

Metropolitan Planning Commission



Staff Reports

October 25, 2012

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.	Plan Amendment 2012CP-000-005
Project Name	<i>Community Character Manual Amendment</i>
Associated Cases	2012CP-000-006, 2012CP-012-001, 2012CP-013-002, 2012CP-014-002
Council District	Countywide
School District	Countywide
Requested by	Metro Planning Department
Staff Reviewer	Wood
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

A request to amend the *Community Character Manual*.

Amend the Community Character Manual

A request to amend the *Community Character Manual* (CCM) to add District Employment Center policy to those policies contained in the CCM.

CRITICAL PLANNING GOALS

The amendment to the CCM meets the following critical planning goals:

Creates Walkable Neighborhoods – District Employment Center policy:

- Supports creating major centers of employment with a mix of uses that may be either vertically mixed or mixed within the District Employment Center area. The policy supports a mixture of uses that varies from office to select light industrial uses and secondary commercial and residential. These policy elements help to create walkable neighborhoods by providing an environment in which different uses are in close proximity to one another.
- Encourages a high level of connectivity between streets and sidewalks within and external to the District. Walkways for pedestrians are provided from streets and large parking areas to buildings. Crosswalks are provided at intersections and corners and are raised or clearly marked. Greenways and bikeways are encouraged. Connectivity within the D Employment Center area is provided through coordinated access and circulation, which may include the construction of new streets.
- Supports, as a first choice, parking that is ideally located behind or beside buildings, particularly when D Employment Center areas adjoin Urban, Center, or Downtown Transect areas. In cases where this is not feasible, up to two rows of parking in front of buildings may be appropriate. The policy calls for other parking arrangements to be designed to minimize visibility and/or the appearance of vast contiguous areas of parking.
- Encourages building orientation to be toward the street or open space. While setbacks of the buildings in relation to each other may vary, buildings are placed in shallow to moderate setbacks, creating a defined space for pedestrians.

Supports a Variety of Transportation Choices – District Employment Center policy:

- Supports a variety of transportation choices by providing for vehicular, pedestrian, and bicycle travel. The policy also states that connectivity to the regional transportation network and public mass transit is essential.



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Provides a Range of Housing Choices – District Employment Center policy:

- Provides opportunities for a variety of housing types within the District by making all forms of residential secondary and supportive uses.

COMMUNITY PARTICIPATION

The draft changes to the CCM were posted on the Planning Commission website on September 28, 2012. A public hearing notice was also sent out to the broad Planning Commission participants list, which includes the Antioch-Priest Lake Community Plan stakeholders along with the larger audience of CCM stakeholders. In addition, the creation of the proposed new policy and its application to two locations was reviewed and discussed by participants in the Antioch-Priest Lake Community Plan Update (please see the staff report for Case 2012CP-013-002, Antioch-Priest Lake Community Plan Update for more detail on that public participation process). To date, no comments or questions have been received from the public regarding the draft CCM amendment.

SUMMARY OF PROPOSED CHANGES

The proposed changes mainly affect the CCM in the following ways:

- Table of Contents:
 - Addition of District Employment Center and resulting repagination of the CCM
- Introduction:
 - Replacement of the current Transect Map with an updated version reflecting the adoption of the Antioch-Priest Lake Community Plan Update and the application of D- Employment Center Policy in two locations.
- D – District Chapter:
 - Changes to the chapter Introduction to reflect the creation of District Employment Center policy
 - Addition of the District Employment Center policy section
 - Addition of accompanying photographs consistent with the layout of the CCM
- Appendix:
 - Replacement of the current Transect Map with an updated version reflecting the adoption of the Antioch-Priest Lake Community Plan Update

BACKGROUND

When the Metro Planning Commission adopted the *Community Character Manual* (CCM) in 2008, the Commission asked Planning staff to report back to the Commissioners on what amendments to CCM were found to be necessary *after* staff had applied the Community Character Policies through Community Plan Updates. Since that time, Planning staff has applied Community Character Policies during several community plan update and community plan amendments. Some community plan updates and amendments have revealed the need for new land use policies or revisions to existing land use policy. Consequently, the CCM has been amended twice, on January 13, 2011 and March 22, 2012. Similarly, the Antioch – Priest Lake 2012 Community Plan Update revealed the need for the District-Employment Center Policy.

District – Employment Center Policy emerged during conversations with Antioch – Priest Lake stakeholders during the plan update process; stakeholders expressed a need for more day time employment options in Antioch – Priest Lake. The creation of the District – Employment Center policy was also informed by market realities; singular office or industrial parks are being replaced



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by developments with more flexible spaces and a greater mixture of uses. The District – Employment Center Policy responds to these needs.

District Employment Center is applicable to locations throughout Davidson County where intense concentrations of mixed business and employment are desired. The policy would tend to be applied to areas that boast the locational and market characteristics that appeal to major office, industrial, and mixed – use development types (i.e. locations accessible by interstates or major corridors, near major transportation hubs or services, and near workforce or executive housing).

Primary uses supported by the policy are, in order of preference:

- Office; Educational; Medical
- Vertical Mixed Use
- Industrial: Light or Medium Manufacturing
- Commercial: Hotel/Motel; Communication
- Industrial: Distributive Business/Wholesale

Secondary and Supportive Uses are also provided for in the following order of preference:

- Commercial: All Other Uses
- Industrial: Warehouse
- Residential

Other uses may be appropriate subject to documentation that they will contribute to the policy intent of developing an area with a high concentration of jobs, ideally around 250 jobs per acre.

The draft text for the revised D – District Chapter Introduction and the proposed District Employment Center policy may be found at

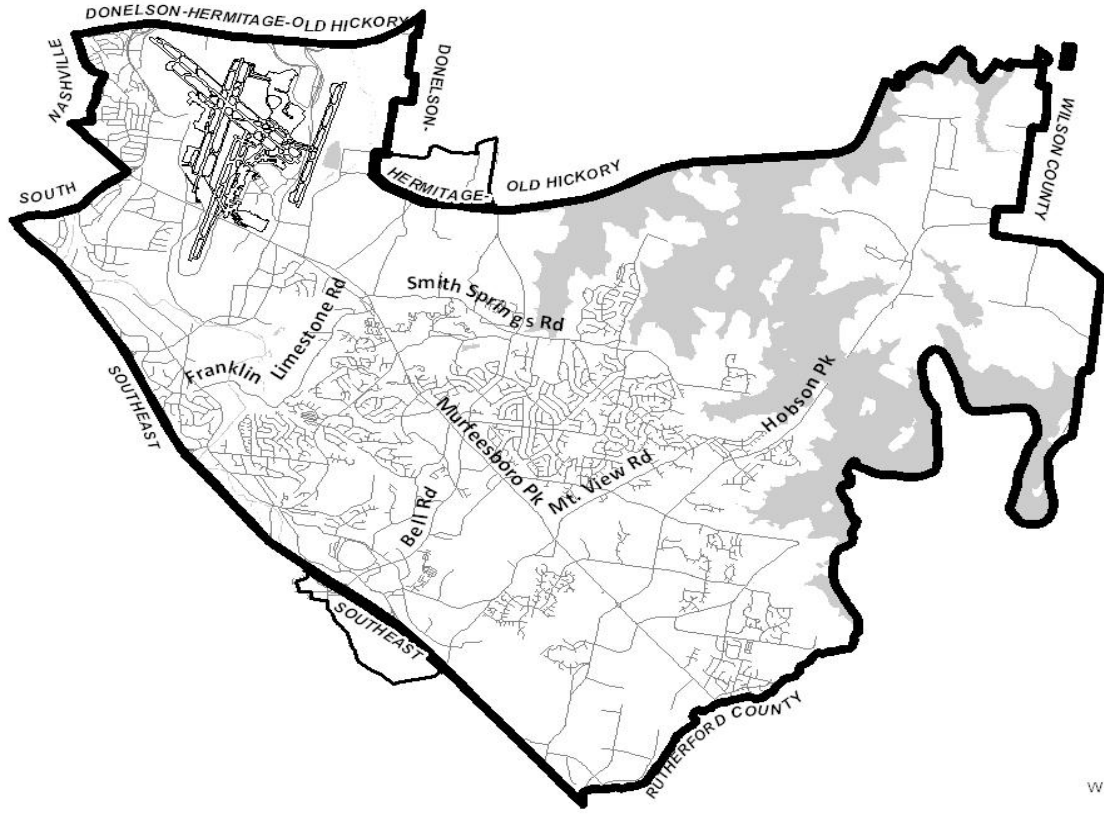
<http://nashville.gov/mpc/communityplans/subarea/subarea13.asp>

This CCM amendment request arose out of the update to the Antioch-Priest Lake Community Plan that is on this MPC agenda for public hearing and consideration of adoption (please see staff report for Case 2012CP-013-002 for details of the Antioch-Priest Lake Community Plan Update and the locations and role of District Employment Center policy within Antioch-Priest Lake).

Until amendments or updates to other community plans occur, Antioch-Priest Lake will be the only community to which this new policy is applied. It can be used in future community plan updates and amendments, but no other community plans are affected at this time. It has been fully incorporated into the Antioch-Priest Lake Community Plan Update.

STAFF RECOMMENDATION

Staff recommends approval.



2012CP-000-006

ANTIOCH- PRIEST LAKE MCSP AMENDMENT

Parcels - Various

Antioch – Priest Lake

Southeast

Donelson - Hermitage – Old Hickory

13 – Josh Sites

16 – Tony Tenpenny

28 – Duane Dominy

29 – Karen Johnson

32 – Jacobia Dowell

33 – Robert Duvall



Project No.	Housekeeping Amendment 2012CP-000-006
Project Name	<i>Amend Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030</i>
Associated Cases	2012CP-000-005, 2012CP-012-001, 2012CP-013-002, 2012CP-014-002
Council Districts	13 – Stites, 16 – Tenpenny, 28 – Dominy, 29 – Johnson, 32 – Dowell, 33 – Duvall
School Districts	6 – Mayes, 7 - Pinkston
Requested by	Metropolitan Planning Department
Staff Reviewer	Briggs
Staff Recommendation	<i>Approve with Conditions</i>

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 Antioch-Priest Lake Community Plan, portions of the Southeast Community Plan, and portions of the Donelson-Hermitage-Old Hickory Community Plan.

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

Need to Amend the Plan

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

The *Antioch-Priest Lake Community Plan: 2012 Update* process included two portions of adjacent community plan areas because of their relationship to the areas under review in Antioch-Priest Lake. This includes an area around the Interstate 24 interchange with Bell Road (in the Southeast Community Plan) and an area north of Smith Springs Road, east of the Nashville International Airport (in the Donelson-Hermitage-Old Hickory Community Plan).

Analysis

The proposed amendments to the MCSP include changes to street designations to reflect existing conditions that are unlikely to change and/or to reflect the future use of the streets. The *Antioch-Priest Lake Community Plan: 2012 Update* revealed the need to amend some of the area's major and collector street designations, so the MCSP amendments correspond with the new policies proposed in the Antioch-Priest Lake, Southeast, and Donelson-Hermitage-Old Hickory areas.



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First, a series of changes are proposed to align the street classification (and its design) with the new land use policies proposed in the Community Plan. These changes are related to the Environment (Transect) and Context (Residential, Mixed Use, or Industrial) of the street designations.

Second, a more detailed study of the area east of the Airport is needed. Collector-avenues identified in that area are proposed to be removed or downgraded to local streets until further study is complete.

Third, several local streets are proposed to be upgraded to collector-avenues. These are mostly within areas of Antioch-Priest Lake that are built out with an existing network of streets where local streets are – for all intents and purposes – serving as collector-avenues for residential vehicular traffic. Another set of proposed changes include existing stub streets that are intended to connect to future phases of development. These streets are mostly within the eastern and southern portions of the Antioch Priest Lake Community, which is not yet developed. With this update, it was important to examine the existing and future network of streets and identify future collector-avenue connections, so the grid system is developed in these areas according to the land use policies proposed in the community plan update.

Fourth, the emphasis on mass transit and active transportation modes, adoption of a “fix-it first” mentality, and a more restricted fiscal environment reduces the likelihood of major future roadway expansion. Changes are proposed to several streets to reflect that the existing number of travel lanes is likely to remain. Other changes propose to accommodate turn lanes at strategic locations, instead of a widening for a continuous turn lane. These proposed changes align more closely with local, regional, and national budgetary policies.

Fifth, the Antioch-Priest Lake Community Plan was last updated in 2003, and the last updates to the *Strategic Plan for Sidewalks & Bikeways* and the *Parks and Greenways Master Plan* were in 2008. The Strategic Plan and the Greenways Master Plan propose bicycle and pedestrian infrastructure for the community. The MCSP utilized those plans to determine appropriate right-of-way amounts. The Antioch-Priest Lake Community Plan update reflects the community’s current thinking and recommends an updated bikeway and pedestrian facilities map. Where there are changes to right-of-way needs because of bicycle lanes or multi-use paths, those changes are recommended with the appropriate MCSP designation.

The attached table documents each change in MCSP designations and right-of-way needs by Community Plan. In the table, the current adopted MCSP designation and right-of-way is presented, then changes are underlined in the columns. Often there are multiple changes noted, so a brief summary describing each reason for change is italicized in the table in the first column. Also noted are recommendations to update the *Strategic Plan for Sidewalks and Bikeways*, the *Parks and Greenways Master Plan*, and the *Transit Strategic Master Plan*.

Note: There are maps that accompany the following tables. On the maps there are boxes with numbers. Those numbers denote the proposed change to a specific street segment.

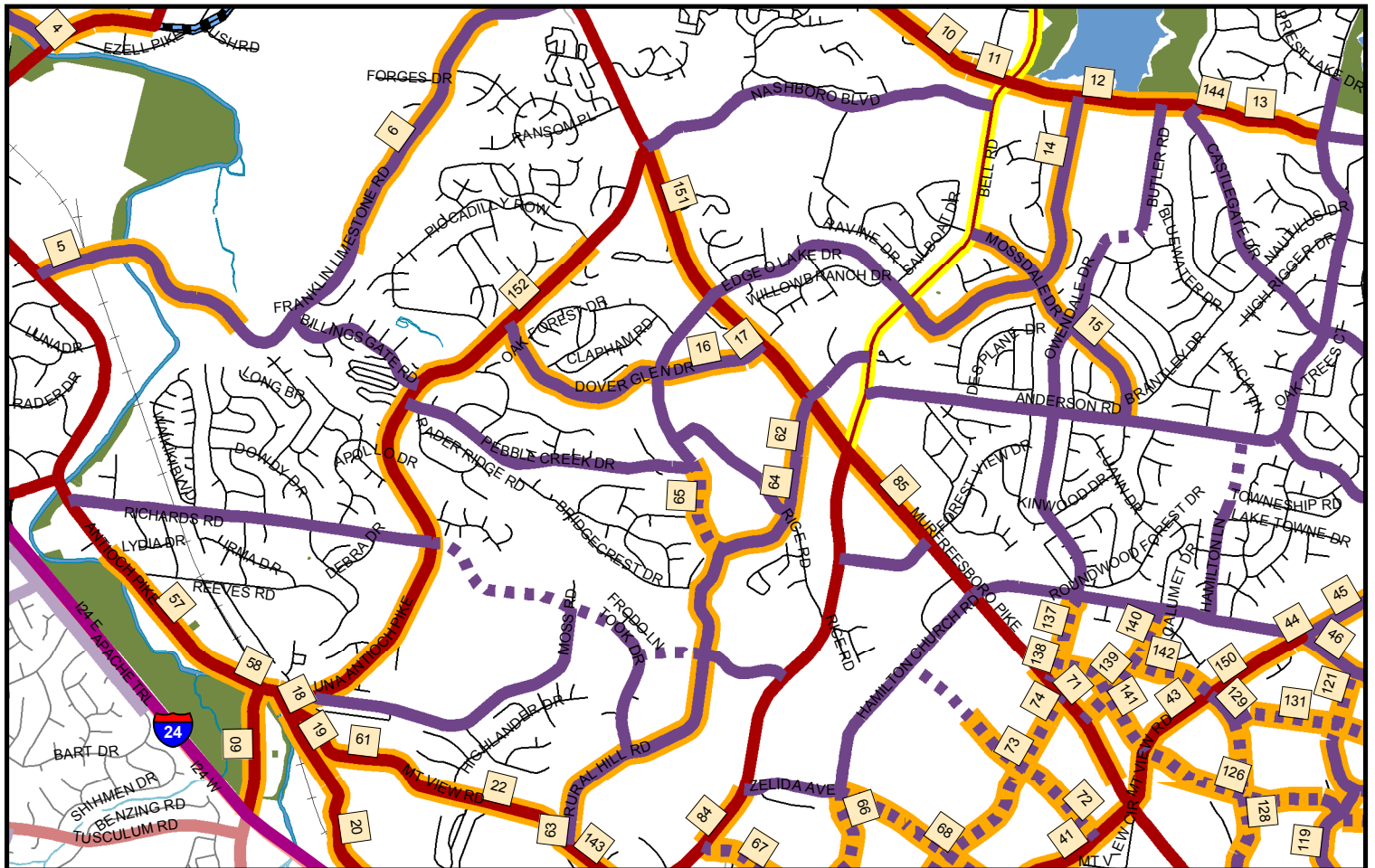
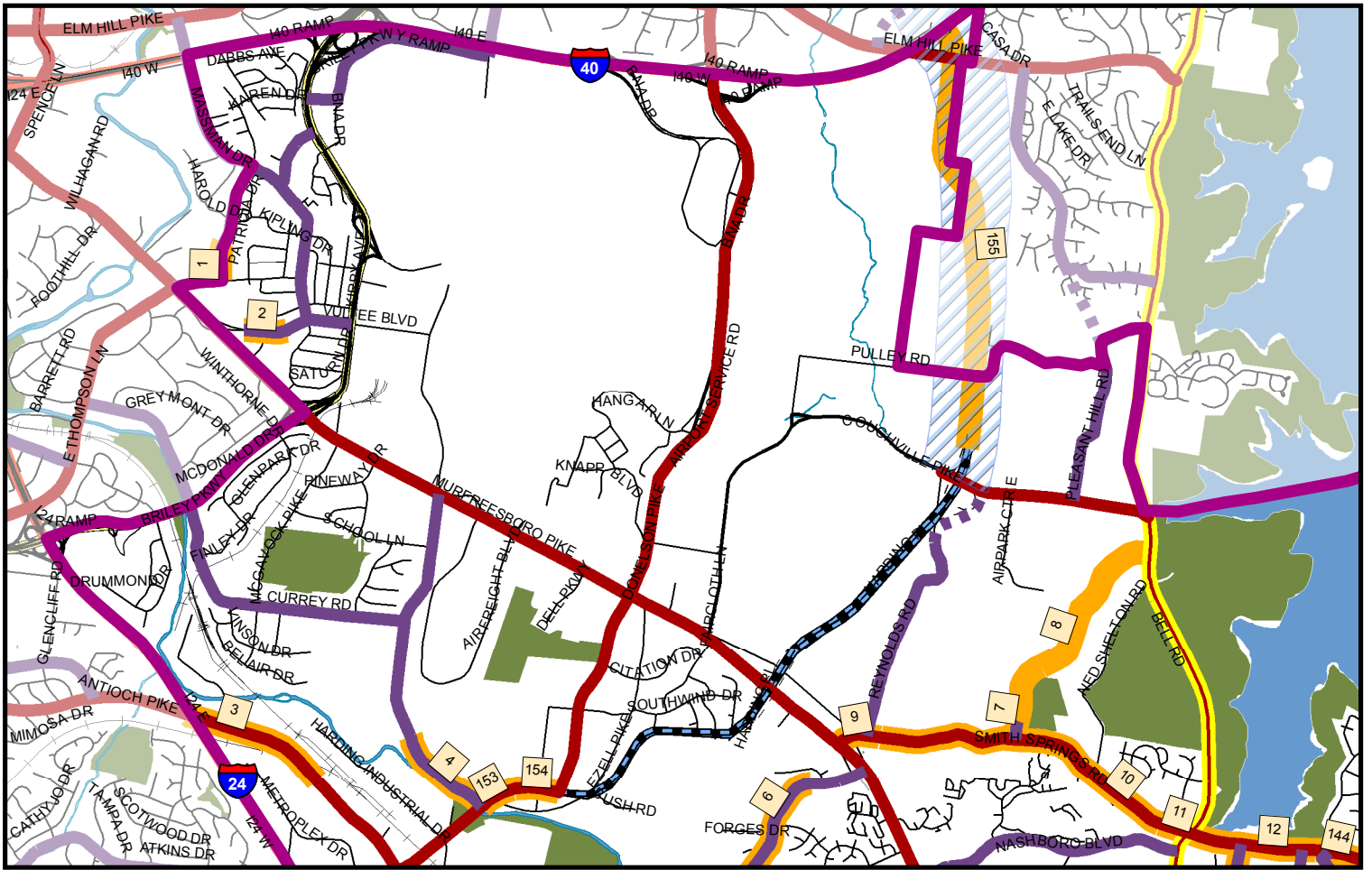
The numbers in the second column in the following tables correspond to the numbers in the boxes on the maps and the proposed change.



