community or Corridor Center (CC) is the Structure Plan classification for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods.

- Building setbacks (the distance of buildings from a property line) in CC areas are commonly shallow, or non-existent.
- Sidewalks are essential and should be wide in these areas to ease pedestrian traffic. CC areas consist of primarily “alley-loaded” buildings, with off-street parking located to the rear and side of buildings, not in front of buildings.



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Proposed Site Plan



Metro Planning Commission Meeting of 11/14/2013

- Many CC areas are similar to the concept of a “Main Street” and benefit from being located along major transit and automobile routes.
- Civic activities are encouraged at prominent, highly visible locations.

SITE PLAN DETAILS

The proposed project consists of a one story, 4,500 sq ft bank building with (2) drive-thru tellers and a drive-thru ATM remote from the main building. 36 parking spaces are provided located beside and behind the structure.

MODIFICATIONS TO THE UDO STANDARDS

Any standard within the UDO may be modified, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties. Any standards that shall not be modified are explicitly noted as such in the code.

- **Minor modifications** – deviations of 20 percent or less – may be approved by Planning Staff.
- **Major modifications** – deviations of more than 20 percent – must be approved by Planning Commission.

REQUEST DETAILS

The applicant requested major modifications, which must be approved by the Planning Commission.

Façade Width

UDO Requirement: Required façade width is 45% of total lot frontage

Modification Request: Reduce the minimum façade width requirement from 45% to 29%. Planning Staff can only approve a 9% change in façade width.

The Downtown UDO numerical standard minimum façade width is 45% of the lot width. The proposed property has a lot width of 228 linear foot. The proposed building façade width is 67 linear foot, which is 29% of the lot width.

It would be difficult for any development on this site to meet the 45% lot width requirement due to required alignment of the driveway with the existing signalized and heavily used intersection of Lebanon and Donelson Pike.

PUBLIC WORKS RECOMMENDATION

Signalization of light to be coordinated with Metro Public Works

WATER SERVICES

Applicant must coordinate with Water Services to locate existing manhole for connection of sanitary sewer.

STAFF ANALYSIS

Staff recommends approval of this modification because the development is consistent with the intent of the UDO. The proposed development is providing amenities for the Transit Oriented Development subdistrict including wider sidewalks, high quality landscaping, and a pedestrian



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plaza. The applicant cannot provide a wider façade width due to the requirement that they driveway align with Donelson Pike.

STAFF RECOMMENDATION

Staff recommends that the modification request be approved and that the final UDO to be approved on the condition that the applicant meets final requirements of Metro Water Services and Public Works.



Project No.	Subdivision 2013S-157-001
Project Name	Dalewood, Resub Lot 254
Council District	7—A. Davis
School District	5—Kim
Requested by	Prime Nashville, LLC, owner; Dale & Associates, applicant
Staff Reviewer	Diaz-Barriga
Staff Recommendation	<i>Defer to the December 12, 2013, Planning Commission meeting.</i>

APPLICANT REQUEST

Final plat to create three single-family residential lots and abandon right of way.

Final Plat

A request for final plat approval to create three lots on property located at 2201 and 2139 Fernwood Drive and on a portion of an unnamed right-of-way to be abandoned, approximately 450 feet north of Pinehurst Drive, (1.21 acres), zoned Single-Family Residential (RS10).

STAFF RECOMMENDATION

Staff recommends deferral to December 12, 2013, Planning Commission meeting at the request of the applicant.



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2013S-189-001
SNEED ESTATES, RESUB LOT 6
Map 131-05, Parcel(s) 006
Green Hills - Midtown
34 - Carter Todd



Project No.	Subdivision 2013S-189-001
Project Name	Sneed Estates, Resub Lot 6
Council District	34 – Todd
School District	8 – Hayes
Requested by	Stanley Draper, applicant, Charles and Kathleen Fulk, owners.
Staff Reviewer	Cuthbertson
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

Final Plat to create two single-family residential lots.

Final Plat

A request for final plat approval to create two lots on property located at 4320 Lindawood Drive, approximately 660 feet north of Trimble Road, zoned Single-Family Residential (RS20) (0.94 acres).

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. *RS20 would permit a maximum of 2 units.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

This subdivision proposes two single-family residential lots where one lot and an existing dwelling exist. The site is situated within a predominantly single-family residential neighborhood, though non-conforming duplex uses are located to the east, west and south of the property.

The proposed lots will contain the minimum lot area required by RS20 zoning. The lot areas are as follows:

Lot 1: 20,600 sq. ft.

Lot 2: 20,512 sq. ft.

Each lot would be permitted an individual driveway. The subdivision plat indicates the existing driveway would remain on the property and provide access for Lot 1. Stormwater requirements address the creek identified on the east portion of the site.

ANALYSIS

The Subdivision Regulations outline a two-part test for determining comparability of proposed lots.

First, Section 3-5.1 of the Subdivision Regulations provides the following for Infill Subdivisions:



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In areas previously subdivided and predominantly developed, residential lots resulting from a proposed subdivision within the R and RS zoning districts on an existing street shall be generally comparable with the surrounding lots.

The property, as well as the most of the lots on Lindawood Drive between Trimble Road and Colewood Drive, is part of the Sneed Estates subdivision established in 1952. None of the surrounding lots contain less than 100 feet of frontage. The majority of the surrounding lots appear to contain around 40,000 sq. ft. of lot area though there are a few exceptions including one lot immediately across Lindawood Drive, containing 24,740 sq. ft. of lot area.

This proposed resubdivision of Lot 6 of Sneed Estates will create two lots on Lindawood Drive, each with 60 feet of street frontage and just over 20,000 sq. ft. of lot area, which is not generally comparable with the surrounding lots.

Second, Section 3-5.2 of the Subdivision Regulations provides the following Criteria for Determining Comparability:

The following criteria shall be met to determine comparability of lots within infill subdivisions: (a) The resulting density of lots within the RL, RLM, and RM land use policies do not exceed the prescribed densities of the policies.

If the proposed subdivision is not generally comparable with the surrounding lots, then it is not necessary to consider whether it is consistent with the community plan policy. However, if the lot is generally comparable with the surrounding lots, then the proposed lot must also be consistent with the Residential Low (RL) land use policy. The RL policy calls for a maximum density of two dwelling units per acre for the policy area. While the density for on the lot proposed for subdivision would be over two units per acre, the density for the policy area would remain below two units per acre.

STORMWATER RECOMMENDATION

Approve with conditions

- Provide adequate PUDE's on plat (for the wet weather conveyances and along the ROW's).

WATER SERVICES RECOMMENDATION

Approve

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.
- 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.

STAFF RECOMMENDATION

Staff recommends disapproval of the subdivision as the proposed lots are not generally comparable with surrounding lots.



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CONDITIONS (if approved)

1. Comply with Stormwater requirements.
2. Provide proof of removal of the existing building on the site prior to recordation of the subdivision.
3. Sidewalks are required along the Lindawood Drive frontage of the proposed subdivision. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department, one additional lot will require a \$500 contribution to Pedestrian Benefit Zone 4-B.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
 - e. Add the following note to the plat: "No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications." Sidewalk shall be shown and labeled on the plan per Public Works Standards with the required curb and gutter.