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Proposed Amendments Related to Antioch-Priest Lake Community Plan (Refer associated to Maps)

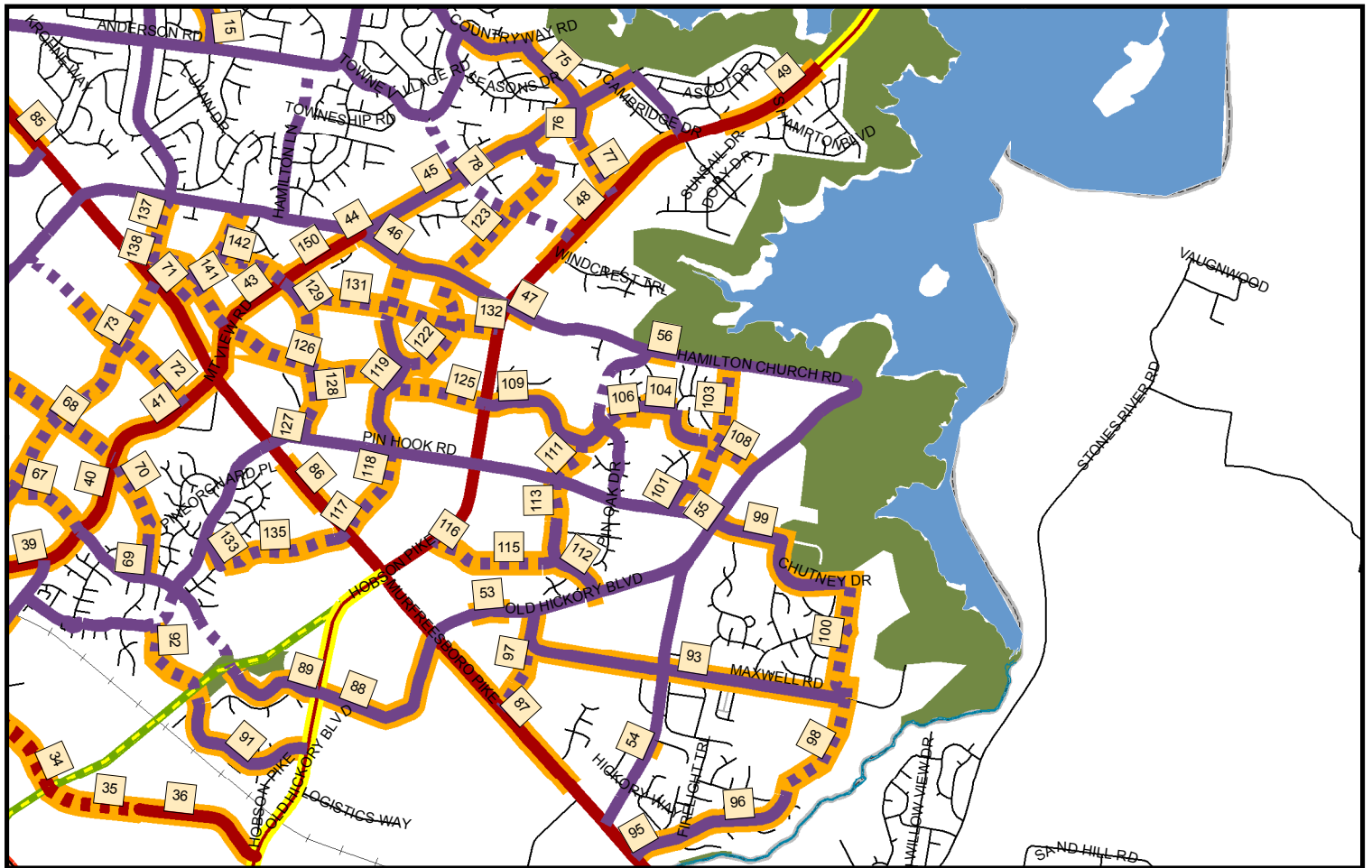
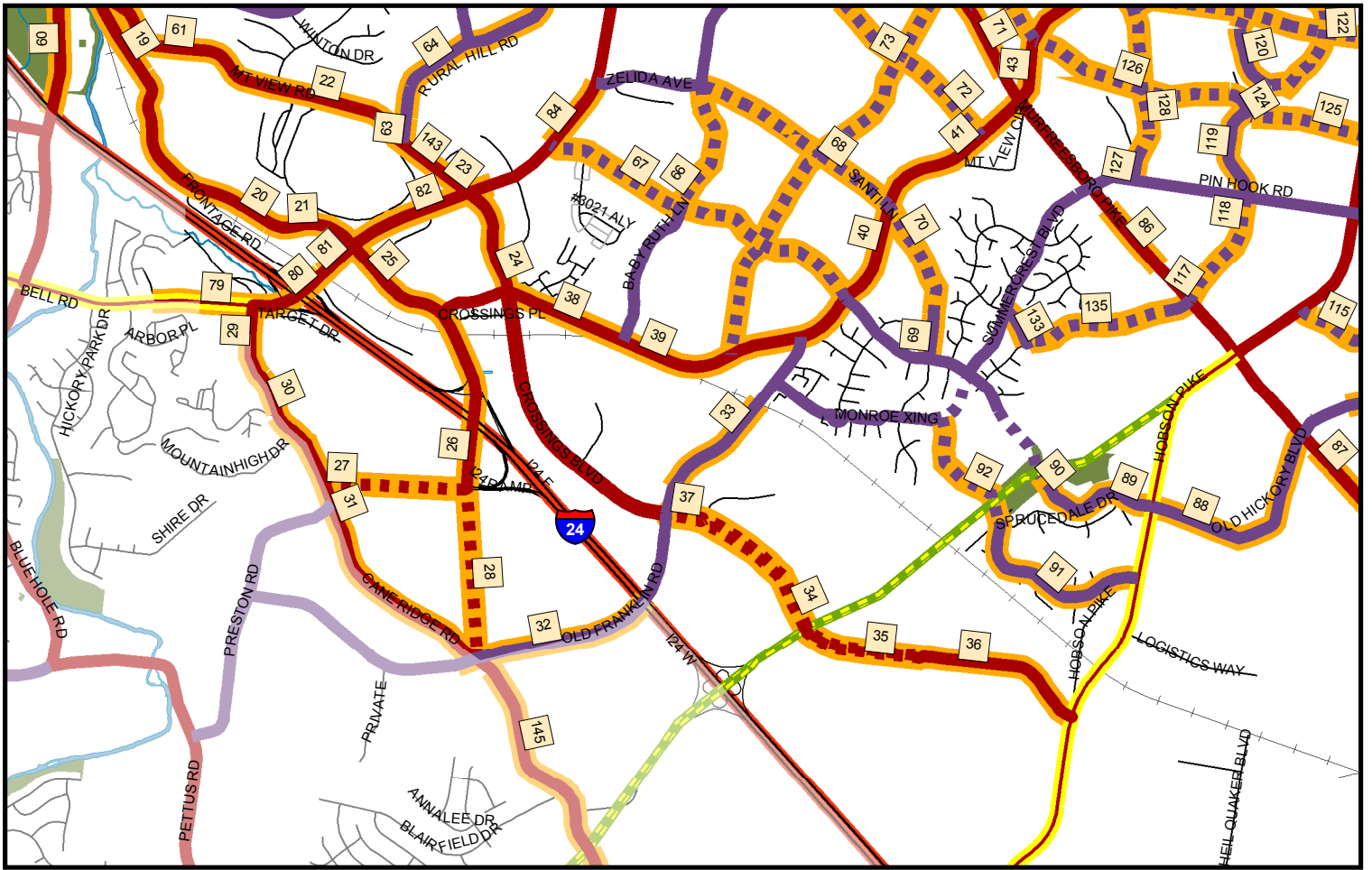
Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Patricia Drive <i>Reflects updated land use policy</i>	1	From Thompson Place to approx. 1,000' north of Thompson Place	T3-R-CA2	Bike Route Planned	51'	T3- M -CA2	Bike Route Planned	55'	X	X			
Vultee Blvd <i>Reflects updated land use policy</i>	2	From Vultee Boulevard ramps to Murfreesboro Road to approx. 550' west of Goodbar Drive	T3-R-CA2		51'	T3- M -CA2		55'	X	X			
Antioch Pike <i>Reflects updated land use policy</i>	3	From Interstate 24 overpass to approx. 3,000' north of Harding Place	T3-M-AB3	Bike Lane Planned	77'	D-I -AB3	Bike Lane Planned	77'	X				
McGavock Pike <i>Reflect updated land use policy and Transect</i>	4	From Harding Place to approx. 0.5 mi north of Harding Place	T3-M-CA2		57'	D-I -CA2		57'	X				
Franklin-Limestone Road <i>(5) Reflects updated land use policy</i> <i>(6) Reflects updated Transect and include rural multi-use path</i>	5	From Antioch Pike to approx. 0.25 mi west of Billingsgate Road	T3-M-CA2 T3-R-CA2	Bike Lane Planned	63' 59'	D-I -CA2	<u>Bike Route Planned</u>	57'	X	X	X		
	6	From approx. 1,000 feet north of Mullen Circle to just west of Forge Ridge Circle	T3-R-CA2	Bike Lane Planned	59'	T 2 -R-CA2	<u>Bike Route Planned</u>	51'	X	X	X		
Una Recreation Road <i>Reflects more detailed study of airport area office concentration</i>	7	From Smith Springs Road to existing terminus of Una Recreation Road	T3-M-CA2 T3-R-CA2		51'	<u>Local Street</u>		50'	X	X			
Una Recreation Road Extension <i>Reflects more detailed study of airport area office concentration</i>	8	From existing terminus of Una Recreation Road to Bell Road	T3-R-PCA2		51'	<u>Delete</u>		n/a	X	X			





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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Smith Springs Road <i>(9, 10, 11) Reflects existing travel lane conditions</i> <i>(143) Reflects updated land use policy and existing travel lane conditions</i> <i>(12) Reflects existing travel lane conditions and floodplain constraints</i> <i>(144, 13) Reflects future vehicular travel demand with left turns</i>	9	From Murfreesboro Road to approx. 350' east of Reynolds Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	74'	X	X	X		
	10	From approx. 350' east of Reynolds Road to approx. 300' west of Una Recreation Road	T3-R-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	74'	X	X	X		
	143	From approx. 300' west of Una Recreation Road to approx. 575' west of Una Recreation Road	T3-M-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	74'	X	X	X		
	11	From approx. 575' west of Una Recreation Road to Bell Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	74'	X	X	X		
	12	From Bell Road to approx. 325' west of Castlegate Drive	T3-R-AB5		88'	T3-R-AB2	<u>Bike Lane Planned</u>	63'	X	X	X		
	144	From approx. 325' west of Castlegate Drive to approx. 0.25 mi west of Anderson Road	T3-R-AB5		88'	T3-R-AB3	<u>Bike Lane Planned</u>	74'	X	X	X		
	13	From approx. 0.25 mi west of Anderson Road to Anderson Road	T3-M-AB5		88'	T3-M-AB3	<u>Bike Lane Planned</u>	74'	X	X	X		
Edge O Lake Drive/Rural Hill Road <i>Add since Owendale Drive/ Butler Road connection does not exist</i>	14	From Bell Road to Smith Springs Road	Local Street		50'	T3-R-CA2	<u>Potential Bike Loop</u>	51'	X	X	X		





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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Mossdale Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	15	From Bell Road to Anderson Road	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X				
Oakwood Forest Drive/Dover Glen Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	16	From Una Antioch Pike to approx. 400' south of Murfreesboro Pike	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X				
Dover Glen Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	17	From approx. 400' south of Murfreesboro Pike to Murfreesboro Pike	Local Street		50'	<u>T3-M-CA2</u>		<u>55'</u>	X	X				
Hickory Hollow Parkway <i>(18, 20) Reflects updated land use policy (19, 20, 21) Reflects existing travel lane conditions (21, 25, 26) Reflects updated Transect based upon future redevelopment vision</i>	18	From Una Antioch Pike to Mt. View Road	T3-M-AB3			<u>T3-R-AB3</u>		<u>66'</u>	X	X				
	19	From Mt. View Road to approx. 0.3 mi south of Mt. View Road	T3-R-AB5		88'	<u>T3-R-AB2</u>		<u>55'</u>	X	X				
	20	From 0.3 mi south of Mt. View Road to approx. 0.3 mi west of Bell Road	T3-M-AB5 T5-M-AB5		88' 96'	<u>T3-M-AB2</u>		<u>55'</u>	X	X				
	21	From approx. 0.3 mi west of Bell Road to Bell Road	T5-M-AB5 T5-M-AB4	Median	96' 115'	<u>T4-M-AB4</u>	30' Median	<u>111'</u>	X	X				
	25	From Bell Road to Mt. View Parkway	T5-M-AB4	Median	115'	<u>T3-M-AB4</u>	30' Median	<u>107'</u>	X	X				
	26	From Mt. View Parkway to proposed New Cane Ridge Road	T5-M-AB4		85'	<u>T3-M-AB4</u>		<u>77'</u>	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Mt. View Road <i>(61) Reflects updated land use policy and existing travel lane conditions</i> <i>(22, 58, 23, 24) Reflects updated Transect based upon future redevelopment vision</i> <i>(61, 22.) Add multi-use path</i> <i>(58, 23, 24) Add bike lane</i>	61	From Hickory Hollow Parkway to Highlander Drive	T3-M-AB3 T3-R-AB3		66'	T3- R -AB2	<u>Multi-Use Path</u>	<u>84'</u>	X	X	X	X	
	22	From Highlander Drive to Rural Hill Road	T5-M-AB3		74'	T4-M-AB3	<u>Multi-Use Path</u>	<u>96'</u>	X	X	X	X	
	143	From Rural Hill Road to Curtis Hollow Road	T5-M-AB3		74'	T4-M-AB3	<u>Multi-Use Path</u>	<u>96'</u>	X	X	X		
	23	From Curtis Hollow Road to Bell Road	T5-M-AB4		85'	T4-M-AB4	<u>Multi-Use Path</u>	<u>108'</u>	X	X	X		
	24	From Bell Road to Mt. View Parkway/Crossings Boulevard	T5-M-AB5		96'	T3-M-AB5	<u>Multi-Use Path</u>	<u>120'</u>	X	X	X		
Old Franklin Road <i>(32) Reflects updated land use policy</i> <i>(33) Reflects potential need for additional travel lane with more development</i>	32	From approx. 350' west of Cane Ridge Road to Interstate 24	T3-M-CA2		55'	T3- R -CA2		<u>51'</u>	X	X			
	33	From 0.1 mi north of Crossings Boulevard to 0.1 mi south of Monroe Crossing	T3-M-CA2		55'	T3-M-CA3		<u>66'</u>	X	X			



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Crossings Boulevard Extension <i>(37) Reflects built portion</i> <i>(34, 35, 36) Reflects potential for bike lane with new construction connecting to high school</i> <i>(35, 36) Conceptual to align with existing development and conditions</i>	37	From Old Franklin Road to Dana Way	T3-M-PAB4	24' Median	101'	T3-M- AB 4	24' Median <u>Bike Lane Planned</u>	<u>109'</u>	X	X	X		
	34	From Dana Way to proposed Southeast Parkway	T3-M-PAB4	24' Median	101'	T3-M-PAB4	24' Median <u>Bike Lane Planned</u>	<u>109'</u>	X	X	X		
	35	Change depiction of proposed route from the proposed Southeast Parkway to existing terminus of Cane Ridge High School entrance	T3-M-PAB4	24' Median	101'	T3-M-PAB4	24' Median <u>Bike Lane Planned</u>	<u>109'</u>	X	X	X		
	36	Change depiction of proposed route from the existing terminus of Cane Ridge High School entrance to Old Hickory Boulevard	T3-M-PAB4	24' Median	101'	T3-M- AB 3	<u>Bike Lane Planned</u>	<u>74'</u>	X	X	X		
Mt. View Road <i>Add bike lane</i> <i>(38, 39, 40, 41, 45) Reflects existing travel lane conditions</i> <i>(39, 40, 41, 42) Reflects updated Transect</i> <i>(39, 40, 43, 44) Reflects updated land use policy</i>	38	From Crossings Boulevard to Baby Ruth Lane	T3-M-AB4		77'	T3-M- AB 3	<u>Multi-Use Path</u>	<u>96'</u>	X	X	X		
	39	From Baby Ruth Lane to Asheford Trace	T3-M-AB4 T3-M-AB3 T4-R-AB3		77' 66'	T3- R -AB2	<u>Bike Route Planned</u>	<u>55'</u>	X	X	X		
	40	From Asheford Trace to approx. 100' west of Mt. View Circle	T4-M-AB3 T4-R-AB3		70' 66'	T2- R -AB2	<u>Bike Route Planned</u>	<u>55'</u>	X	X	X		
	41	From approx. 100' west of Mt. View Circle to proposed New Collector	T4-R-AB3		66'	T3- R -AB2	<u>Bike Route Planned</u>	<u>55'</u>	X	X	X		
	42	From proposed New Collector to Murfreesboro Pike	T4-M-AB3		70'	T3- M -AB3	<u>Bike Route Planned</u>	<u>66'</u>	X	X	X		
	43	From Murfreesboro Pike to approx. 100' west of proposed New Collector	T3-M-AB3 T3-R-AB3		66'	T3- M -AB3	<u>Bike Route Planned</u>	66'	X		X		
	150	From approx. 100' west of proposed New Collector to approx. 200' west of Hamilton Church Road	T3-R-AB3		66'	T3-R-AB3	<u>Bike Route Planned</u>	66'		X	X		
	44	From just west of Hamilton Church Road to Hamilton Church Road	T3-M-AB3		66'	T3- R -AB3	<u>Bike Route Planned</u>	66'	X	X	X		
	45	From Hamilton Church Road to Smith Springs Parkway	T3-M-AB3 T3-R-AB3		66'	T3- R -AB2	<u>Bike Route Planned</u>	<u>55'</u>	X	X	X		



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Hamilton Church Road <i>(46, 56) Reflects updated land use policy</i> <i>(46) Reflects existing conditions</i> <i>(47) Reflects need for future travel lane with development</i>	46	From Mt. View Road to approx. 500' west of Hobson Pike	T3-M-CA3 T3-R-CA3		66' 62'	T3- R -CA2		<u>51'</u>	X	X				
	47	From Hobson Pike to approx. 600' east of Hobson Pike	T3-M-CA2		55'	T3-M-CA 3		<u>62'</u>	X	X				
	56	From Pin Oak Drive to approx. 500' west of South Shore Drive	T3-M-CA2		55'	T3- R -CA2		<u>51'</u>	X	X				
Hobson Pike <i>Reflects existing conditions</i>	48	From approx. 400' south of Windcrest Trail to Smith Springs Parkway	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB 2		<u>55'</u>	X	X				
	49	From Derbyshire Drive to approx. 250' north of Old Nottingham Drive	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB 2		<u>55'</u>	X	X				
Pinhook Road <i>Reflects updated land use policy</i>	50	From approx. 125' west and approx. 300' east of the proposed extension of Pin Oak Drive	T3-M-CA2		55'	T3- R -CA2		<u>51'</u>	X	X				
	51	From just west of Lavergne Couchville Pike to Lavergne Couchville Pike	T3-M-CA2		55'	T3- R -CA2		<u>51'</u>	X	X				
Old Hickory Boulevard <i>Reflects updated land use policy</i>	52	From approx. 175' west and approx. 150' east of Post Oak Drive	T3-M-CA2		55'	T3- R -CA2		<u>51'</u>	X	X				
	53	From approx. 1,000' east of Murfreesboro Pike to approx. 500' west of Maxwell Road	T3-M-CA2		55'	T3- R -CA2		<u>51'</u>	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Lavergne Couchville Pike <i>Reflects updated land use policy</i>	54	From Rodview Court to Rockland Trail	T3-M-CA2		55'	T3- <u>R</u> -CA2		<u>51'</u>	X	X				
	55	From just south of Pinhook Road to just north of Pinhook Road	T3-M-CA2		55'	T3- <u>R</u> -CA2		<u>51'</u>	X	X				
Antioch Pike <i>(57, 58) Reflects updated land use policy</i> <i>(57) Reflects existing conditions</i>	57	From approx. 0.25 mi south of Richards Road to approx. 0.10 mi west of Blue Hole Road	T3-M-AB3	Bike Lane Planned	74'	T3- <u>R</u> -AB <u>2</u>	Bike Lane Planned	<u>63'</u>	X	X				
	58	From approx. 0.10 mi west of Blue Hole Road to Hickory Hollow Parkway	T3-M-AB3	Bike Lane Planned	74'	T3- <u>R</u> -AB3	Bike Lane Planned	74'	X					
Una Antioch Pike <i>(59, 152) Add multi-use path</i> <i>(152) Reflects updated land use policy and existing conditions</i>	59	From Hickory Hollow Parkway to approx. 50' west of Ottenville Avenue	T3-M-AB3	Bike Route Planned	66'	T3-M-AB3	<u>Multi-Use Path</u>	<u>96'</u>		X	X	X		
	152	From Ottenville Avenue to Picadilly Row	T3-M-AB3 T3-R-AB3	Bike Route Planned	74' 66'	T3- <u>R</u> -AB <u>2</u>	<u>Multi-Use Path</u>	<u>55'</u>	X	X	X	X		
Blue Hole Road <i>Reflects existing conditions</i>	60	From Interstate 24 Overpass to Antioch Pike	T3-R-AB3	Bike Lane Planned	74'	T3-R-AB <u>2</u>	Bike Lane Planned	<u>55'</u>	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan
Rural Hill Road <i>(63) Reflects updated land use policy (63, 64) Reflects existing conditions (63, 64, 62) Add multi-use path</i>	63	From Mt. View Road to approx. 400' north of Mt. View Road	T3-R-CA3		62'	T3- M -CA2	<u>Multi-Use Path</u>	<u>76'</u>	X	X	X	X	
	64	From approx. 400' north of Mt. View Road to approx. 0.2 mi south of Murfreesboro Pike	T3-R-CA3		62'	T3-R-CA2	<u>Multi-Use Path</u>	<u>76'</u>	X	X	X	X	
	62	From approx. 0.2 mi south of Murfreesboro Pike to Murfreesboro Pike	T3-M-CA3		66'	T3-M-CA3	<u>Multi-Use Path</u>	<u>88'</u>		X	X	X	
Edge O Lake Drive Extension <i>Reflects future travel demand needs</i>	65	From current terminus of Edge O Lake Drive to Rural Hill Road	T3-R-PCA3		62'	T3-R-PCA2		<u>51'</u>	X	X			
Baby Ruth Lane Extension <i>Reflects updated Transect</i>	66	From current terminus of Baby Ruth Lane to Hamilton Church Road/Zelida Avenue	T4-R-PCA2		51'	T3-R-PCA2		<u>51'</u>	X	X			
Ashford Trace Extension <i>Reflects updated Transect</i>	67	From the intersection of Ashford Trace and Mt. View Road to Bell Road	T4-R-PCA2		51'	T3-R-PCA2		<u>51'</u>	X	X			
Zelida Avenue Extension <i>Reflects updated Transect and land use policy</i>	68	From the intersection of Zelida Avenue and Hamilton Church Road to Mt. View Road (proposed Murphywood Crossing Extension)	T4-M-PCA2 T4-R-PCA2		59' 51'	T3- R -PCA2		<u>51'</u>	X	X			



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Reason for Change	Street Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	69	From Asheford Trace to current terminus of Murphywood Crossing	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X				
	70	From current terminus of Murphywood Crossing to Mt. View Road (proposed Zelida Avenue Extension)				<u>T3-R-CA2</u>		<u>51'</u>	X					
<i>Reflects updated land use policy</i>	72	From Mt. View Road approx. 1,500' from Hamilton Church Road	T4-R-PCA2		51'	<u>T3-R-PCA2</u>		<u>51'</u>	X	X				
<i>Reflects updated Transect and future travel demand</i>	73	From Mt. View Road to approx. 500' south of Murfreesboro Pike	T4-R-PCA3		62'	<u>T3-R-PCA2</u>		<u>51'</u>	X	X				
	74	From approx. 500' south of Murfreesboro Pike to Murfreesboro Pike	T4-M-PCA3		70'	<u>T3-M-PCA2</u>		<u>51'</u>	X	X				
<i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	75	From Town Village Road to Mt. View Road	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X				
<i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	76	From Mt. View Road to current terminus of Park Royal Lane	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Park Royal Lane Extension <i>Reflects future street connection</i>	77	From current terminus of Park Royal Lane to Hobson Pike				<u>T3-R-PCA2</u>		<u>51'</u>	X					
New Collector <i>Reflects updated land use policy</i>	78	From approx. 250' north of Hobson Pike to approx. 250' south of Hobson Pike	T3-M-PCA2		55'	T3-R-PCA2		<u>51'</u>	X	X				
Bell Road <i>(80, 81, 82, 83, 84) Reflects updated Transect (80) Reflects pedestrian needs</i>	80	From Cane Ridge Road to CSX Railroad Bridge	T5-M-AB5	Bike Lane Planned	104'	<u>T3-M-AB5</u>	Bike Lane Planned and <u>Pedestrian Tunnel/Bridge</u>	<u>96'</u>	X	X				
	81	From CSX Railroad Bridge to Hickory Hollow Parkway	T5-M-AB4	Median Bike Lane Planned	128'	<u>T3-M-AB4</u>	Median Bike Lane Planned	<u>120'</u>	X	X				
	82	From Hickory Hollow Parkway to Mt. View Road	T5-M-AB4	Median Bike Lane Planned	128'	<u>T4-M-AB4</u>	Median Bike Lane Planned	<u>124'</u>	X	X				
	83	From Mt. View Road to approx. 400' east of Mt. View	T3-M-AB5	Bike Lane Planned	96'	<u>T4-M-AB5</u>	Bike Lane Planned	<u>100'</u>	X	X				
	84	From Eagle View Boulevard to Zelida Avenue	T4-R-AB5	Bike Lane Planned	96'	<u>T3-R-AB5</u>	Bike Lane Planned	<u>96'</u>	X					
Murfreesboro Pike <i>(151, 85) Reflects proposed bus rapid transit (85) Reflects existing conditions (71) Reflects updated Transect (86, 87) Reflects updated land use policy</i>	151	From Una Antioch Pike to Rural Hill Road	T3-M-AB5-RM	Bike Lane Planned	98'	T3-M-AB5- <u>UM</u>	Bike Lane Planned	98'	X					
	85	From Rural Hill Road to Morris Gentry Boulevard	T3-M-AB5-RM	Bike Lane Planned	98'	T3-M-AB7- <u>UM</u>	Bike Lane Planned	<u>120'</u>	X	X				
	71	From approx. 0.35 mi south of Hamilton Church Road to approx. 600 feet north of Mt. View road	T4-M-AB5-RM T4-R-AB5-RM	Bike Lane Planned	102' 98'	<u>T3-M-AB5-RM</u>	Bike Lane Planned	<u>98'</u>	X	X				
	86	From approx. 500' south of Pin Hook Road to approx. 750' north of Mountain Springs Road	T3-R-AB5-RM	Bike Lane Planned	98'	T3- <u>M</u> -AB5-RM	Bike Lane Planned	98'	X					
	87	From approx. 300' south of Old Hickory Boulevard to approx. 250' north of Hurricane Creek Boulevard	T3-R-AB5-RM	Bike Lane Planned	98'	T3- <u>M</u> -AB5-RM	Bike Lane Planned	98'	X					



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Old Hickory Boulevard <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	88	From Hobson Pike to Murfreesboro Pike	Local Street		50'	T3-M-CA3		66'	X	X				
Saddlecreek Way <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	89	From Hobson Pike to existing terminus of Saddlecreek Way	Local Street		50'	T3-R-CA2		51'	X	X				
Saddlecreek Way Extension <i>Reflects future street connection</i>	90	From existing terminus of Saddlecreek Way to proposed Asheford Trace Extension				T3-R-PCA2		51'	X					
Preserve Boulevard <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	91	From Hobson Pike to existing terminus of Preserve Boulevard at Sprucedale Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Preserve Boulevard Extension <i>Reflects future street connection</i>	92	From existing terminus of Preserve Boulevard at Sprucedale Drive to proposed Monroe Crossing Extension				T3-R-PCA2		51'	X					
Maxwell Road <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	93	From Old Hickory Boulevard to existing terminus of Maxwell Road	Local Street		50'	T3-R-CA2		51'	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
New Collector <i>Reflects future street connection</i>	94	From Murfreesboro Pike to approx. 700' east of Murfreesboro Pike				T3-M-PCA2		51'	X					
	97	From approx. 700' east of Murfreesboro Pike to Maxwell Road				T3-R-PCA2		51'	X					
Hickory Woods Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	95	From Murfreesboro Pike to approx. 700' east of Murfreesboro Pike	Local Street		50'	T3-M-CA2		51'	X	X				
	96	From approx. 700' east of Murfreesboro Pike to existing terminus north of Sunnyvale Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Hickory Woods Drive Extension <i>Reflects future street connection</i>	98	From existing terminus of Hickory Woods Drive north of Sunnyvale Drive to Maxwell Road				T3-R-CA2		51'	X					
Pin Hook Road/Chutney Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	99	From Lavergne Couchville Pike to existing terminus east of Peppertree Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Chutney Drive Extension <i>Reflects future street connection</i>	100	From the existing terminus east of Peppertree Drive to Maxwell Road				T3-R-CA2		51'	X					
Lakewood Village Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	101	From Pin Hook Road to Dupree Point Drive	Local Street		50'	T3-R-CA2		51'	X	X				



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Reason for Change	Street Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
<i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	102	From Lakewood Village Drive to existing terminus of Dupree Point Drive	Local Street		50'	T3-R-CA2		51'	X	X				
<i>Reflects future street connection</i>	103	From existing terminus of Dupree Point Drive to Hamilton Church Road				T3-R-PCA2		51'	X					
<i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	104	From Beachfront Avenue to Grace Falls Drive	Local Street		50'	T3-R-CA2		51'	X	X				
<i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	105	From Shoreline Drive to existing terminus of Grace Falls Drive	Local Street		50'	T3-R-CA2		51'	X	X				
<i>Reflects future street connection</i>	106	From the existing terminus of Grace Falls Drive to the existing terminus of Lakewalk Drive				T3-R-PCA2		51'	X					
<i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	107	From Shoreline Drive to the existing terminus of Beachfront Avenue	Local Street		50'	T3-R-CA2		51'	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Beachfront Avenue Extension <i>Reflects future street connection</i>	108	From the existing terminus of Beachfront Avenue to Lavergne Coudville Pike				T3-R-PCA2		51'	X					
Lakewalk Drive Extension <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	109	From Hobson Pike to the existing terminus of Lakewalk Drive just east of Pin Oak Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Pinelake Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	110	From Lakewalk Drive to existing terminus of Pinelake Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Pinelake Drive Extension <i>Reflects future street connection</i>	111	From existing terminus of Pinelake Drive to Pin Hook Road				T3-R-PCA2		51'	X					
Post Oak Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	112	From Old Hickory Boulevard to existing terminus of Post Oak Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Post Oak Drive Extension <i>Reflects future street connection</i>	113	From the existing terminus of Post Oak Drive to Pin Hook Road				T3-R-PCA2		51'	X					



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Reason for Change	Street Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/ Bike Plan	Update Greenways Plan	Update Transit Plan	
Peaceful Brook Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	114	From Post Oak Drive to the existing terminus of Peaceful Brook Drive	Local Street		50'	T3-R-CA2		51'	X					
Peaceful Brook Drive Extension <i>Reflects future street connection</i>	115	From the existing terminus of Peaceful Brook Drive to approx. 250' south of Hobson Pike				T3-R-PCA2		51'	X					
Peaceful Brook Drive Extension <i>Reflects future street connection</i>	116	From approx. 250' south of Hobson Pike to Hobson Pike				T3-M-PCA2		55'	X					
Grovedale Trace Extension <i>Reflects future street connection</i>	117	From Murfreesboro Pike to approx. 500' north of Murfreesboro Pike				T3-M-PCA2		55'	X					
	118	From approx. 500' north of Murfreesboro Pike to Pinhook Road				T3-R-PCA2		51'	X					
Grovedale Trace <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	119	From Pin Hook Road to Rockglade Run	Local Street		50'	T3-R-CA2		51'	X	X				
Rockglade Run <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	120	From existing terminus just east of Grovedale Trace to the existing terminus of Rockglade Run	Local Street		50'	T3-R-CA2		51'	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Rockglade Run Extension <i>Reflects future street connection</i>	121	From the existing terminus of Rockglade Run to Hamilton Church Road				T3-R-PCA2		51'	X					
Proposed Highwater Drive <i>Reflects future street connection</i>	122	From the existing terminus of Rockglade Run to Hamilton Church Road				T3-R-PCA2		51'	X					
McCumber Drive Extension <i>Reflects future street connection</i>	123	From the existing terminus of McCumber Drive to Hamilton Church Road				T3-R-PCA2		51'	X					
Harvest Grove Drive <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	124	Between the existing termini of Harvest Grove Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Harvest Grove Drive Extension <i>Reflects future street connection</i>	125	From the existing terminus of Harvest Grove Drive to the intersection of Hobson Pike and Lakewalk Drive				T3-R-PCA2		51'	X					
Harvest Grove Drive Extension <i>Reflects future street connection</i>	126	From the existing terminus of Harvest Grove Drive to Mt. View Road				T3-R-PCA2		51'	X					



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Bradburn Village Circle <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	127	From Pin Hook Drive to Bradburn Village Drive	Local Street		50'	T3-R-CA2		51'	X	X				
Bradburn Village Drive Extension <i>Reflects future street connection</i>	128	From Bradburn Village Circle to existing terminus of unnamed collector				T3-R-PCA2		51'	X					
Collector <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	129	From Mt. View Road to Bradburn Village Drive Extension	Local Street		50'	T3-R-CA2		51'	X	X				
Collector <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	130	From Bradburn Village Drive Extension to existing terminus	Local Street		50'	T3-R-CA2		51'	X	X				
Proposed Collector <i>Reflect future street connection</i>	131	From existing terminus to approx. 350' west of Hobson Pike				T3-R-PCA2		51'	X					
Proposed Collector <i>Reflect future street connection</i>	132	From 350' west of Hobson Pike to Hobson Pike				T3-M-PCA2		51'	X					
Summercrest Trail <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	133	From Summercrest Boulevard to Shagbark Trail	Local Street		50'	T3-R-CA2		51'	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Shagbark Trail <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	134	From Summercrest Trail to the existing terminus of Shagbark Trail	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X				
Shagbark Trail Extension <i>Reflect future street connection</i>	135	From the existing terminus of Shagbark Trail to the public terminus of Mountain Springs Road				<u>T3-R-PCA2</u>		<u>51'</u>	X					
Mountain Springs Road <i>Upgrade to Collector-Avenue based upon needs of transportation network</i>	136	From Murfreesboro Pike and only including the public portion of right-of-way for Mountain Springs Road to its existing terminus	Local Street		50'	<u>T3-R-CA2</u>		<u>51'</u>	X	X				
New Collector <i>Reflect future street connection</i>	137	From the intersection of Owendale Drive and Hamilton Church Road to approx. 800' south of Hamilton Church Road				<u>T3-R-PCA2</u>		<u>51'</u>	X					
New Collector <i>Reflect future street connection</i>	138	From Murfreesboro Pike to approx. 800' north of Murfreesboro Pike				<u>T3-M-PCA2</u>		<u>55'</u>	X					
New Collector <i>Reflect future street connection</i>	139	From Murfreesboro Pike to approx. 1,500' north of Murfreesboro Pike				<u>T3-M-PCA2</u>		<u>55'</u>	X					
New Collector <i>Reflects future street connection</i>	140	From the intersection of Calumet Drive and Hamilton Church Road to approx. 1,000' south of Hamilton Church Road				<u>T3-R-PCA2</u>		<u>51'</u>	X					
New Collector <i>Reflects future street connection</i>	141	From Mt. View Road to proposed New Collector				<u>T3-M-PCA2</u>		<u>55'</u>	X					



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
New Collector <i>Reflects future street connection</i>	142	From Mt. View Road to proposed New Collector				<u>T3-M-PCA2</u>		<u>55'</u>	X					
Harding Place <i>Add multi-use path</i>	153	From McGavock Pike to approx. 250' west of Airpark Center Drive	D-I-AB5		101'	D-I-AB5	<u>Multi-Use Path</u>	<u>120'</u>		X	X	X		
	154	From approx. 250' west of Airpark Center Drive to Donelson Pike	D-I-AB4	15' Median	104'	D-I-AB4	15' Median <u>Multi-Use Path</u>	<u>123'</u>		X	X	X		



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Proposed Amendments Related to Southeast Community Plan (Refer to Associated Maps)

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks / Bike Plan	Update Greenways Plan	Update Transit Plan	
Hickory Hollow Parkway <i>Reflects updated Transect based upon future redevelopment vision</i>	26	From Mt. View Parkway to proposed New Cane Ridge Road	T5-M-AB4		85'	T 3 -M-AB4		<u>77'</u>	X	X				
Proposed New Cane Ridge Road <i>Reflects updated Transect and land use policies</i>	27	From Interstate 24 west to Cane Ridge Road	T5-M-PAB4		85'	T 3 -R-PAB4		<u>77'</u>	X	X				
	28	From Interstate 24 south to Cane Ridge Road	T4-M-PAB4		81'	T 3 -R-PAB4		<u>77'</u>	X	X				
Cane Ridge Road <i>(29, 30, 31) Reflects updated Transect</i> <i>(30, 31) Reflects updated land use policy</i> <i>(30) Reflects existing travel lane conditions</i> <i>(145, 146) Reflects potential for additional vehicular lane for increased travel needs if Southeast Parkway is built</i> <i>(147) Reflects existing conditions</i>	29	From Bell Road to approx. 750 feet north of Chimney Top Road	T5-M-AB4	15' Median	108'	T 3 -M-AB4	15' Median	<u>92'</u>	X	X				
	30	From approx. 750 feet north of Chimney Top Road to Chimney Top Road	T5-M-AB4 T5-M-AB5		108' 104'	T 3 -R-AB4	<u>15' Median</u>	<u>92'</u>	X	X				
	31	From Chimney Top Road to Old Franklin Road	T5-M-AB5 T3-M-AB5		96'	T 3 -R-AB3		<u>66'</u>	X	X				
	145	From Old Franklin Road to proposed Southeast Parkway	T3-R-AB5		88'	T3-R-AB 3		<u>66'</u>	X	X				
	146	From proposed Southeast Parkway to approx. 0.25 mi south of the proposed Southeast Parkway	T3-M-AB5		88'	T3-M-AB 3		<u>66'</u>	X	X				
147	From approx. 0.25 mi south of the proposed Southeast Parkway to Old Hickory Boulevard	T3-R-AB5		88'	T3-R-AB 2		<u>55'</u>	X	X					
Cane Ridge Road Extension <i>Reflects less need for travel lanes</i>	148	From Old Hickory Boulevard to existing terminus of Battle Ridge Lane	T2-R-PCA5	Multi-Use Path	120'	T2-R-PCA 2	Multi-Use Path	<u>76'</u>	X	X				



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Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Battle Ridge Lane <i>Reflects existing conditions</i>	149	From Battle Road to the existing terminus of Battle Ridge Lane	T2-R-PCA5	Multi-Use Path	120'	T2-R- CA2	Multi-Use Path	76'	X	X				
Old Franklin Road <i>Reflects updated land use policy</i>	32	From approx. 350' west of Cane Ridge Road to Interstate 24	T3-M-CA2		55'	T3-R- CA2		51'	X	X				
Bell Road <i>(79, 80) Reflects updated Transect</i> <i>(80) Reflects pedestrian needs</i>	79	From Cedar Pointe Parkway to Cane Ridge Road	T5-M-AB7-S	Bike Lane Planned	126'	T3-M-AB7-S	Bike Lane Planned	118'	X	X				
	80	From Cane Ridge Road to CSX Railroad Bridge	T5-M-AB5	Bike Lane Planned	104'	T3-M-AB5	Bike Lane Planned and <u>Pedestrian Tunnel/Bridge</u>	96'	X	X				

Proposed Amendments Related to Donelson-Hermitage-Old Hickory Community Plan (Refer to Associated Maps)

Street <i>Reason for Change</i>	Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation					
									Amend Street Plan	Update Street Plan	Update Sidewalks/Bike Plan	Update Greenways Plan	Update Transit Plan	
Harding Place Extension <i>Updates depiction to show conceptual corridor</i>	155	Change depiction of alignment to a potential corridor from Couchville Pike to McCrory Creek Road	F6*		Per Study	F6*		Per Study		X				

COMMUNITY PARTICIPATION

The Antioch-Priest Lake Community Plan process included stakeholder and community meetings where the MCSP designations related to Antioch-Priest Lake, Southeast, and Hermitage-Donelson-Old Hickory areas were presented and discussed. In addition to those community meetings, Metro Public Works and MTA were consulted on the recommended changes and asked to provide comment on the amendments.



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The related updates to the MCSP street designations were included in the draft version posted on the Planning Commission's website for the *Antioch-Priest Lake Community Plan: 2012 Update* on August 30, 2012. The housekeeping amendment package was posted on the Planning Commission's website for the Major and Collector Street Plan on September 18, 2012, and those subscribed to the Planning Department's Development Dispatch were notified of the amendment package on September 28, 2012. In addition to that general notification, e-mail notification was sent on September 28, 2012, to those individuals that participated in the update to the MCSP in 2011. Additional transportation stakeholders and related agency stakeholders were also notified via e-mail regarding the housekeeping amendments on September 28, 2012.

STAFF RECOMMENDATION

Metro Public Works provided additional comments after the final static draft was posted requesting further study of several corridors utilizing future traffic projections. Planning staff consulted with the Nashville Area MPO for future traffic demand, where available, and have several changes based upon this additional analyses. Staff recommends approval with conditions:

CONDITIONS

1. Remove Segments 9, 10, 143, and 11 related to Smith Springs Road and replace with Segments 156, 157, and 158.

Segment 156

From Murfreesboro Road to Ned Shelton Road

Originally Adopted: T3-M-AB5/T3-R-AB5 and 88' ROW

Proposed Designation: T3-M-AB5 with **Bike Lane Planned** and **96'** ROW

Segment 157

From Ned Shelton Road to approx. 750' west of Bell Road

Originally Adopted: T3-R-AB5 with 88' ROW

Proposed Designation: T3-R-AB3 with **Bike Lane Planned** and **74'** ROW

Segment 158

From approx. 750' west of Bell Road to Bell Road

Originally Adopted: T3-M-AB5 with 88' ROW

Proposed Designation: T3-M-AB3 with **Bike Lane Planned** and **74'** ROW

2. Modify Segments 19 and 20 related to Hickory Hollow Parkway.

Segment 19

From Mt. View Road to approx. 0.3 mi south of Mt. View Road

Originally Adopted: T3-R-AB5 with 88' ROW

Proposed Designation: T3-R-AB3 with **66'** ROW

Segment 20

From 0.3 mi south of Mt. View Road to approx. 0.3 mi west of Bell Road

Originally Adopted: T3-M-AB5/T5-M-AB5 with 88' and 96' ROW

Proposed Designation: T3-M-AB3 with **66'** ROW



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3. Modify Segments 39, 40, and 41 related to Mt. View Road and remove Segment 42.

Segment 39

From Baby Ruth Lane to Old Franklin Road

Originally Adopted: T3-M-AB4/T3-M-AB3/T4-R-AB3 with 77' and 66' ROW

Proposed Designation: T3-R-AB2 with Bike Route Planned and 55' ROW

Segment 40

From Old Franklin Road to proposed New Collector

Originally Adopted: T4-M-AB3/T4-R-AB3 with 70' and 66' ROW

Proposed Designation: T3-R-AB3 with Bike Route Planned and 66' ROW

Segment 41

From proposed New Collector to Murfreesboro Road

Originally Adopted: T4-M-AB3 with 70' ROW

Proposed Designation: T3-M-AB3 with Bike Route Planned and 66' ROW

4. Modify Segment 46 related to Hamilton Church Road

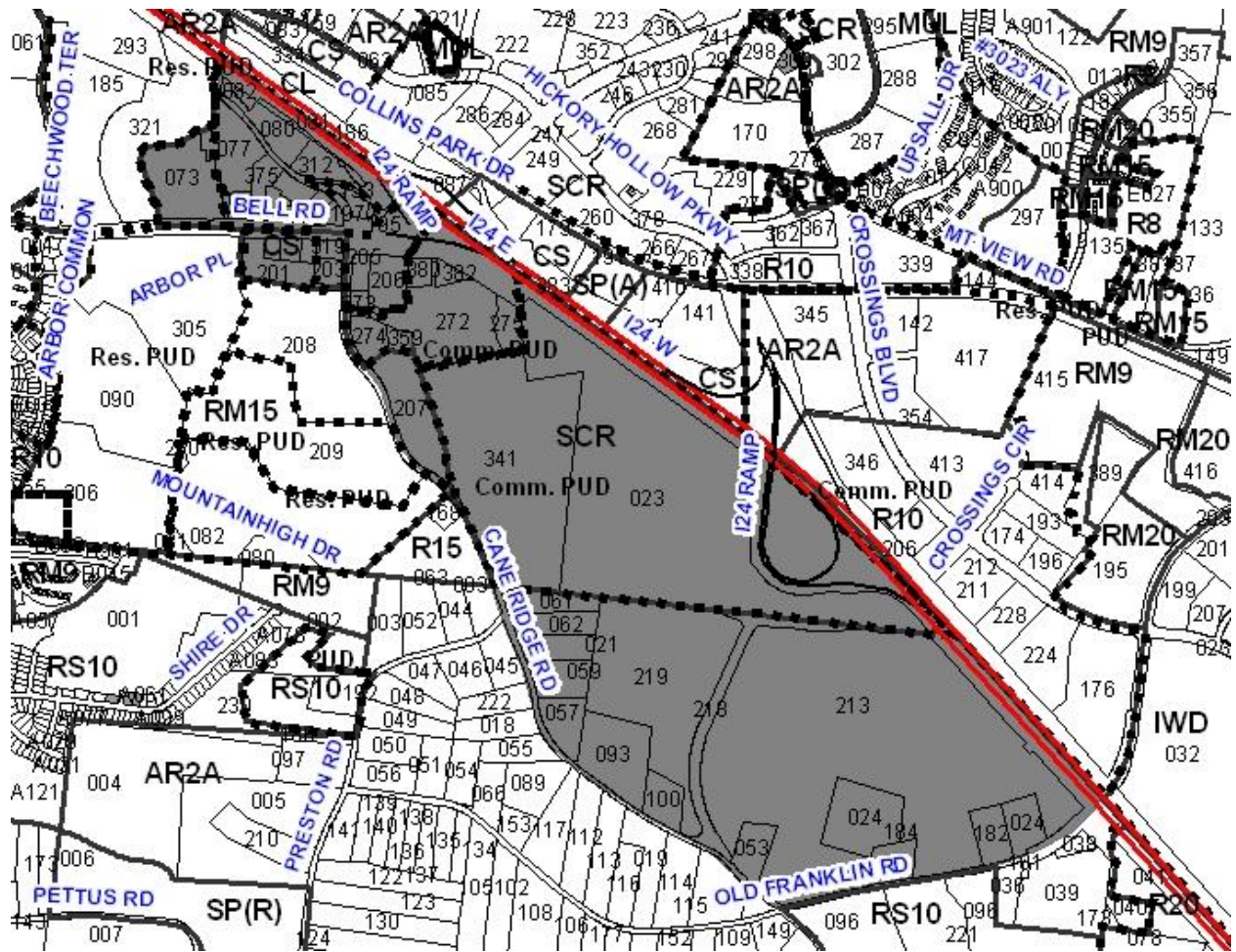
Segment 46

From Mt. View Road to approx. 500' west of Hobson Pike

Originally Adopted: T3-M-CA3/T3-R-CA3 with 66' and 62' ROW

Proposed Designation: T3-R-CA3 with 62' ROW

5. Remove Segments 48 and 49 related to Hobson Pike from the outlined amendments and keep as originally adopted in the MCSP.
6. Grant planning staff permission to fix typographical and grammatical errors as necessary.



2012CP-012-001
 SOUTHEAST COMMUNITY PLAN UPDATE
 Parcels - Various
 Southeast
 31 - Fabian Bedne
 32 - Jacobia Dowell



Project No.	Plan Amendment 2012CP-012-001
Project Name	<i>Southeast Community Plan: 2004 Update</i>
Associated Cases	2012CP-000-005, 2012CP-000-006, 2012CP-013-002, 2012CP-014-002
Council District	32 – Dowell
School District	6 – Mayes
Requested by	Metro Planning Department
Staff Reviewer	Capehart
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

A request to amend the *Southeast Community Plan: 2004 Update*.

Amend the Community Plan

A request to amend the Southeast Community Plan: 2004 Update, to change the land use policies from Regional Activity Center (RAC) and Neighborhood Urban (NU) to T3 Suburban Community Center (T3 CC), T3 Suburban Neighborhood Evolving (T3 NE), and Conservation (CO) for multiple properties bounded by Cedar Point Parkway to the north, Interstate 24 to the east, Old Franklin Road to the south, and Cane Ridge Road to the west.

BACKGROUND

The Southeast Community Plan Amendment area is bounded by Cedar Point Parkway to the north, Interstate 24 to the east, Old Franklin Road to the south, and Cane Ridge Road to the west. Reasons for analyzing this area in concert with the Antioch-Priest Lake Community Plan Update included its proximity to the Hickory Hollow commercial area, its access to The Crossings via Old Franklin Pike, and development opportunity (large properties with singular property ownership). For these reasons, development in this area of the Southeast Community could have significant impacts on the Antioch-Priest Lake Community and vice versa.

CRITICAL PLANNING GOALS

See the associated case 2012CP-013-002 (Antioch – Priest Lake Community Plan: 2012 Update) for critical planning goals that are met through the application of Community Character Policies.

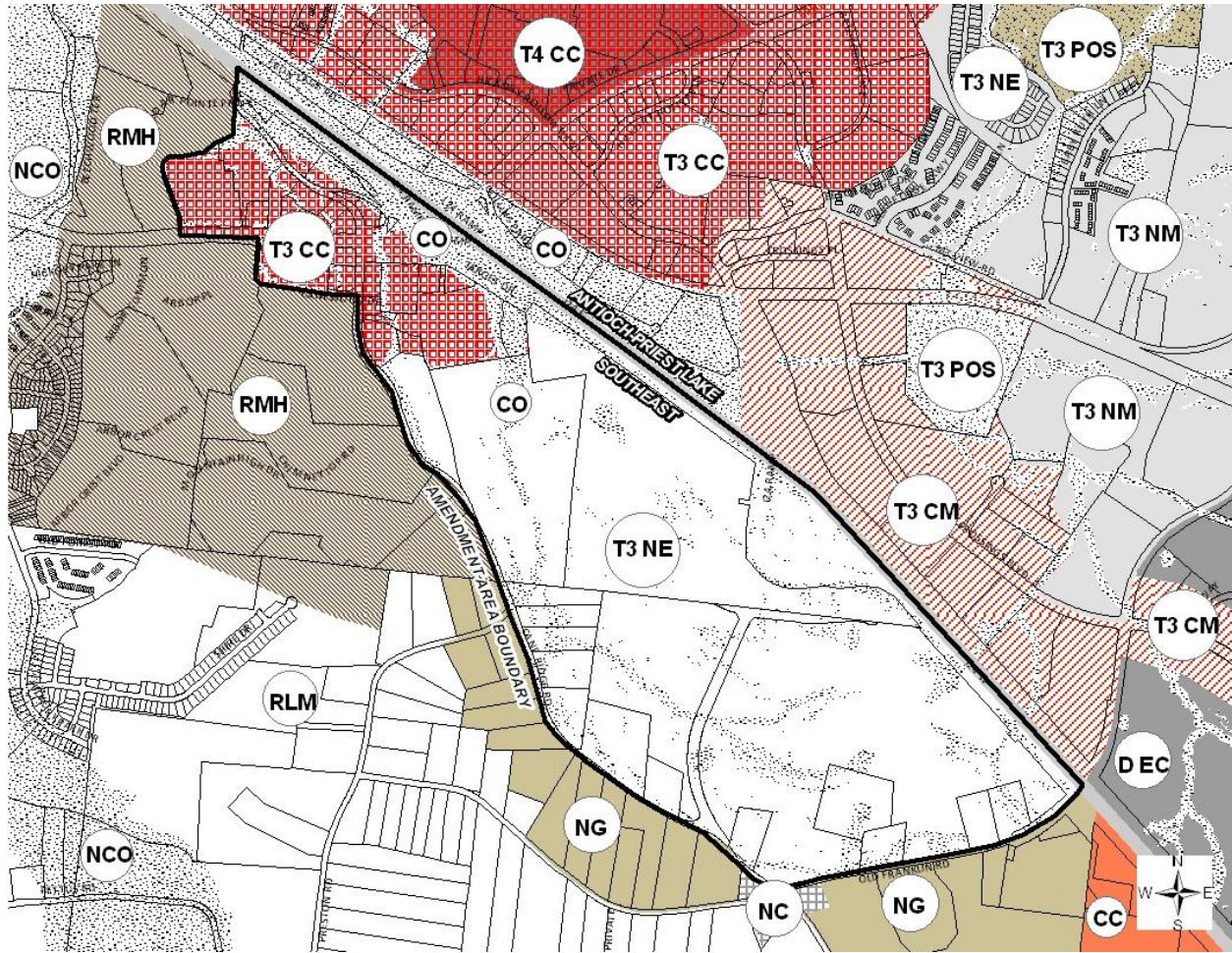
EXISTING POLICY

Regional Activity Center (RAC) policy is intended for concentrated mixed-use areas anchored by a regional mall. Other uses common in RAC policy are all types of retail activities, offices, public uses, and higher density residential areas.

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

PROPOSED POLICY

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



Proposed Amendment



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environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils.

T3 Suburban Neighborhood Evolving (T3 NE) policy 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.

T3 Suburban Community Center (T3 CC) policy is intended to enhance suburban community centers encouraging their redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T3 CC areas are pedestrian friendly, generally located at prominent intersections, and serve suburban communities within a 10 to 20 minute drive.

COMMUNITY PARTICIPATION

This amendment was noticed and discussed as part of the Antioch-Priest Lake Plan Update. During that process, staff conducted seven community meetings in Antioch-Priest Lake between April 5 and August 30, 2012. All meetings were held at the Lakeshore Christian Church, 3 miles from the Southeast Community Plan Amendment area. The community meetings included workshops to develop and assess the vision and goals, concept plan, community character policy plan, and the open space and transportation plans.

Notification of community meetings was listed on the Planning Department's website and made public through radio, television, and newspaper media as well as an initial mailing to every property owner in the Antioch-Priest Lake Community and within the Southeast Plan Amendment area. Unique social media and demographically relevant engagement techniques were used.

Notification of the October 25, 2012 Metro Planning Commission Public Hearing for consideration of the Antioch-Priest Lake Plan Update, and this associated amendment, was sent by email and by U.S. Postal mail to those who participated in the Antioch-Priest Lake Community Plan Update process. The public hearing was also listed on the Planning Department's website and made public through radio, television, and newspaper media.

COMMUNITY CHARACTER POLICIES APPLIED

Community Character Policies are being applied to the Southeast Community Plan Amendment area as a part of the Antioch-Priest Lake Community Plan Update. The Community Character Policies emphasize the character of development, encourage sustainable development and design, and make the link between transportation and land use.

Conservation (CO) policy is applied to environmentally sensitive areas – floodplain and floodway, problem soils (sink holes), steep slopes, and bodies of water among others. CO policy encourages the



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preservation of undeveloped environmentally sensitive areas, and the remediation of environmentally sensitive areas that have been disturbed.

In this portion of the Southeast Community Plan, the CO policy is being applied to steep slopes and flood-prone areas associated with Mill Creek. Steep slopes are found sporadically throughout the plan amendment area and should be preserved during development. Mill Creek traverses the Southeast and the Antioch-Priest Lake Communities. Flood-prone areas associated with Mill Creek include industrial lands along Interstate 24. Commercial areas near Interstate 24 and Bell Road are also affected by the Mill Creek floodplain and floodways. During the May 2010 flood, these areas saw significant inundation from floodwaters. The intent of the CO policy in these areas is remediation of disturbed floodplain and floodway.

T3 Suburban Neighborhood Evolving (T3 NE) policy is being applied to areas that were formerly Regional Activity Center (RAC) and Neighborhood Urban (NU).

The T3 NE policy supports new suburban-style residential development, but with more housing options, more intensity, and a higher level of connectivity and greater transportation choice. During the Antioch-Priest Lake Community Plan Update process, stakeholders expressed a need for more 'move-up housing' to attract and retain growing families and professionals. The housing in southeast Davidson County must also remain attractive for changing demographics (Gen Y, smaller families, and Baby Boomers looking to downsize). The Lenox Village model of suburban development is an attractive option that meets these needs.

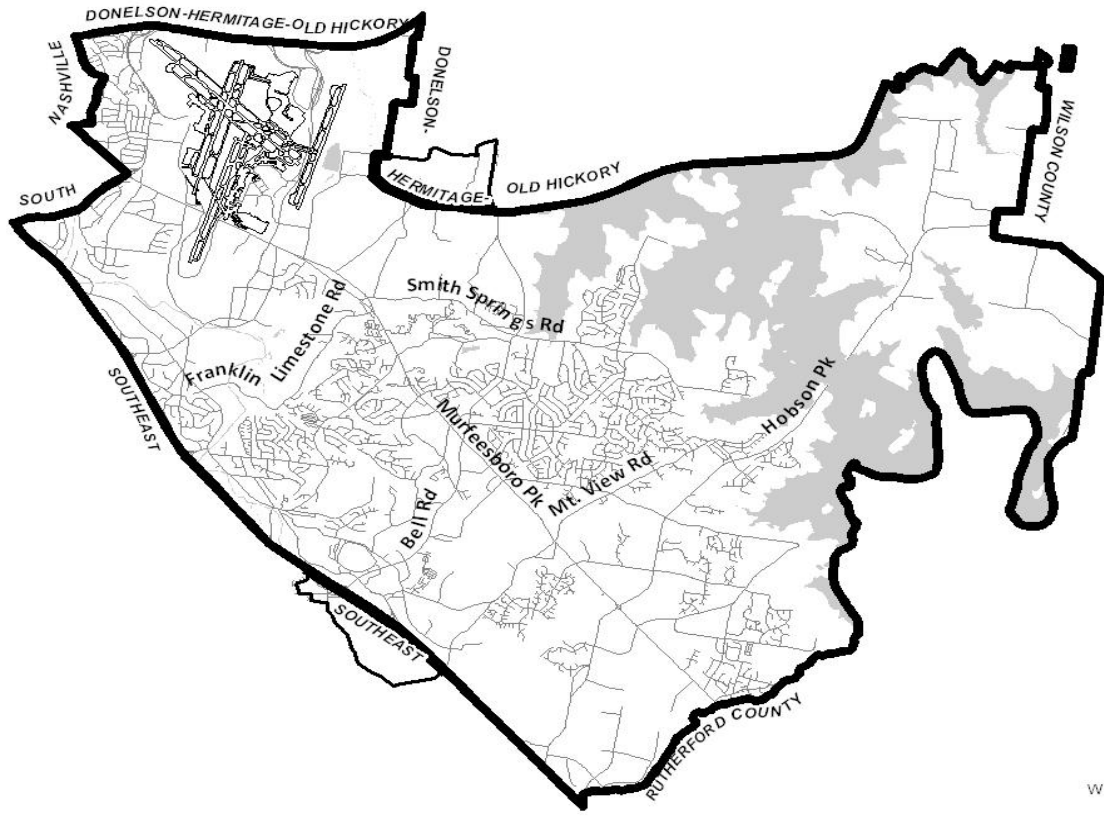
T3 NE policy is appropriate in this location because of its locational assets; the area is adjacent to Hickory Hollow, The Crossings and is easily accessed by Old Franklin Road and Cane Ridge Road. The location provides opportunities for additional housing at upper price points that may serve as a relocation incentive for companies.

T3 NE policy is also applied to an existing commercial Planned Unit Development (PUD) within the amendment area. The Bell Road/Hickory Hollow portion of the Southeast Community Plan did see a decline in retail due to the recession. If developed, the existing commercial PUD would have the scale of a large regional shopping center. Rather than encourage additional commercial development, the Plan encourages revitalization of existing commercial areas. The T3 NE policy is applied to encourage commercial redevelopment in existing areas. It should be noted that the T3 NE policy would not preclude the inclusion of neighborhood-oriented retail as part of a comprehensive traditional neighborhood development with exceptional design.

T3 Suburban Community Center (T3 CC) policy is being applied to commercial areas along Bell Road and near the Bell Road/Interstate 24 interchange. The commercial areas near Hickory Hollow and along Bell Road saw retail decline during the recession. Therefore, to encourage the revitalization of existing commercial areas in both Southeast and the Antioch-Priest Lake Communities, T3 CC policy was applied to properties with existing commercial and mixed-use development rights. T3 CC policy was not applied to areas without existing commercial or mixed-use development rights.

STAFF RECOMMENDATION

Staff recommends approval.



2012CP-013-002

ANTIOCH- PRIEST LAKE PLAN AMENDMENT 2012 UPDATE

Parcels - Various

Antioch – Priest Lake

13 – Josh Sites

16 – Tony Tenpenny

28 – Duane Dominy

29 – Karen Johnson

32 – Jacobia Dowell

33 – Robert Duvall



Project No.	Community Plan Update 2012CP-013-002
Project Name	<i>Antioch – Priest Lake Community Plan: 2012 Update</i>
Associated Cases	2012CP-000-005, 2012CP-000-006, 2012CP-012-001, 2012CP-014-002
Council District	13 – Stites, 28 – Dominy, 29 – Johnson, 32 – Dowell, 33 – Duvall
School Districts	6 – Mayes, 7 - Pinkston
Requested by	Metro Planning Department
Staff Reviewer	Capehart
Staff Recommendation	<i>Approve with amendments</i>

APPLICANT REQUEST

A request to adopt the Antioch-Priest Lake Community Plan: 2012 Update and associated amendments.

Amend the Community Plan

A request to amend the Antioch-Priest Lake Community Plan: 2003 Update and the associated Rural Hill-Moss Road Detailed Design Plan, updating the land use policies applied to 29,207 acres (38,307 acres including parcels and right-of-way) contained in the Antioch-Priest Lake Community, also referred to as Subarea 13.

CRITICAL PLANNING GOALS

The Antioch-Priest Lake Community Plan Update meets the following critical planning goals through the application of Community Character Policies.

Preserves Sensitive Environmental Features

The Plan seeks to preserve environmentally sensitive features through the application of Conservation Policy along areas of steep slopes, problem soils, flood-prone areas, wetlands, and possible sinkholes in the Antioch-Priest Lake Community. The Conservation Policy encourages the preservation and, where previously disturbed, the remediation of environmentally sensitive features.

Creates Open Space

The Antioch-Priest Lake Community’s open space network contains several Metro Parks, greenways, a State park, and several Army Corps recreation areas. The Antioch-Priest Lake Community Plan encourages the enhancement of existing open space, connecting open spaces, identifies areas and properties appropriate for new open space, and encourages additional open space associated with schools and mixed-use areas. The Plan follows recommendations found in the *Open Space Plan for Nashville*, including adding to the park and greenway network.

Creates Walkable Neighborhoods

The Antioch-Priest Lake has a few suburban neighborhoods and centers that are considered walkable. However, in both older and newer areas, sidewalks are lacking throughout the community. The Plan encourages pedestrian infrastructure enhancements through the Suburban Neighborhood Community Character Policies, including an emphasis on certain areas having a mixture of land uses such as found in Lenox Village (suburban mixed-use with a variety of housing



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types). In non-residential areas, Center and Corridor Community Character Policies provide design guidance on building placement, parking and access in order to enhance the pedestrian environment and better connect uses.

Supports a Variety of Transportation Choices

The Antioch-Priest Lake Community Plan supports varied transportation options throughout the community. The Corridor Community Character Policies applied to major corridors, and other streets in the community, emphasize and support existing multi-modal transportation options that accommodate vehicles, mass transit, bicyclists, and pedestrians. The Corridor Community Character Policies also support land uses and urban design that would complement the forthcoming Murfreesboro Pike Bus Rapid Transit (BRT) Lite and existing transit routes throughout Antioch-Priest Lake.

Provides a Range of Housing Choices

The Antioch-Priest Lake Community Plan encourages a range of housing options through the application of Neighborhood Community Character Policies. The Maintenance Neighborhood Policies encourage compatible infill and preservation of established neighborhoods that already have a diverse mix of housing. The Evolving Neighborhood Policies encourage housing that appeals to Baby Boomers, Gen Y, and smaller households – growing segments entering the housing market that require varied housing types near amenities. In all cases, the Neighborhood Community Character Policies acknowledge the stakeholders’ desire for additional “move-up housing,” or housing at a higher price point, to attract and maintain growing families and professionals.

Supports Infill Development

In Antioch-Priest Lake, there was a clear distinction between developed and emerging neighborhoods, leaving very few opportunities for the application of unique infill areas within established neighborhoods. As a result, compatible infill that considers the predominant development character is encouraged in maintenance neighborhoods. While in evolving areas, the Plan supports new development that would ‘complete’ emerging neighborhoods. The Plan also encourages non-residential infill along corridors and in centers, by offering design and redevelopment guidance that recognizes the suburban market conditions that may be present in these areas.

Promotes Compact Building Design

In a suburban context, the Corridor and Center Community Character Policies encourage a mix of uses on a singular site, dense landscaping buffers, consolidated driveways and access points, one row of parking in some cases, and pedestrian-scaled signage. The policies also support innovative design techniques that are used to minimize sprawl and create pedestrian friendly development, and provide guidance for enhance vehicle-oriented development that is appropriate in suburban areas.

Preserves Historic Resources

The Antioch-Priest Lake Community contains properties, structures, and places that are listed on the National Register of Historic Properties, designated Eligible for the National Register, or are considered Worthy of Conservation by the Metro Historical Commission. The Plan recognizes those historic places, structures, and districts in its Special Policies which recommend collaboration with the Historical Commission to coordinate the adaptive reuse of such structures, and/or to minimize impacts to historic properties in the event that development occurs in their vicinity.



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Encourages Community Participation

Community participation was encouraged throughout the Plan Update process and in future implementation. The process utilized outreach methods that were tailored to the stakeholders in this community (see below). The Plan promotes the stakeholders' stewardship of the community plan after its adoption by including a section on suburban and mall redevelopment best practices for the developers and business owners in the community, and offering a community-guided implementation section for residents, property owners, business leaders, institutional leaders, and elected and appointed officials.

ANTIOCH – PRIEST LAKE PLAN UPDATE COMMUNITY PARTICIPATION

Staff conducted seven community meetings in Antioch-Priest Lake between April 5 and August 30, 2012. The community meetings included workshops to develop and assess the vision and goals, concept plan, community character policy plan, and the open space and transportation plans. The community engagement yielded more than 400 stakeholders on the email list, and roughly 155 attendees at community meetings. Additional results of the community engagement are quantified below (as of September 2012):

- 3,281 visits to the Antioch–Priest Lake Webpage
- 418 Stakeholders on the Antioch–Priest Lake Mailing list
- 82 Tweets and Facebook Posts on Metro Planning Facebook Page
- 11 Facebook Posts on the “Hip Antioch” Facebook Page
- 12 Mentions of the Antioch-Priest Lake Process in the Development Dispatch – roughly 2,500 subscribers
- 13 YouTube Videos (footage of stakeholders during community meetings) – total 1,567 total views
- 2 Formal Media Releases with news media routinely copied on announcements
- 3 Online Community Surveys for Housing, Open Space, and Transportation. A total of 256 responses

The Antioch-Priest Lake Community engagement was tailored to the community. The 2010 U.S. Census revealed that the Antioch-Priest Lake Community had become very diverse both in race/ethnicity and age. The community was more diverse with higher concentrations of African-Americans, Hispanic/Latinos, and with youth under the age of 19. The 2010 Census data also revealed a high percentage of commuters with 43 percent of workers traveling 15 – 29 minutes to work. As a result, the community engagement activities were demographically relevant and responsive to the unique needs of the residents.

To reach African-American stakeholders, planning staff reached out to radio stations with an African-American listening audience to announce community meetings. Similarly, planning staff utilized Hispanic/Latino radio to reach that race/ethnic group. With assistance from Hispanic/Latino marketing and outreach experts, planning staff created flyers in Spanish and distributed them in the study area and adjacent Hispanic/Latino communities. Planning Staff also coordinated with Metro Nashville Public Schools' bilingual community liaisons to distribute community meeting information. Translators were also provided at several community workshops to assist Spanish-speaking stakeholders.

To reach youth, planning staff conducted focus groups with area high school students at Antioch High School, Cane Ridge High School, and the Academy at Hickory Hollow. To reach families, planning



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staff attended the *Southeast Easter Event*, and spoke with teachers and parents at Edison Elementary School.

To reach stakeholders that could not attend community meetings (families and commuters), planning staff utilized online mapping tools, email, and social media (Facebook, Twitter, YouTube) to keep those Antioch-Priest Lake stakeholders informed throughout the process. The mapping tool, *Antioch Online* was an on-line tool that mimicked community engagement activities that were conducted at the public meetings. The tool resulted in a large amount of data collected over an extended period of time, and provided an alternative to attending community meetings in-person.

Planning staff also targeted specific stakeholders. Planning staff attended meetings of the Crossings Nashville Action Partnership (CNAP), the local business association for the Crossings/Hickory Hollow area, to discuss the community plan process. In addition, staff met with local apartment managers and provided flyers and information for their residents. Staff also met with large property owners to discuss ideas and future plans, including the management of the Hickory Hollow Mall to discuss issues and the property's future.

Throughout the process, regular online surveys and announcements were generated and sent to an email list of over 400 stakeholder contacts. Planning staff also utilized social media tools such as Facebook and Twitter to publicize meetings and share information. Area Council Members also used their email lists and social media outlets to share information and meeting reminders.

Traditional outreach methods to reach the majority of the stakeholders in the community were also utilized. Planning staff utilized local newspapers and TV news stations to publicize the community meetings; staff appeared on several programs on NewsChannel 5+ to discuss the process and answer questions from callers.

During the update process, Planning staff held a number of public workshops to discern the community's vision, balance that vision with sound planning principles, and create a course of action to achieve the common vision. The community meetings and workshops utilized expert panels that provided additional insight on the workshop topics, followed by informational stations. The stations allowed stakeholders to speak freely with planning staff and neighbors, either in small groups or one-on-one.

Notification of community meetings was listed on the Planning Department's website and made public through radio, television, and newspaper media as well as an initial mailing to every property owner in the Antioch-Priest Lake Community.

Notification of the October 25, 2012 Metro Planning Commission Public Hearing for consideration of the Antioch-Priest Lake Plan Update was sent by email and by U.S. Postal mail to those who participated in the Plan Update process. The public hearing was also listed on the Planning Department's website and made public through radio, television, and newspaper media.



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COMMUNITY CHARACTER POLICIES APPLIED

The Antioch-Priest Lake Community Plan Update is the fifth community plan to use the Community Character Manual (CCM) and its Community Character Policies. The Community Character Policies emphasize the character of development, encourage sustainable development and design, and links transportation and land use.

Conservation Community Character Policies

Conservation Policy is applied to environmentally sensitive areas – flood-prone areas, problem soils (sinkholes), and unique cedar glade areas. The Conservation Policies encourage the preservation of undeveloped environmentally sensitive areas and the remediation of environmentally sensitive areas that have been disturbed. Conservation Policy has been applied to 5,410 acres (14 percent) of the land in the Antioch-Priest Lake Community.

Conservation Policy is applied to steep slopes in the northern portion of the community. These areas are mostly developed with residential subdivision; therefore, remediation of previously disturbed features is the focus in these areas. In the southeastern portion of the community around J. Percy Priest Lake, Conservation Policy is applied to cedar glades and sensitive soils with a pattern of sinkholes. Conservation Policy has also been placed on the flood-prone areas associated with Mill Creek and its tributaries. During the May 2010 floods, these areas, including portions of Antioch Pike, I-24, Blue Hole Road and Bell Road, saw significant inundation from flood waters.

Open Space Community Character Policies

Open space in the Antioch-Priest Lake Community is primarily categorized as Suburban Open Space. Open space areas include two neighborhood and community parks, three regional parks, recreation areas associated with J. Percy Priest Lake, Long Hunter State Park, greenways along Mill Creek, and prominent civic uses. Open Space Policy in the Antioch-Priest Lake Community accounts for 4,515 acres or (12 percent) of the land area.

Stakeholders attending community meetings suggested some additional properties for park land. Planning staff analyzed these properties and discussed them with Metro Parks to ensure accurate depiction of recommended park land in the Antioch-Priest Lake Community Plan.

Community input also reflected a need for more neighborhood and community centers that were easily accessible by walking or biking. Similar request are reflected in the *Open Space Plan for Nashville* which depicts southeast Davidson County as having more neighborhood and community parks, rather than large regional parks. The Antioch-Priest Lake Open Space Plan includes these recommendations as well and encourages the creation of additional neighborhood and community parks. To encourage better access to existing parks, the Antioch-Priest Lake Plan recommends completing the Mill Creek Greenway system to connect Antioch Park on Blue Hole Road with Ezell Park on Harding Pike. Other sidewalk, bikeway, and greenway recommendations were prioritized by considering their connections to existing and future park locations.

The Plan also reflects forthcoming open space in the Antioch-Priest Lake Community by acknowledging the new Hickory Hollow Park, Community Center and Library complex in the former J.C. Penney's building. The complex will provide much needed open space in a central location. The Plan also promotes additional access to this complex through specific sidewalk, greenway and transit recommendations.



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In addition, the Antioch-Priest Lake Community Plan recommends other unique open space opportunities. Community gardens may be a unique use of vacant and underutilized land in suburban areas, and could be an appropriate amenity for schools, churches, or other civic uses. Dog parks were also mentioned during the process and are included in the Plan recommendations for open space use. Where additional open space is needed, or an opportunity to provide more open space presents itself, the Community Character Policy, *Potential Open Space*, has been applied; Potential Open Space Policy in the Antioch-Priest Lake Community accounts for 425 acres or (1 percent) of the land area.

Neighborhood Community Character Policies

The Antioch-Priest Lake Community is primarily rural and suburban. Residential neighborhoods that are stable and that need only minor changes overtime should be maintained while neighborhoods where considerable changes over time are more appropriate are considered evolving. Suburban neighborhoods are either identified as Maintenance (where the character is established) or Evolving (where additional building types and density will establish character). Maintenance Neighborhoods are mostly located north of Bell Road, while Evolving Neighborhoods are located mostly south of Bell Road. There are several suburban residential corridors along Bell Road, and within the Rural Hill Road–Moss Road area. Rural Maintenance neighborhoods are located in the area to the east J. Percy Priest Lake and in specific areas along Franklin Limestone Road. Combined, these Neighborhood Policy areas account for 12,563 acres (33 percent) of the land area.

There are very few infill areas proposed within the maintenance neighborhoods. Within maintenance neighborhoods, the Antioch-Priest Lake Community Plan recommends preserving the existing character with incremental change overtime; e.g. compatible infill, street connections, sidewalk infrastructure. There are infill areas identified within the Nashboro Village Neighborhood – a suburban maintenance neighborhood – where there are existing development rights associated with Planned Unit Developments (PUDs). The infill areas are highlighted to emphasize special policy guidance for existing development rights, and do not encourage development intensity beyond what is currently approved.

In contrast, evolving neighborhoods south of Bell Road encourage new development character. Antioch-Priest Lake stakeholders expressed a desire to create neighborhoods that includes connectivity (streets, bikeways, and sidewalks), with access to open space and amenities and that mimics the Lenox Village style of development. The Plan encourages this type of development in undeveloped areas south of Bell Road where new neighborhoods have emerged since the Plan was last updated in 2003.

In all cases, the residential policies applied throughout the community encourage some level of housing choice and better connectivity to Centers, Corridors and Open Space.

Center Community Character Policies

Centers in the Antioch-Priest Lake Community exist in the Suburban and Urban Transect categories. There are 1,036 acres (3 percent) of the Antioch-Priest Lake Community's land area where Center Community Character Policies have been applied. Antioch-Priest Lake saw retail decline during the economic recession. Therefore, to encourage the revitalization of existing commercial areas, the 2012 Plan Update applied Center Community Character Policies in locations with existing commercial and mixed-use development rights. Suburban Center policies were rarely applied to residentially zoned areas.



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Urban Community Center Policy was applied to the Hickory Hollow Mall property to encourage a more intense, yet walkable, mixed-use development form. This center was identified as an Urban Center because of its locational assets and its growth potential due to significant forthcoming public investments. In all cases, the Center Community Character Policies encourage the enhancement of commercial centers into walkable, mixed-use centers. Rather than expanding commercial centers, the preferred alternative is infill and redevelopment of existing, underutilized commercial areas to create lively, mixed-use areas of activity as envisioned by the policy.

Corridor Community Character Policies

Suburban Corridor Community Character Policies are applied to 916 acres (2 percent) of the Antioch-Priest Lake Community's land area. Residential corridors in Antioch-Priest Lake have primarily residential and civic/public benefit land uses along them. Suburban Residential Corridor Policies are applied along Bell Road and within the Rural Hill Road-Moss Road area. Suburban mixed-use corridors are the most prevalent corridor type in the Antioch-Priest Lake Community. A mixed-use corridor contains land uses ranging from residential to commercial. Suburban Corridor Community Character Policy recognizes that the market may yield a mixture of uses on a single site rather than a vertical mix of uses in a single building; the policy, however, does not preclude vertical mixed-use in a stand-alone building. Suburban Mixed Use Corridor Policies are applied to Murfreesboro Pike, Crossings Boulevard, and Antioch Pike in the Bakertown Neighborhood.

Many of Antioch-Priest Lake's corridors serve primarily a local transportation function. However, corridors like Murfreesboro Pike and Bell Road play a more noticeable regional transportation role. For regional corridors, the focus is the movement of goods, services, and people throughout the region, while also providing access to destinations *within* the Antioch-Priest Lake Community. Corridors serving the neighborhood and/or community may pay more attention to providing safe and accessible thoroughways for daily travelers, while also accommodating land uses that create sustainable and complete neighborhoods.

The Corridor Community Character Policies encourage development that would support unique transit options such as the forthcoming Murfreesboro Pike Bus Rapid Transit (BRT) Lite route and local shuttle routes provided by MTA's Bus Link program. Housing options and mixed-use development are development types allowed in these policy areas that would also support transit. Additional development along these corridors would encourage their use as a destination in the Antioch-Priest Lake Community, rather than just a route to other communities.

District Community Character Policies

District Community Character Policies are applied to major employment centers and areas of single-use development (office, industrial and impact areas). The districts include undeveloped land that lends itself to new development opportunities, and established development that requires enhancements to remain competitive in the office, industrial, and employment center markets. In the Antioch-Priest Lake Community, Employment Center (a new CCM policy), Office, Industrial and Impact Districts Policies are applied to 8,106 acres (21 percent of the total land area) within the community. The Nashville International Airport is a District – Impact area, and with 4,284 acres, it consumes more than half of the total acreage found in District policies.

Antioch-Priest Lake stakeholders voiced a need for an increased daytime employment population. Industrial and business parks have evolved into more flexible mixed-use areas, rather than areas of



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singular uses. To address community input and changes in the office and industrial markets, District – Employment Center Policy was created. District Employment Center Policy encourages a mixture of office, light industrial and mixed-use development, rather than solely office or industrial land uses. This new policy has been applied to areas east of the Nashville International Airport and in the area south of the Hickory Hollow Mall known as The Crossings. These two areas boast locational assets (e.g. access to the Airport and Interstate 24 respectively), and are primarily undeveloped, offering vacant greenfield sites ideal for suburban relocation. Both areas are also suitable for workforce housing or executive housing that would act as supportive residential for future employers and industries.

Single-use districts, such as Office District Policy, cover areas along Antioch Pike and Harding Pike, while Industrial District Policy areas are also located along Antioch Pike and at the Old Hickory Boulevard/Interstate 24 interchange. Impact District Policies are applied to the Nashville International Airport and the Vulcan Rock Quarry on Franklin Limestone Road.

The property on Franklin Limestone Road that is the subject of pending legislation for an asphalt plant also has District Industrial Policy applied to it; the District Industrial Policy acknowledges the pending zone change. If the zone change to allow the asphalt plant is not approved by the Metro Council, alternative land use policies under District Industrial would provide guidance for future development. Alternative District Industrial Policy would encourage only light industrial land uses (e.g. distribution, manufacturing, office, storage, warehousing, and wholesaling).

The Nashville State Community College is a new Major Institutional use within the Antioch-Priest Lake Community. It is located on the Hickory Hollow Mall Site in the former Dillard's Building. District Major Institutional Policy was not applied to the College as a singular use district, but rather it was included in the T4 Urban Community Center applied to the Hickory Hollow Mall site. This encourages a campus setting within a comprehensive mixed-use environment. The community plan, however, encourages the creation of a campus setting on that portion of the Hickory Hollow Mall site.

In all cases, District Community Character Policies encourage consistent design and form within each district. More intrusive land uses found in industrial and impact districts should be well buffered and separated from less intense areas.

TRANSPORTATION PLAN ELEMENT

The Antioch-Priest Lake Community Transportation Plan's strategy is to create a complete transportation network by providing recommendations for major and minor streets, transit, bikeways, sidewalks, and multi-use paths and greenways.

- ❑ The Major/Collector Street Plan (MCSP) is also being amended to reflect changes made to major streets in the Antioch-Priest Lake Community. Planning staff discussed the new street designations with Antioch-Priest Lake stakeholders as a component of the Transportation Plan.

The Community Plan also makes recommendations for major and local street connections. Major and local street connections are found primarily in undeveloped areas south of Bell Road. In these areas, stub streets outstanding from emerging subdivisions should be extended to connect with streets in new development. Because of the significant number of



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proposed major and local street connections, they are highlighted in tables within the Antioch-Priest Lake Transportation Chapter, and will be provided on a map specifically for proposed street connections.

- ❑ The Antioch-Priest Lake Community Plan includes all of the Antioch-Priest Lake related roadway projects found in the RTP (Regional Transportation Plan) and in the TIP (Transportation Improvement Projects). An RTP widening project for Bell Road from Murfreesboro Pike to Stewarts Ferry Pike (from 2 lanes to 3 lanes) was recommended to be amended. The amendment recommends widening to 3 lanes only in specific segments. The only TIP project for the Antioch-Priest Lake Community was the Harding Place Extension project, and it was recommended to remain in the TIP.
- ❑ The Community Plan took into consideration the long range plans of MTA (Metro Transit Authority). Recommendations based on these plans included creating a transit mini- hub in conjunction with the new Metro Park, Community Center, and Library complex at the Hickory Hollow Mall, and supporting transit-ready development along the forthcoming Murfreesboro Pike BRT Lite route. Both the MPO (Metropolitan Planning Organization) and TDOT (Tennessee Department of Transportation) are slated to study the Interstate 24 / Southeast Corridors; transportation recommendations from the Antioch-Priest Lake Community Plan process will be considered in those studies.
- ❑ Antioch-Priest Lake stakeholders expressed a need for additional connectivity for bicyclists and pedestrians. The Community Plan identified sidewalk connections in priority locations throughout the community; near retail centers, civic uses, and near transit stations. The Community Plan also identified neighborhood bike loops for recreational use and for less experienced riders. The bike loops connect neighborhoods with schools and parks. Bike lanes for use as an alternative travel mode for more experienced bicyclists were identified along major corridors such as Bell Road and Murfreesboro Pike. The bikeways connect to recreational destinations as well as to employment and retail centers.

OPEN SPACE PLAN ELEMENT

The Antioch-Priest Lake Community Plan makes recommendations for the preservation of existing open space and the creation of new open space.

- ❑ Metro Parks is committed to acquiring land, building and programming new open space facilities in the Antioch-Priest Lake Community. One important project underway (is the new community center and park at the Hickory Hollow Mall. The project is expected to be open in late 2013 and will contain a regional community center and a 2.6 acre park. The Metro Parks Department is also working to acquire land in the Smith Springs Road area to build another community center and park in coming years.
- ❑ The Antioch-Priest Lake Community Plan recommends specific properties to potentially be added to the open space network. These properties were identified based on community input and input from the Metro Parks Department. The properties are identified as Suburban Potential Open Space in the plan; meaning they are privately-owned and would need to be acquired by Metro Parks to be utilized as public open space in the future. The properties include flood-prone areas along Antioch Pike, the Ridgeview Property on Bell Road, the Nashboro Village Golf Course, an undeveloped parcel in The Crossings, an undeveloped



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parcel on Smith Springs Road, an undeveloped parcel on Old Hickory Boulevard, and property associated with the Ezell Harding Christian School. All Suburban Potential Open Space Policies have an alternative policy if the property is not secured for open space.

Some of these properties are suitable for neighborhood parks because they are smaller properties that generally serve the immediate neighborhood, while larger properties are suitable for community parks because they are larger and are generally drive-to facilities. In all cases, however, the park should be accessible to users arriving on foot, by bicycle, and by motor vehicle.

- ❑ Dog parks were mentioned by participants during the plan update process. Locations discussed as potential places for dog parks are the new park at Hickory Hollow, a potential open space area in Nashboro Village adjacent to the pond, and as part of any new community center on the east side of Murfreesboro Road.
- ❑ Community gardens are recommended to provide recreational and social benefits and to provide access to healthy food. While Antioch-Priest Lake is not affected by the issue of food deserts, community gardens are still an appropriate use to provide better access to healthy food, and could operate in connection with civic activities and underutilized properties.

PLAN IMPLEMENTATION

The Antioch-Priest Lake Community has been affected by the economic recession. Retail has struggled in the Hickory Hollow Mall commercial center because of the recession, retail competition in surrounding counties and stagnant income. Antioch-Priest Lake stakeholders were eager to learn how to rebound from the decline. Therefore, the Implementation Plan provides research and best practices for mall redevelopment, suburban corridor redevelopment, and community branding. The following details are included in the Implementation Chapter.

- ❑ The Community Plan discusses the roles of public, private, and community sectors in implementation of the Community Plan. It also discusses the primary function of the Community Plan which is to guide zoning, subdivision, capital improvement budget, and land use decisions. Other elements of community development may be addressed in the Community Plan, but are best championed by the community.
- ❑ The Community Plan identifies successful mall redevelopment projects. Common amongst all projects is the use of public/private partnerships and the appropriate mixture of retail, residential, civic, and educational uses.
- ❑ An Urban Design Overlay (UDO) was recommended to guide design along Murfreesboro Pike, a suburban corridor. Community input cited the Murfreesboro Pike corridor as being an appropriate location for suburban development but with a high level of design. A potential UDO would guide landscaping, signage, access and appropriate land uses.
- ❑ An Implementation Guide is also included to track short-, medium- and long-range actions by the public, private, and community sectors throughout the planning period.



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CHANGES SINCE THE STATIC DRAFT PLAN WAS POSTED

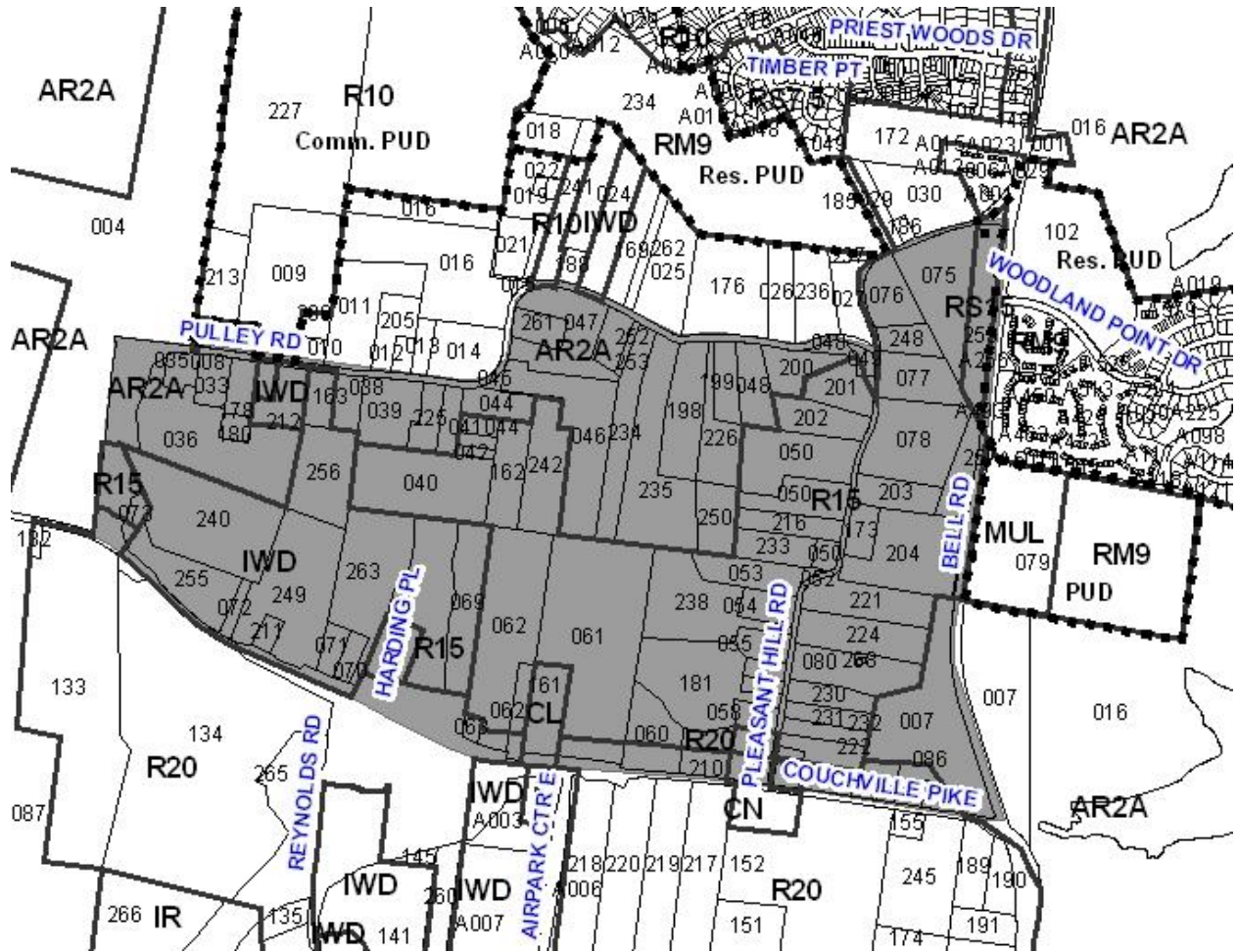
Planning staff posted the draft Antioch-Priest Lake Community Plan: 2012 Update on September 28, 2012 and indicated to community stakeholders that while comments and suggestions were still welcome, no changes would be made to that document until changes were proposed at the Planning Commission Public Hearing in October. Staff has found that posting a “static” draft prior to Planning Commission Public Hearing is helpful to the community because everyone is responding to the same document.

During the time that the static version of the draft plan was posted, community comments and new information from stakeholders has prompted the following changes. These changes have been added as conditions of approval.

1. Amendments to the street plan in the Antioch-Priest Lake Community Plan, which change the Functional Design Type and associated number of travel lanes for several streets. These changes were prompted by a request from Metro Public Works during the Major and Collector Street Plan update process. See the associated case 2012CP-000-006 for detailed explanation of changes.
2. Add language to the T3 Suburban Neighborhood Evolving Policy in Chapter 2 that would encourage the consideration of the application of T3 Suburban Neighborhood Centers in neighborhood evolving areas when part of a traditional neighborhood development proposal the displays exceptional design.

STAFF RECOMMENDATION

Approve the Antioch-Priest Lake Plan Amendment 2012 Update with amendments.



2012CP-014-002
 DONELSON – HERMITAGE – OLD HICKORY PLAN UPDATE
 Parcels – Various
 Donelson – Hermitage
 13 - Josh Stites
 29 - Karen Y. Johnson



Project No.	Plan Amendment 2012CP-014-002
Project Name	<i>Donelson/Hermitage/Old Hickory Community Plan: 2004 Update</i>
Associated Cases	2012CP-000-005, 2012CP-000-006, 2012CP-012-001, 2012CP-013-002
Council District	13 – Stites, 29 – Johnson
School Districts	7 - Pinkston
Requested by	Metro Planning Department
Staff Reviewer	Capehart
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

A request to amend the *Donelson/Hermitage/Old Hickory Community Plan: 2004 Update*.

Amend the Community Plan

A request to amend the Donelson/Hermitage/Old Hickory Community Plan: 2004 Update, in concert with the 2012 Antioch-Priest Lake Community Plan Update, to change the land use policies from Industrial (IN) to D- Employment Center (D-EC) and Conservation (CO) for multiple properties bounded by Pleasant Hill Road/Pulley Road to the north, Bell Road to the east, Couchville Pike to the south, and the Nashville International Airport to the west.

BACKGROUND

The Donelson/Hermitage/Old Hickory Community Plan Amendment area is bounded by Pleasant Hill Road/Pulley Road to the north, Bell Road to the east, Couchville Pike to the south, and the Nashville International Airport to the west. This area was included in the Antioch-Priest Lake Community Plan Update because its proximity to the Nashville International Airport created an area of economic development opportunity for the immediate Antioch-Priest Lake Community.

CRITICAL PLANNING GOALS

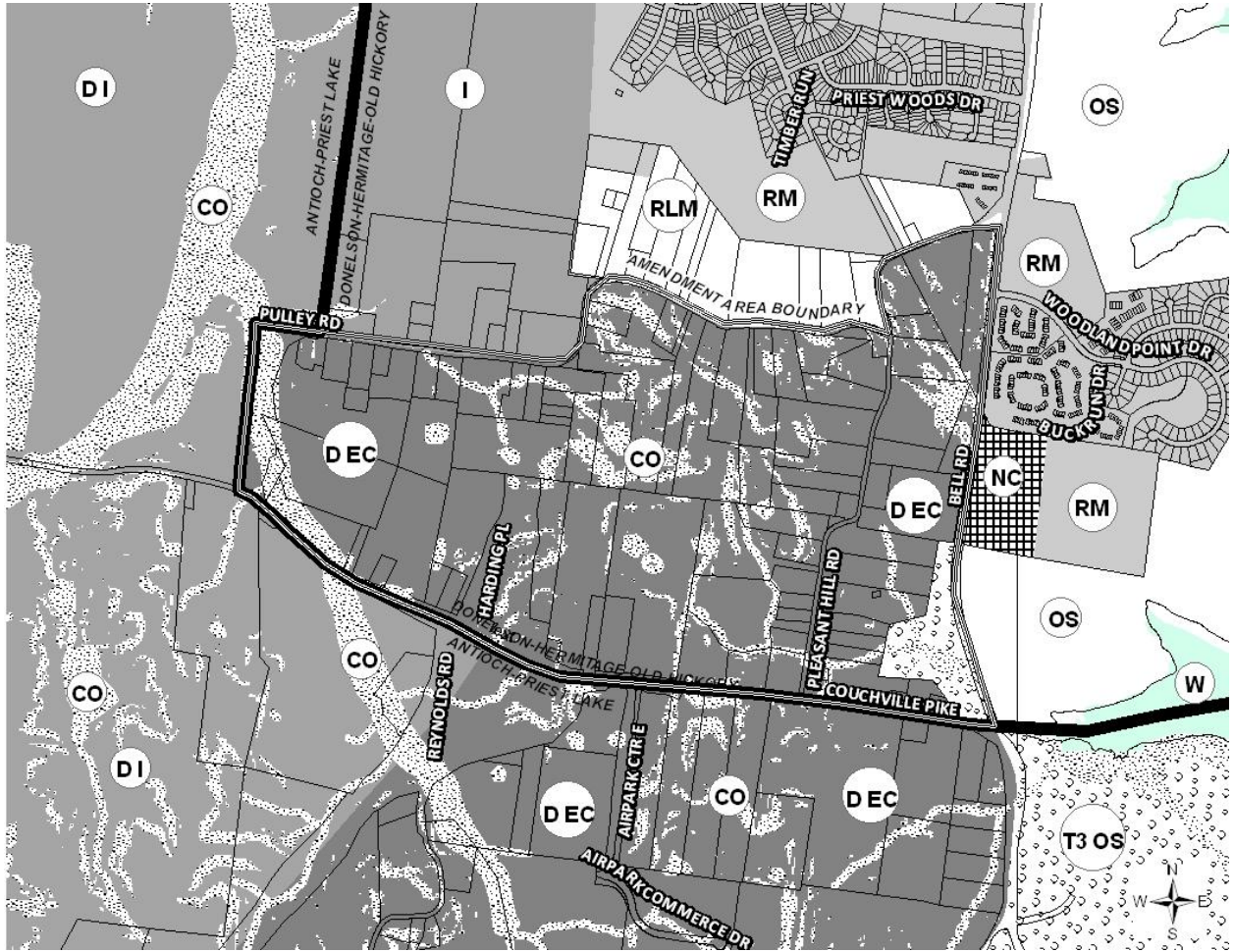
The District – Employment Center policy meets the planning goal of providing flexibility in the development of employment centers throughout Davidson County. The District – Employment Center policy encourages a mixture of retail, office, industrial industries that is not encouraged in the existing District policies; existing District Policies encourage singular uses.

EXISTING POLICY

Industrial (IND) policy is intended for existing and future areas of industrial and distribution development. Most types of industrial and distribution uses are found in this policy category and include: storage, business centers, wholesale centers, and manufacturing. Certain support uses, such as sales, service, and office facilities, will also be present in IND areas.

PROPOSED POLICY

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.



Proposed Amendment



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District-Employment Center (D-EC) policy is a new Community Character Policy that has been added during the update of the Antioch-Priest Lake Community Plan. D-EC areas are concentrations of employment, often in a campus-like setting. A mixture of office, commercial, and light industrial uses are present, but are not necessarily vertically mixed. Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D-EC areas as places of intense economic activity, featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium to high density residential are appropriate secondary and supportive uses within the District-Employment Center area. These uses may also be found in mixed use areas close to the D-EC area. In general, secondary and supportive uses do not occupy more than about a quarter of the land in any given D-EC area, in order to protect its primary function of providing intense concentrations of jobs.

COMMUNITY PARTICIPATION

This amendment was noticed and discussed as part of the Antioch-Priest Lake Plan Update. During that process, staff conducted seven community meetings in Antioch-Priest Lake between April 5 and August 30, 2012. All meetings were held at the Lakeshore Christian Church, 7 miles from the Donelson/Hermitage/Old Hickory Community Plan Amendment area. The community meetings included workshops to develop and assess the vision and goals, concept plan, community character policy plan, and the open space and transportation plans.

Notification of community meetings was listed on the Planning Department's website and made public through radio, television, and newspaper media as well as an initial mailing to every property owner in the Antioch-Priest Lake Community and within the Donelson/Hermitage/Old Hickory Plan Amendment area. Unique social media and demographically relevant engagement techniques were used.

Notification of the October 25, 2012 Metro Planning Commission Public Hearing for consideration of the Antioch-Priest Lake Plan Update, and this associated amendment, was sent by email and by U.S. Postal mail to those who participated in the Antioch-Priest Lake Community Plan Update process. The public hearing was also listed on the Planning Department's website and made public through radio, television, and newspaper media.

Community Character Policy and Special Policies

Community Character Policies are being applied to this area of the Donelson/Hermitage/Old Hickory Community Plan as a part of the Antioch-Priest Lake Community Plan Update. The Community Character Policies emphasize the character of development, encourage sustainable development and design, and make the link between transportation and land use.

COMMUNITY CHARACTER POLICIES APPLIED

Conservation (CO) policy is applied to environmentally sensitive areas – floodplain and floodway, problem soils (sinkholes), steep slopes, and bodies of water among others. The CO policy encourages the preservation of undeveloped, environmentally sensitive areas, and the remediation of environmentally sensitive areas that have been disturbed. In this portion of the Donelson/Hermitage/Old Hickory Community Plan, the CO policy is applied to steep slopes. Steep slopes are found sporadically throughout the plan amendment area and should be preserved during development.

District Employment Center (D-EC) policy has been created and applied to this area, east of the Nashville International Airport, to address recent changes in the industrial and office development markets as well as needs raised by Antioch-Priest Lake stakeholders during the planning process. D-



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EC policy encourages a mixture of office, light industrial and mixed-use development, rather than solely office or industrial land uses. In the past few years, industrial and office park development has evolved into more flexible mixed-use areas, rather than areas of singular uses. Antioch-Priest Lake also stakeholders voiced a need for an increased daytime employment population to help support area businesses and encourage new business development. This area has great access to the Airport and the forthcoming Harding Place Extension and interchange. In addition, the area is primarily undeveloped and offers vacant greenfield sites that are ideal for suburban relocation, including workforce/executive housing, that would support residential uses for future employers and industries.

STAFF RECOMMENDATION

Staff recommends approval.



Project No.	Text Amendment 2012Z-020TX-001
Council Bill	BL2012-264
Council District	Countywide
School District	Countywide
Requested by	Councilmember Josh Stites
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with an amendment</i>

APPLICANT REQUEST

Modify requirements for grandfathered Planned Unit Developments.

ZONING TEXT AMENDMENT

A request to amend Section 17.40.120 of the Metropolitan Code, Zoning Regulations, pertaining to the legislative alteration of the Zoning Code standards when amending a Planned Unit Development (PUD) approved under the authority of a previous zoning code.

CRITICAL PLANNING GOALS

N/A

EXISTING ZONING CODE

Section 17.40.120 of the Metropolitan Code establishes procedures for Planned Unit Development Overlays (PUD). The proposed amendment would provide additional language under subsection G.3.b. Subsection G pertains to grandfathered PUDs that were approved under the authority of a previous zoning code prior to the adoption of the current zoning code in 1998. Subsection G.3.b requires that modifications to older PUDs that are not minor and require Council approval meet all current zoning code requirements and is as follow:

- b. Where modifications to a previously approved planned unit development are not deemed to be minor, as determined under subsection (G)(2)(a) through (k) of this section, all chapters of this code shall be applicable.

PROPOSED ZONING CODE

The proposed text amendment modifies subsection G.3.b by adding the following language at the end of the subsection:

Notwithstanding the foregoing, when legislation modifying the planned unit development is approved by the Metropolitan Council that expressly includes provisions that are not consistent with the chapters of this code, such express provisions shall govern.

ANALYSIS

The proposed text amendment will provide additional flexibility to older PUDs that were approved under a previous zoning code but, as written, could permit Council to remove Code requirements intended to protect the welfare and safety of the general public. Staff recommends that the bill be amended as follows with the additional language in **bold and underlined**:

Notwithstanding the foregoing, when legislation modifying the planned unit development is approved by the Metropolitan Council that expressly includes provisions that are not



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consistent with the chapters of this code, such express provisions shall govern, **however, the removal of any building, fire and life safety codes adopted by the Metropolitan Government shall be prohibited.**

STAFF RECOMMENDATION

Staff recommends that the text amendment be approved with an amendment.

ORDINANCE NO. BL2012-264

An ordinance amending Section 17.40.120 of the Metropolitan Code, Zoning Regulations, pertaining to the legislative alteration of the Zoning Code standards when amending a planned unit development (PUD) approved under the authority of a previous zoning code (Proposal No. 2012Z-020TX-001).

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

Section 1. Section 17.40.120 of the Metropolitan Code, Zoning Regulations, is hereby amended by adding the following provision at the end of subsection G.3.b.:

“Notwithstanding the foregoing, when legislation modifying the planned unit development is approved by the metropolitan council that expressly includes provisions that are not consistent with the chapters of this code, such express provisions shall govern **however, the removal of any building, fire and life safety codes adopted by the Metropolitan Government shall be prohibited.**”

Section 2. That this Ordinance shall take from and after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Josh Stites



Project No.	Text Amendment 2012Z-023TX-001
Project Name	Automobile Convenience
Council District	Countywide
School District	Countywide
Requested by	Planning Department, sponsored by Councilmember Phil Claiborne
Staff Reviewer	Bernards
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Add automobile convenience as a PC use to industrial districts.

ZONING TEXT AMENDMENT

A request to amend Title 17 of the Metropolitan Code, Zoning Regulations, to add “Automobile Convenience” as a use permitted with conditions (PC) in the IWD, IR and IG zoning districts.

CRITICAL PLANNING GOALS

N/A

EXISTING ZONING CODE

Currently, automobile convenience (gas stations) is not a permitted use in the industrial districts. Fuel pumps have been allowed in these districts and are classified as an accessory use to a retail use. Retail is permitted with a condition limiting the use to 2,500 square feet.

PROPOSED ZONING CODE

The proposed text amendment will allow automobile convenience as a use permitted with conditions in the industrial district. The condition relating to the mini-mart associated with the fuel pumps has been amended to limit them to 2,500 square feet in the industrial districts. The proposed amendment is **bolded and underlined**.

17.16.070.D Automobile Convenience.

1. Minimum Street Frontage. Each parcel shall have a minimum street frontage of one hundred feet on each abutting street.
2. Gasoline Pumps. Gasoline pumps shall be at least twenty feet from any property line and a minimum of twenty feet from any public right-of-way.
3. Automatic Car Wash.
 - a. One automatic car wash, capable of washing only one car at a time, shall be located fifty feet away from any residential zone district or district permitting residential use.
 - b. All washing facilities shall be located within a building which is enclosed except those openings necessary for vehicular and pedestrian access. Such openings shall not face any adjacent residentially zoned property.
 - c. If located within one hundred feet of a residential zone district or district permitting residential uses, operation of the establishment shall be prohibited prior to eight a.m. or after ten p.m. on any day of the week.



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- 4. Mini-Marts. Mini-marts may be permitted on the site of a service station, including restaurants co-located within the same building. A mini-mart in the IWD, IR or IG shall be limited to two thousand five hundred (2,500) square feet of gross floor area, maximum. Parking shall be provided for each separate use pursuant to Chapter 17.20, Article II.**
5. Equipment Rental. Rental of equipment such as trailers and trucks shall be permitted subject to the following restrictions:
- The rental equipment does not occupy or interfere with the required parking for the gas station, mini-market (and/or restaurants);
 - The rental of the equipment is clearly incidental and secondary to the main activity on the site; and,
 - The storage of any rental equipment shall be located fifty feet away from any residential zoning district boundary or the property line of any property containing a residential use, and shall not be located abutting a public right-of-way.
6. Outdoor Loudspeakers. There shall be no outdoor loudspeakers or public address systems.
7. Refuse Storage and Disposal. Trash areas shall be provided and screened on at least three sides from public view by an opaque impact-resistant fence of sufficient height to screen the dumpster(s).
8. Vehicle Sales or Storage. No vehicle may be stored or parked on the premises for the purpose of offering it for sale.

ANALYSIS

By limiting the square footage of the associated mini-marts, the retail portion of the automobile convenience use will be consistent with what is already permitted in the industrial districts. This will diminish the impact on the integrity of the industrial districts with the introduction of a new, non-industrial use.

STAFF RECOMMENDATION

Staff recommends approval of this bill.



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Ordinance No. _____

An ordinance amending Title 17 of the Metropolitan Code, Zoning Regulations to add “Automobile Convenience” as use permitted with conditions (PC) in the IWD, IR and IG zoning districts. (Proposal No. 2012Z-023TX-001)

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

Section 1. Section 17.08.030, District Land Use Tables, is hereby amended by adding “Automobile Convenience” as a permitted with conditions use (PC) in the IWD, IR and IG zoning districts.

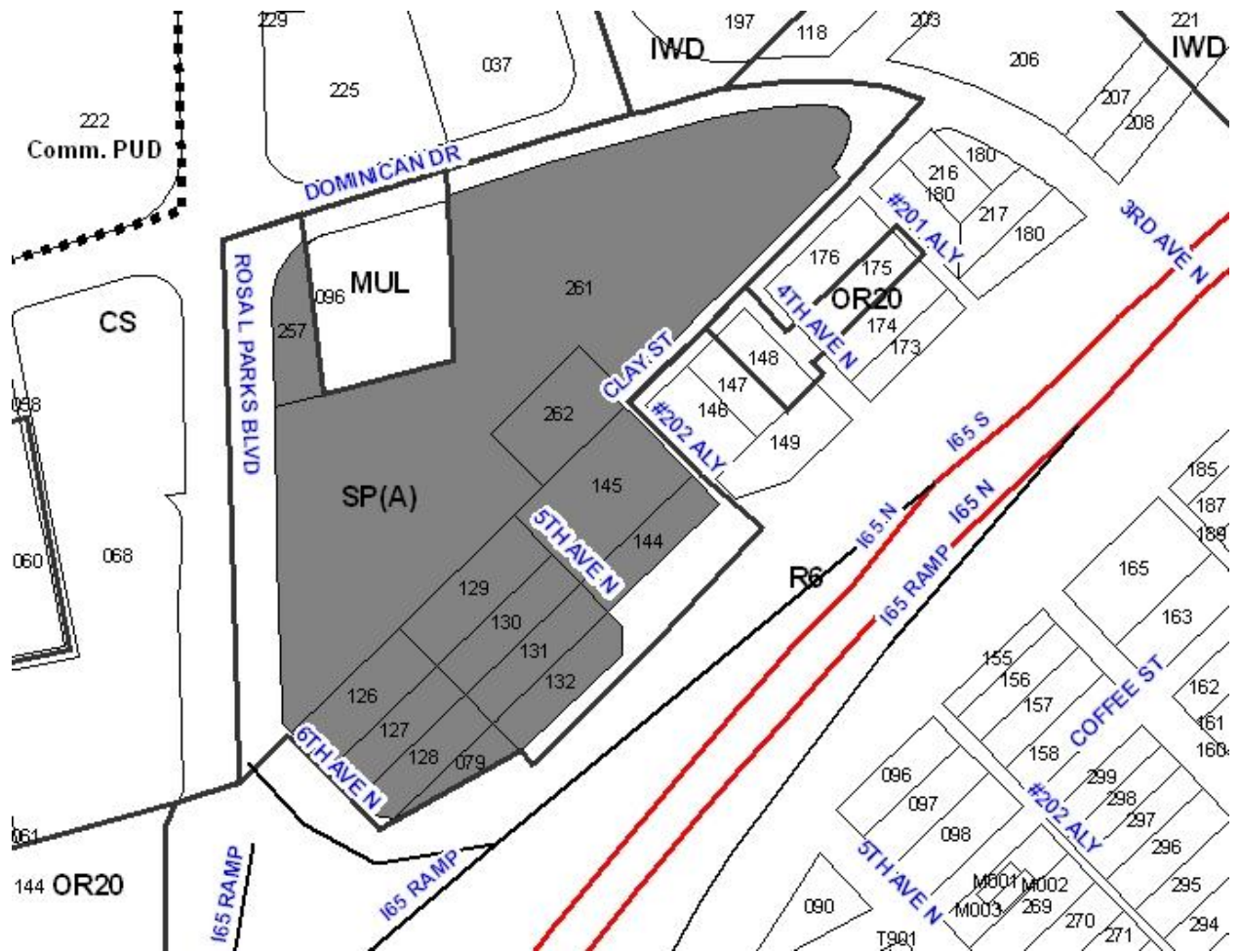
Section 2. Section 17.16.070, Uses Permitted with Conditions (PC) – Commercial Uses of the Metropolitan Code is hereby amended by deleting Subsection 17.16.070.D.4 in its entirety and replacing it with the following new Subsection 17.16.070.D.4:

4. Mini-Marts. Mini-marts may be permitted on the site of a service station, including restaurants co-located within the same building. A mini-mart in the IWD, IR or IG shall be limited to two thousand five hundred (2,500) square feet of gross floor area, maximum. Parking shall be provided for each separate use pursuant to Chapter 17.20, Article II.

Section 3. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Councilmember Phil Claiborne



2006SP-108U-08
 METRO CENTER AUTO FACILITY (4 YEAR REVIEW)
 Map 081-04, Parcel(s) 126-132, 144, 145, 257, 261-262
 Map 081-08, Parcel(s) 079
 North Nashville
 21 – Edith Taylor Langster



Project Number SP District Review 2006SP-108U-08
Project Name Metro Center Auto Facility SP
Council District 21 – Langster
School District 1 – Gentry
Requested by Metro Planning Department

Staff Reviewer Bernards
Staff Recommendation *Find the SP District active*

APPLICANT REQUEST

Four year SP review to determine activity

SP Review

The periodic review of an approved Specific Plan (A) district known as "Metro Center Auto Facility", to determine its completeness pursuant to Section 17.40.106.I of the Metro Zoning Code (Review of a Development Plan), for properties located at 1919, 1920, 1921, 1922, 1925 and 1927 5th Avenue North, 1918, 1920, 1922 and 1924 6th Avenue North, 410 Clay Street, 501 Dominican Drive and Rosa L. Parks Boulevard (unnumbered), (7.82 acres), approved for a new automobile sales and service complex with two buildings totaling 32,225 square feet via Council Bill BL2006-1205 effective on November 25, 2006, and amended to permit an auto dealership with a 65,000 square foot building and a 760 square foot telephone utility/communication facility via Council Bill BL2008-278 adopted on September 16, 2008.

Zoning Code Requirement

Section 17.40.106.I of the Zoning Code requires the review of each SP District four years from the date of Council approval and every four years after until the development has been deemed complete by the Planning Commission.

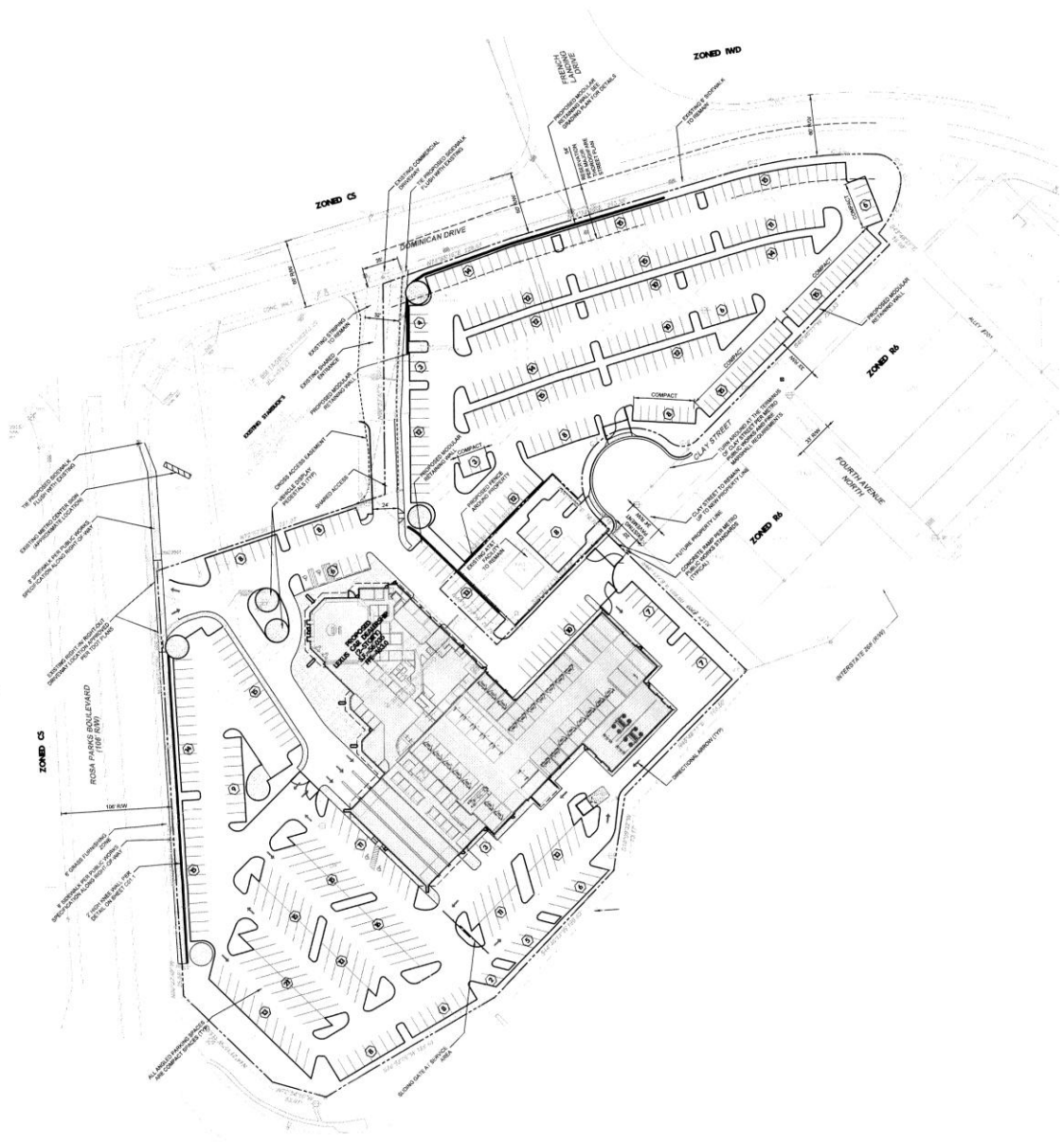
Development within each SP District is to be reviewed in order to determine if the project is complete or actively under development to implement the approved development concept. If the review determines that the project is complete or actively under development, then no further review is necessary at this time. If the review determines that the project is inactive then the Planning Commission is to determine if its continuation as an SP district is appropriate.

DETAILS OF THE SP DISTRICT

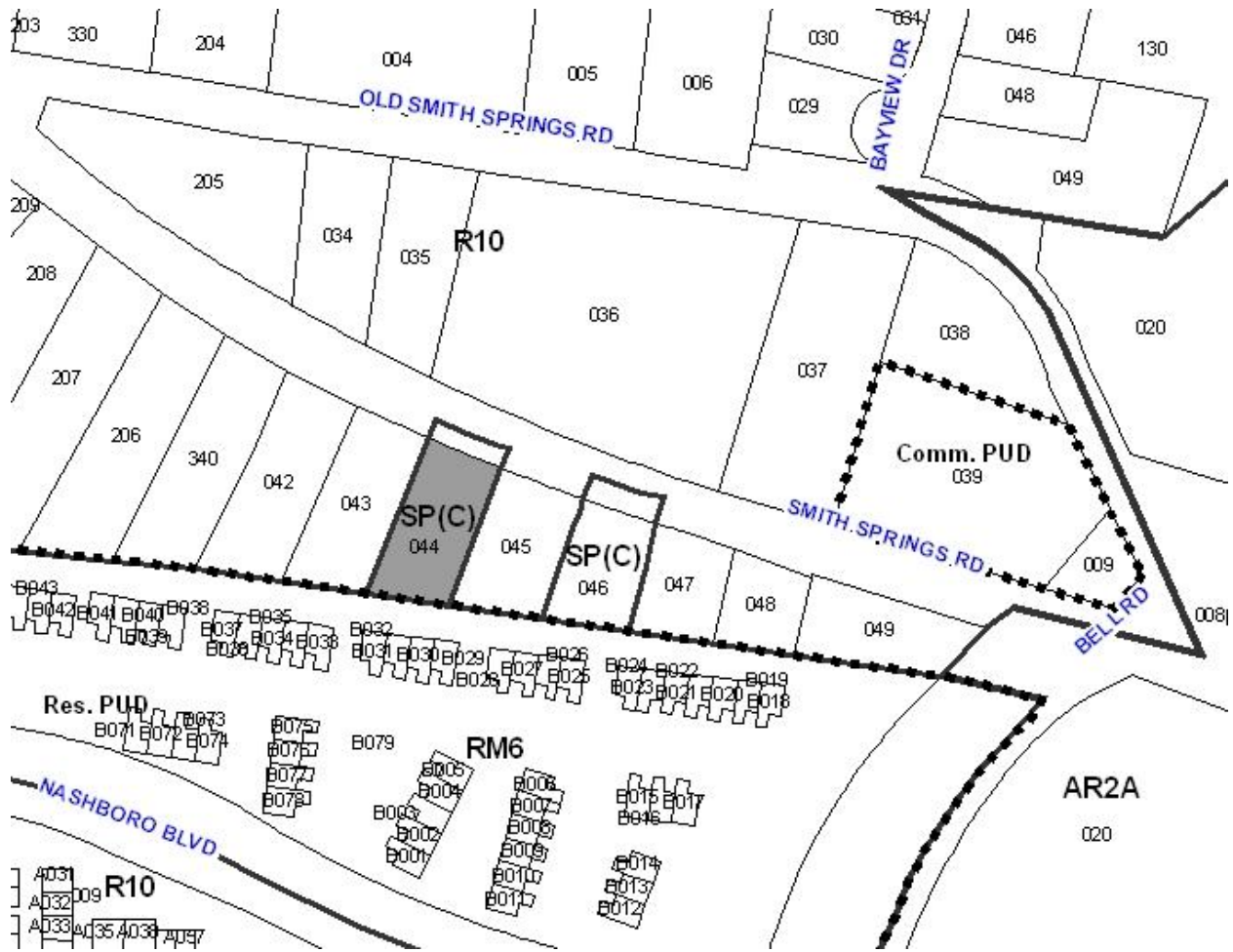
The Metro Center Auto Facility SP was approved to allow an auto facility. The SP was amended to increase the size of the auto facility building and to add communication facility. Currently, a second amendment is moving through the Council process related to signage requirements. Staff visited the site in September 2012. Building permits have been issued for the SP and construction activity was observed on the site.

STAFF RECOMMENDATION

Staff recommends that the Metro Center Auto Facility SP be found to be active.



Approved Specific Site Plan



2008SP-014U-13
 SAMBUKKA'S BARBER AND STYLING STUDIO (4 YEAR REVIEW)
 Map 136, Parcel 044
 Antioch - Priest Lake
 29 – Karen Johnson



Project No. SP District Review 2008SP-014U-13
Project Name Sambukka's Barber and Styling Studio SP
Council District 29 – Johnson
School District 7 – Pinkston
Requested by Metro Planning Department

Staff Reviewer Bernards
Staff Recommendation *Find the SP district complete*

APPLICANT REQUEST

Four year SP review to determine activity

SP Review

The periodic review of an approved Specific Plan (C) district known as "Sambukka's Barber & Styling Studio", to determine its completeness pursuant to Section 17.40.106.I of the Metro Zoning Code (Review of a Development Plan), for property located at 2635 Smith Springs Road, (0.28 acres), approved for personal care services in an existing 1,792 square foot dwelling via Council Bill BL2008-279 adopted on September 16, 2008.

Zoning Code Requirement

Section 17.40.106.I of the Zoning Code requires that a SP district be reviewed four years from the date of Council approval and every four years after until the development has been deemed complete by the Planning Commission.

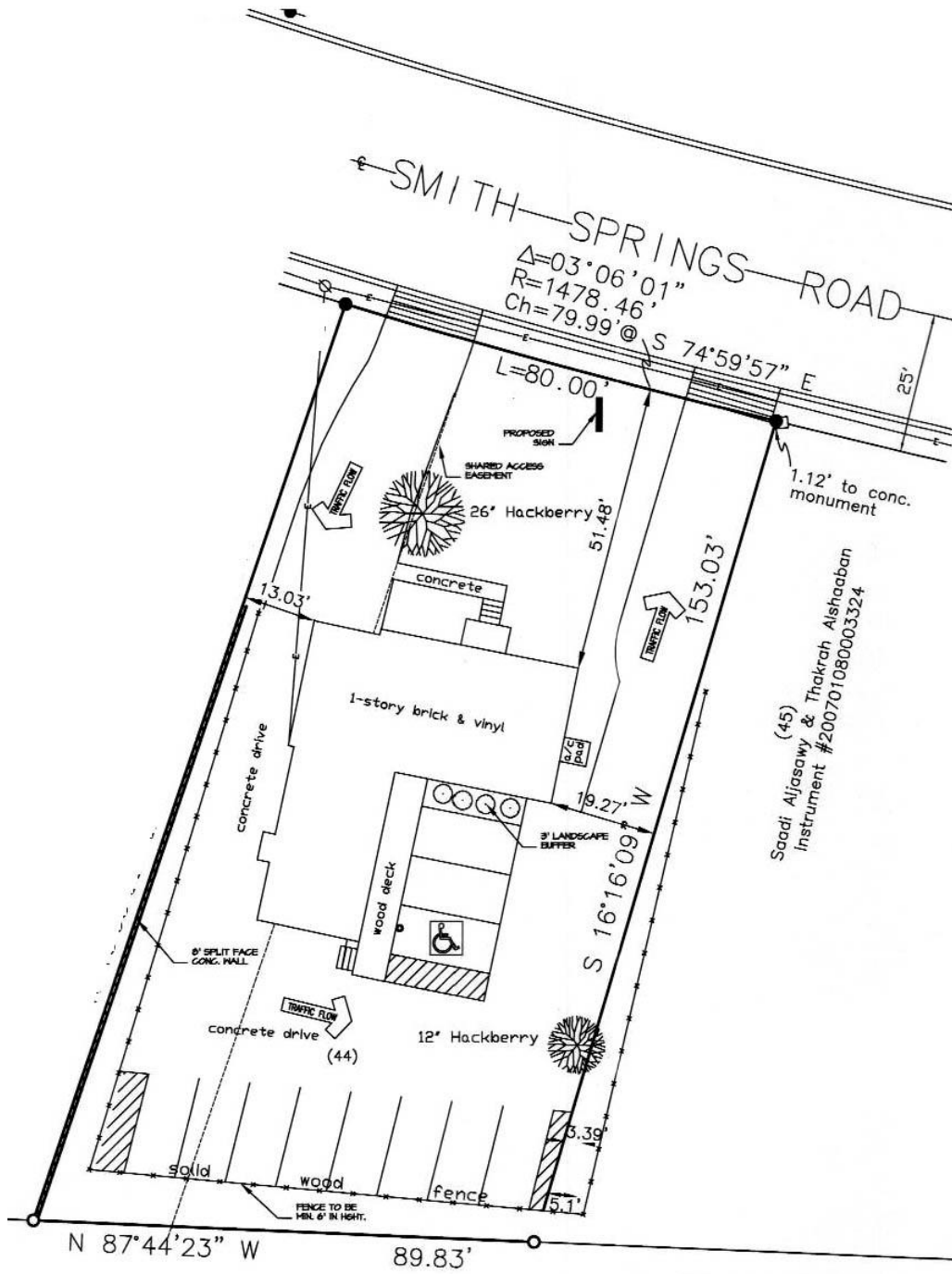
Each development within a SP district is to be reviewed in order to determine if the project is complete or actively under development to implement the approved development concept. If the review determines that the project is complete or actively under development, then no further review is necessary at this time. If the review determines that the project is inactive then the Planning Commission is to determine if its continuation as an SP district is appropriate.

DETAILS OF THE SP DISTRICT

The SP was approved for a barber shop in an existing building. Staff visited the site in September 2012. There is a barber shop operating on the property.

STAFF RECOMMENDATION

Staff recommends that the Sambukka's Barber & Styling Studio SP be found to be complete.



Approved Specific Site Plan



2008SP-015U-10
 MARTIN PROFESSIONAL DEVELOPMENT CENTER (4 YEAR REVIEW)
 Map 104-11, Part of Parcel 092
 Green Hills – Midtown
 18 – Burkley Allen



Project No.	SP District Review 2008SP-015U-10
Project Name	Martin Professional Development Center SP
Council District	18 – Allen
School District	8 – Hayes
Requested by	Metro Planning Department
Staff Reviewer	Bernards
Staff Recommendation	<i>Find the SP district complete</i>

APPLICANT REQUEST

Four year SP review to determine activity.

SP Review

The periodic review of an approved Specific Plan (O) district known as "Martin Professional Development Center", to determine its completeness pursuant to Section 17.40.106.I of the Metro Zoning Code (Review of a Development Plan), for a portion of property located at 2400 Fairfax Avenue, (4.2 acres), approved for community education, staff and teacher training, and an office for The Nashville Alliance for Public Education in existing structures totaling 44,568 square feet via Council Bill BL2008-275 adopted on September 16, 2008.

Zoning Code Requirement

Section 17.40.106.I of the Zoning Code requires that a SP district be reviewed four years from the date of Council approval and every four years after until the development has been deemed complete by the Planning Commission.

Each development within a SP district is to be reviewed in order to determine if the project is complete or actively under development to implement the approved development concept. If the review determines that the project is complete or actively under development, then no further review is necessary at this time. If the review determines that the project is inactive then the Planning Commission is to determine if its continuation as an SP district is appropriate.

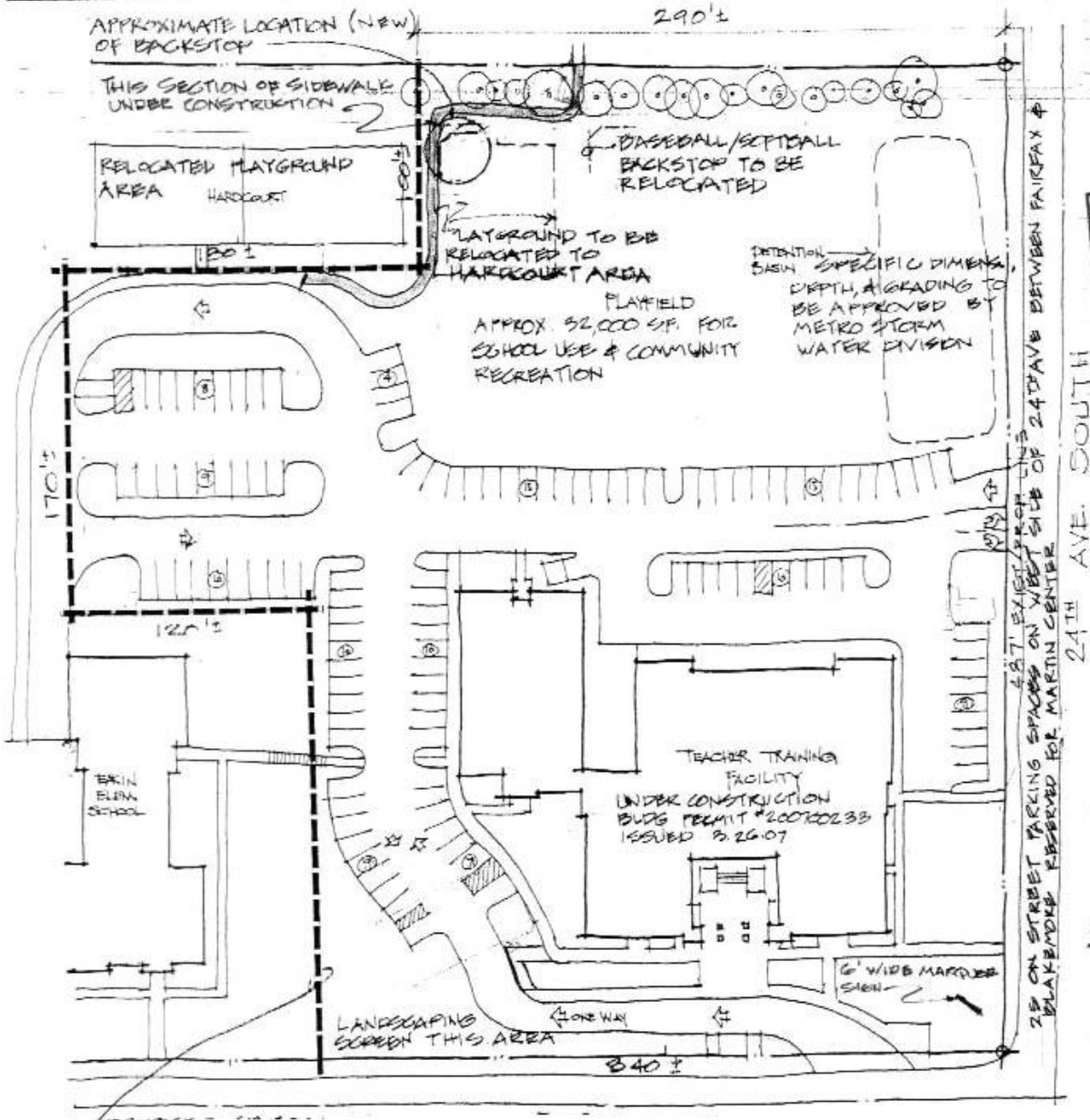
DETAILS OF THE SP DISTRICT

The SP was approved for a community education, staff and teacher training and an office for the Nashville Alliance for Public Education in an existing building. Staff visited the site in September 2012. The Martin Professional Development Center is operating on the property.

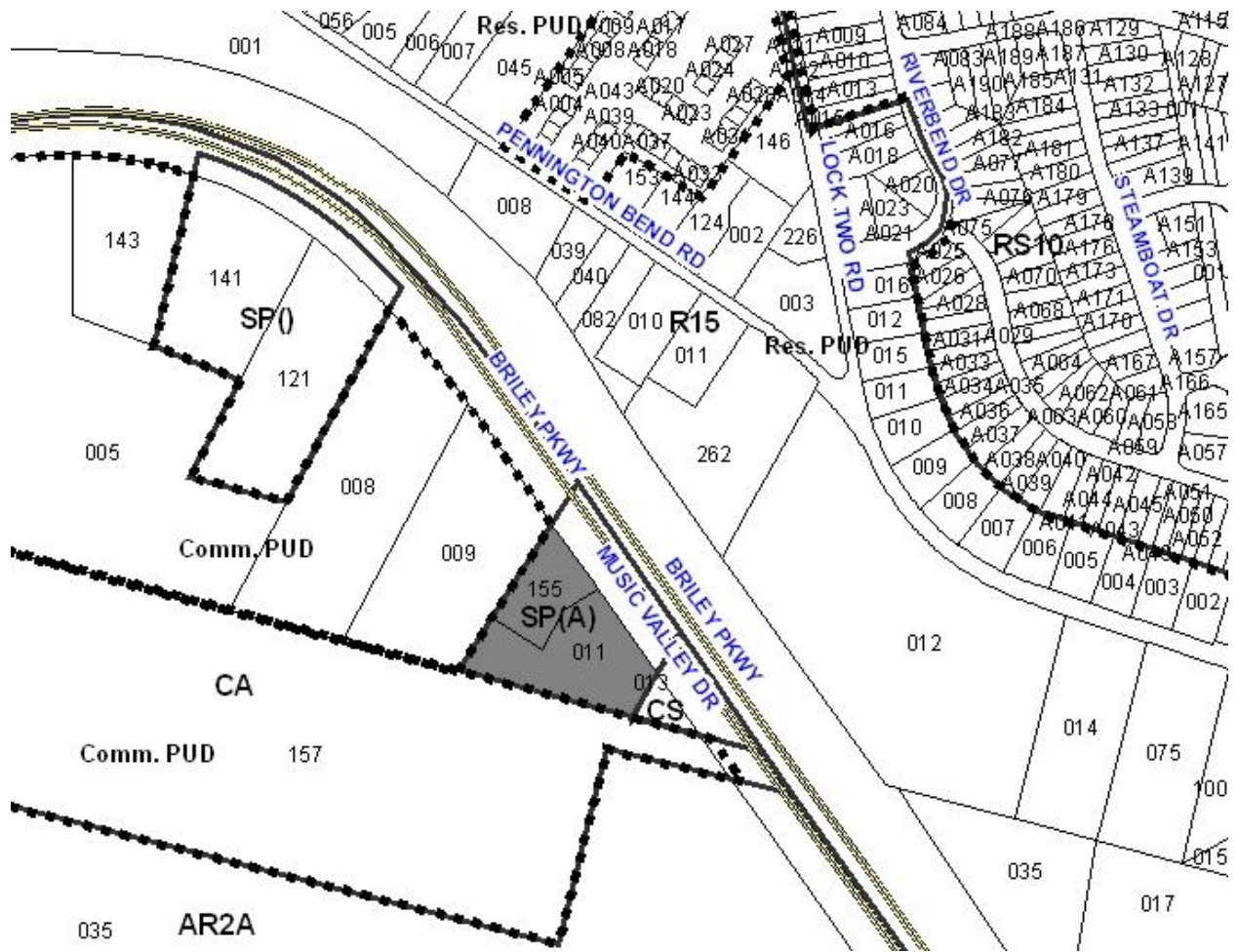
STAFF RECOMMENDATION

Staff recommends that the Martin Professional Development Center SP be found to be complete.

MARTIN PROFESSIONAL DEVELOPMENT CENTER SP DEVELOPMENT PLAN
AND FINAL SITE PLAN



Approved Specific Site Plan



2008SP-020U-14
 CULLUM AND MAXEY RV SALES (4 YEAR REVIEW)
 Map 062, Parcels 011, 155
 Donelson – Hermitage
 15 – Phil Claiborne



Project No.	SP District Review 2008SP-020U-14
Project Name	Cullum & Maxey RV Sales SP
Council District	15 – Claiborne
School District	4 – Shepherd
Requested by	Metro Planning Department
Staff Reviewer	Bernards
Staff Recommendation	<i>Find the SP district complete</i>

APPLICANT REQUEST

Four year SP review to determine activity.

SP Review

The periodic review of an approved Specific Plan (A) district known as "Cullum & Maxey RV Sales", to determine its completeness pursuant to Section 17.40.106.I of the Metro Zoning Code (Review of a Development Plan), for properties located at 2600 and 2608 Music Valley Drive, (3.25 acres), approved for 'vehicle sales and services, limited' with an associated sales office, maintenance/service area and parts storage via Council Bill BL2008-272 adopted on September 16, 2008.

Zoning Code Requirement

Section 17.40.106.I of the Zoning Code requires that a SP district be reviewed four years from the date of Council approval and every four years after until the development has been deemed complete by the Planning Commission.

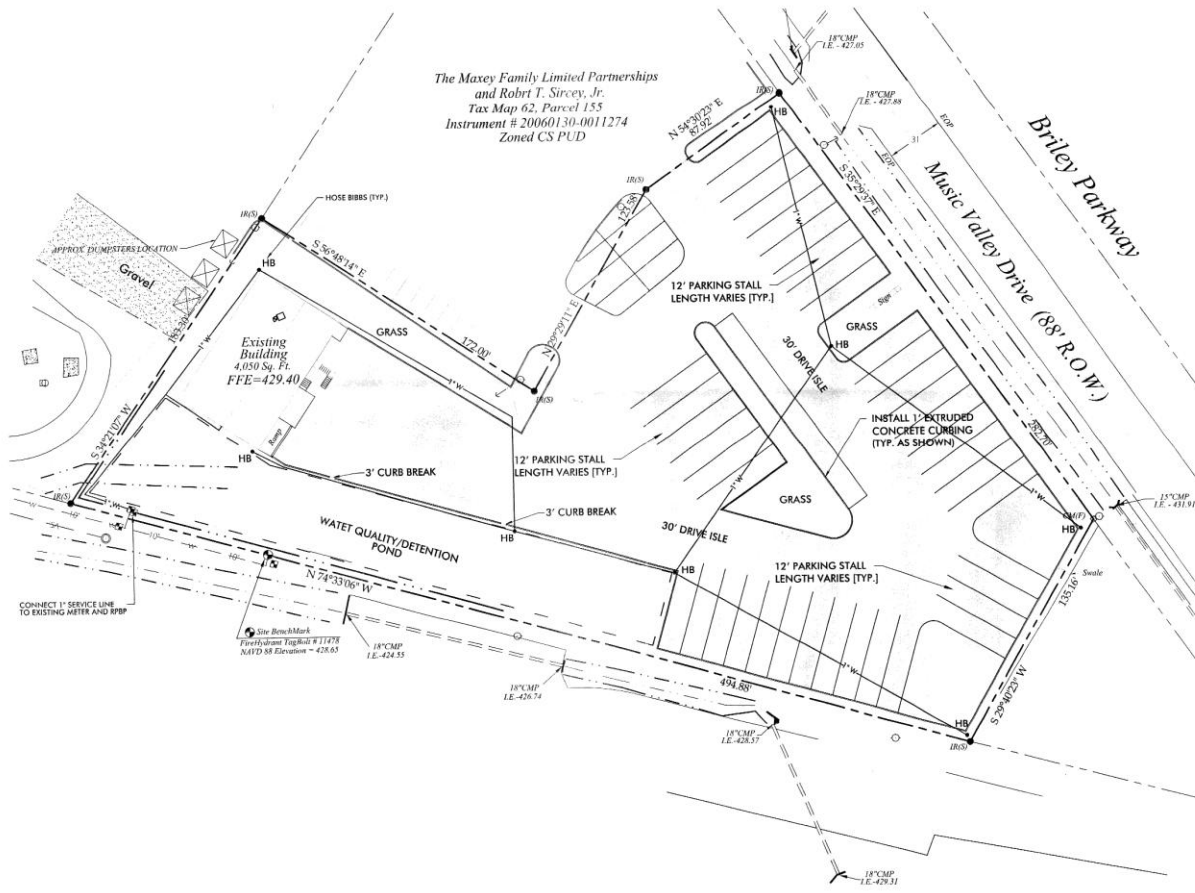
Each development within a SP district is to be reviewed in order to determine if the project is complete or actively under development to implement the approved development concept. If the review determines that the project is complete or actively under development, then no further review is necessary at this time. If the review determines that the project is inactive then the Planning Commission is to determine if its continuation as an SP district is appropriate.

DETAILS OF THE SP DISTRICT

The SP was approved to permit the sale of recreational vehicles and associated buildings. Staff visited the site in September 2012. There is a recreational vehicle dealership operating on the property.

STAFF RECOMMENDATION

Staff recommends that the Cullum & Maxey RV Sales SP be found to be complete.



Approved Specific Site Plan



2012Z-024PR-001

COURTS OF BELLE MEADE

Map 116-13, Parcel(s) 116-121, 124-129, 133

Map 116-13-0-E, Parcel(s) 001-002, 900

Map 116-14, Parcel(s) 061

Map 130-01, Parcel(s) 056-062, 064-079

Map 130-01-0-E, Parcel(s) 001-002, 900

Map 130-02, Parcel(s) 001-010, 012-019, 021-030

West Nashville

23 – Emily Evans



Project No.	Zone Change 2012Z-024PR-001
Council Bill	BL2012-274
Council District	23 – Evans
School District	8 – Hayes
Requested by	Councilmember Emily Evans for various property owners
Staff Reviewer	Cuthbertson
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST
Rezone from R10 to RS10

Zone Change

A request to rezone from One and Two Family Residential (R10) to Single-Family Residential (RS10) zoning various properties located along Lafayette Court, Lasalle Court and Lincoln Court, south of Leake Avenue (14.51 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

WEST NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Maintenance (T3 NM) policy is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 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 may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. Both the existing R10 and the proposed RS10 zoning districts are consistent with the policy. According to Metro land use data, there are a number duplex residential uses within the zone change area that would become non-conforming uses under the proposed RS10 zoning. According to section 17.40.650 of the Zoning Code, which outlines procedures for continuing non-conforming land uses, these non-conforming uses would be permitted to continue under the proposed zoning. Additionally, a structure containing a two-family non-conforming use within an RS district may be restored within two years regardless of percentage of damage or destruction.



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There are 67 residential lots located in this zone change area including six lots containing duplexes according to Metro land use data. Six residential lots along Leake Avenue requested not to be included in this zone change.

PUBLIC WORKS RECOMMENDATION

No exception taken

As this represents a downzoning, no Traffic Tables were prepared.

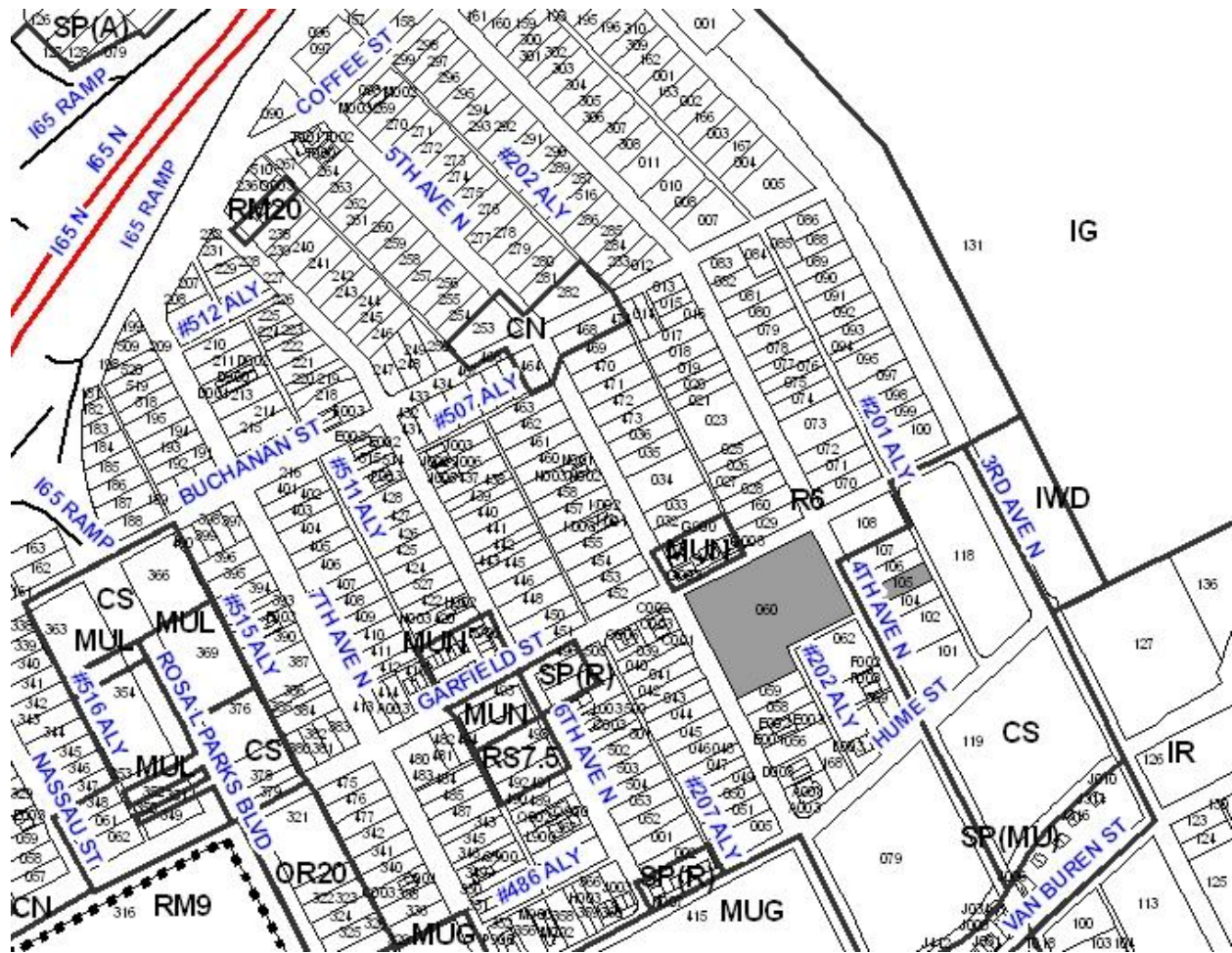
METRO SCHOOL BOARD REPORT

Projected student generation

As this request represents a downzoning, no additional students will be generated with this action.

STAFF RECOMMENDATION

Staff recommends approval of the proposed RS10 zoning as the district is consistent with the T3-NM policy.



2012HL-001-001
 FEHR SCHOOL
 Map 082-05, Parcels 060, 105
 North Nashville
 19 – Erica S. Gilmore



Project No.	Historic Landmark 2012HL-001-001
Project Name	Fehr Elementary School and Warner House
Council Bill	BL2012-263
Council District	19 – Gilmore
School District	1 – Gentry
Requested by	Metro Historical Commission, Council member Erica Gilmore, and the Metro Department of Finance, applicant, Metro Government, property owner.
Staff Reviewer	Johnson
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Apply a Historic Landmark Overlay District

Historic Landmark

A request to apply a Historic Landmark Overlay District to properties located at 1612 4th Avenue North and 1622 5th Avenue North, south of Garfield Street (2.41 acres), zoned One and Two Family Residential (R6) and Commercial Service (CS).

Existing Zoning

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

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% duplex lots.

Proposed Zoning

Historic Landmark District (HL) honors a Nashville landmark’s historical significance, but with that recognition, historic zoning protects the building or site’s unique character by requiring review of exterior work on buildings. Historic landmark districts are locally designated and administered by the Metropolitan Historic Zoning Commission.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

The proposed HL district will preserve two sites that have been identified by the Metro Historic Zoning Commission as appropriate for local historic designation based on importance to Nashville’s history or exemplifying a period of construction.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This



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reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

Consistent with Policy?

Yes. The HL District will require review by the Metropolitan Historic Zoning Commission (MHZC) for changes to the site and buildings. Land uses permitted by the current R6 and CS zoning districts will remain permitted under the district.

REQUEST DETAILS

The MHZC considered this application at its October 17, 2012, meeting and recommended approval. The following background information was available in the staff report to the MHZC:

Constructed in 1924 (addition 1949), and named for former school board representative Rudolph Fehr, Fehr School was one of the first six schools integrated in September 1957, when Nashville Public Schools began what was then called the "Stairstep Plan." Four African-American children, two girls and two boys, attended class on September 9, 1957, amid white protestors. The African-American custodian was badly beaten by a white mob at the end of the school day, and crosses were burned in the yards of neighboring African-Americans that night. Rumors abounded that Fehr would be blown up by agitators (a dynamite explosion in the early morning hours of September 10 did damage nearby Hattie Cotton Elementary, another of the six desegregating schools).

In 2011, Historic Nashville, Inc. listed the property in the Nashville Nine Most Endangered list. The building is currently used as the Happy Head Start center and was home for the Metro Action Commission for years. Fehr School retains a great deal of architectural integrity, and is eligible for listing in the National Register of Historic Places.

The designation includes The Warner House at 1612 4th Avenue North which is a part of the D.T.McGavock subdivision plat and located behind and across the street from Fehr School. J.H. Warner constructed a brick two-pen c. 1865 and a rear brick ell was added prior to 1914. Warner also owned Warner Iron Company located at the 23 Homestead Building as early 1898. James C. Warner, possibly Joseph's father, started the company in 1880. J.H. Warner ran into money problems in 1894 and had to turn over to a trustee multiple properties to pay off his debt. He bought back this house at auction for \$545.00. (He originally purchased the property for \$1500.) In 1914, Joseph is listed as an owner of Warner & Lahart, a meat company. The property remained in the Warner family up until 1937, when it was sold to pay off a \$500 debt. Warner's heirs used the house as rental property, at least part of the time. Carpenter Alex Meadows is listed in the city directory as residing there in 1931. It likely continued to serve as rental property until conveyed to the Metropolitan Government.

To be considered as a Historic Landmark, the building, structure, site or object to be considered must meet one or more of the following criteria, as required by 17.36.120 of the Zoning Code:

1. The historic landmark is associated with an event that has made a significant contribution to local, state or national history;
2. It is associated with the lives of persons significant in local, state or national history;
3. It embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or that possesses high artistic value;



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4. It has yielded or may be likely to yielded archaeological information important in history or prehistory; or
5. It is listed or is eligible for listing in the National Register of Historic Places.

According to the staff recommendation to the MHZC, the request meets several of these standards:

Fehr Middle School meets standard 1 because of its association with Nashville's Civil Rights Movement. Both buildings meet standards 3 and 5 because of their architectural style and integrity and because they are eligible for listing in the National Register of Historic Places.

The Fehr School is currently occupied by the Metro Action Commission. Because the Metro Action Commission must follow requirements of the federal government, it will be exempt from the design guidelines for exterior changes mandated by the federal government.

PUBLIC WORKS RECOMMENDATION

No exception taken

STAFF RECOMMENDATION

Staff recommends approval of the Historic Landmark District. The district will preserve an important site in Nashville's history and will continue to allow uses that are consistent with the current zoning districts.



200M-007SP-001

Rename Aline Avenue

Map – 071-10

Parcels – Various

Bordeaux – Whites Creek

2 – Frank R. Harrison



Project No.	Mandatory Referral 2012M-007SR-001
Project Name	Street Name Change of Aline Avenue to John L. Copeland Boulevard
Council District	2 – Harrison
School District	1 – Gentry
Requested by	Thomas Wilson for Zion Baptist Church
Staff Reviewer	Bernards
Staff Recommendation	<i>Approve if there are no objections</i>

APPLICANT REQUEST

Rename Aline Avenue to John L. Copeland Boulevard

Street Renaming

A request to rename Aline Avenue to "John L Copeland Boulevard" from Weakley Avenue north and south to its terminus.

STREET RENAMING PROCEDURE

Street names can only be changed by the Metro Council through the adoption of an ordinance. The Planning Department is required to notify all property owners on the street of the proposed name change, and to give owners the opportunity to provide written comments in support of or in opposition to the proposed name change.

Why is this being requested?

This street renaming is being proposed to honor the late John L. Copeland, the long-time pastor of the Zion Missionary Baptist Church located at the corner of Aline Avenue and Weakly Avenue. Reverend Copeland participated in the sit-ins and Freedom Rides of the early 1960s.

DEPARTMENT AND AGENCY COMMENTS

Aline Avenue is a two-block long street that has one intersection at Weakly Avenue and dead ends at both its northern and southern termini. The street is characterized with one- and two-family residences, vacant lots and the Zion Missionary Baptist Church.

All reviewing agencies have recommended approval of this name change. The Metro Historic Commission, as required by BL2010-789, has prepared a report on the historical significance of the street name:

The Historical Commission neither approves nor disapproves this request. Per ordinance No. BL2010-789, upon filing with the Metropolitan Council, the Historical Commission will submit a report to the Council regarding any historical significance associated with the current/original street name.

The Historic Commission staff raised no issues to keep the existing name or change the street name to John L. Copeland Boulevard. Similarly, there are no planning issues related to keeping or changing the street name and staff recommends approval if there are no objections.

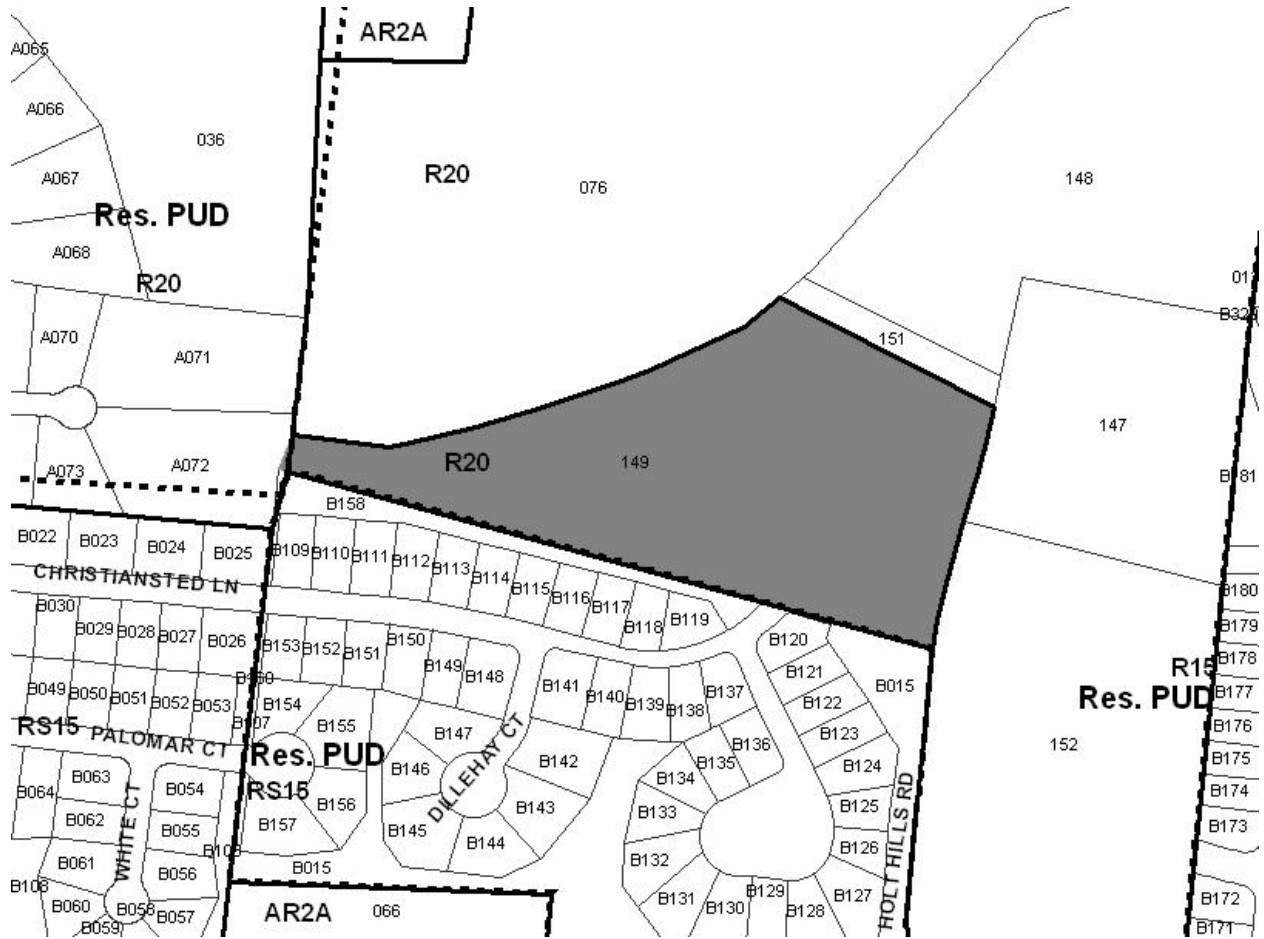


Metro Planning Commission Meeting of 10/25/2012

This matter is before the Planning Commission because objections have been received by the Planning Department to this name change from the property owners of 1303 Aline Avenue and 1311 Aline Avenue.

STAFF RECOMMENDATION

Staff recommends approval if there are no objections raised at the Planning Commission meeting to this request to rename Aline Avenue to John L. Copeland Boulevard.



2007S-264G-12
 CHRISTIANSTED VALLEY RESERVE (CONCEPT PLAN EXTENSION #1)
 Map 172, Parcel 149
 Southeast
 04 – Brady Banks



Project No.	Subdivision 2007S-264G-12
Project Name	Christiansted Valley Reserve
Council District	4 – Banks
School Board District	2 – Brannon
Requested By	Highpoint Investors, owner
Staff Reviewer	Bernards
Staff Recommendation	<i>Approve concept plan extension to October 25, 2013.</i>

APPLICANT REQUEST
Extend Concept Plan Approval

Concept Plan Extension

A request to permit the extension of an approved concept plan for one year until October 25, 2013, for the Christiansted Valley Reserve Subdivision for 24 single-family clustered residential lots located at 265 Holt Hills Road, zoned Single-Family Residential (RS15) (10.02 acres).

Existing Zoning

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.

SUBDIVISION DETAILS

Christiansted Valley Reserve Concept Plan was approved by the Planning Commission on December 13, 2007, for a 24 single-family cluster lot development. The proposed lots range in size from 7,520 square feet to 12,189 square feet. The plan identifies 3.51 acres, 35 percent of the site, as common open space.

Several areas on the site have slopes of 20 percent or greater. The lot layout is sensitive to those slope limitations and the plan has been designed to preserve these areas in their natural state. The concept plan identifies four Critical Lots where a portion of the lot contains slopes greater than 20 percent. A Critical Lot plan will be required for these lots at the time of development.

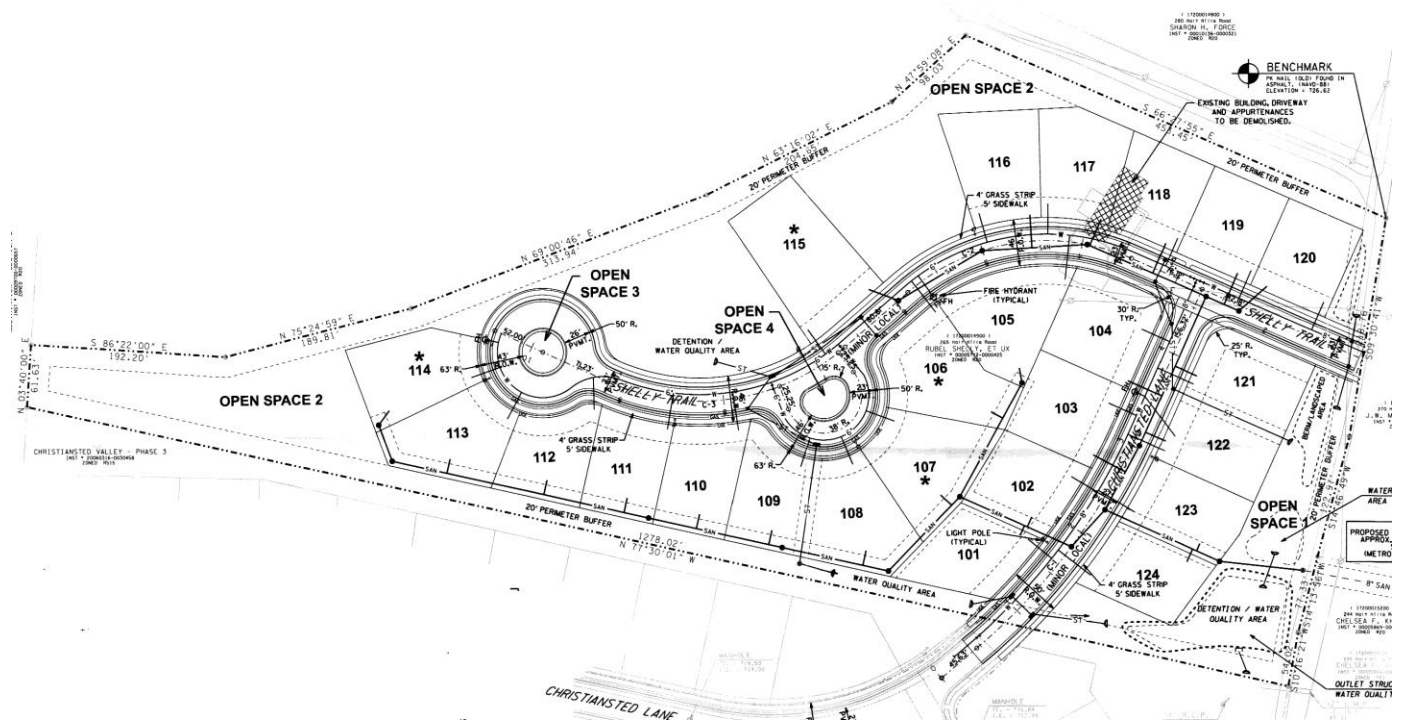
The development is accessible by a public road that extends through the adjacent subdivision, Christiansted Valley, which connects to Mt. Pisgah Road. An internal public road extends to the west, ending in a cul-de-sac, and to the east providing a stub street for a future connection.

The application for the Development Plan was submitted on April 10, 2008. Initial review of the construction plans began at that time.

Extension Request

The property owner is requesting an extension of the approval of the concept plan to October 25, 2013, in order to move forward with this project and provided the following information:

We have continued to move forward with this project although slower than we would like our reasons to request an extension are listed below:



Approved Concept Plan



Metro Planning Commission Meeting of 10/25/2012

1. This project involved our getting an easement for our sewer. It took several months to finalize our offsite sewer easement (adjacent property) due to the owner and his health at that time. We did eventually secure the easement (about 7 months after the concept plan approval was granted) and moved forward with a design for approval from Metro Water & Sewer. Upon approval from Metro Water and Sewer and a few more months of planning we did install & have completed 1100 lf of off-site sewer improvements totaling over \$150k in cost.

2. The Engineering firm has completed the construction drawings lacking just a few things.... these construction drawings have taken a longer time to complete with the Engineering firm let go most of its staff and thus catching up as opportunity became available has been difficult given the economic conditions. We have additional spent over \$50k in design fees to have these drawings completed.

STAFF RECOMMENDATION

Staff recommends approval of the request to extend the approval of the concept plan to October 25, 2013.

229

R6

PRIVATE



2012S-131-001
RIVERSIDE TRACE, SEC 1
Map 083-15, Part of Parcel 193
East Nashville
06 – Peter Westerholm



Project No.	Subdivision 2012S-131-001
Project Name	Riverside Trace, Sec. 1 (Concept Plan)
Council District	6 – Westerholm
School District	5 – Kim
Requested by	Chandler Surveying, applicant for Riverside Development, LLC, owner
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Create four single-family lots.

Concept Plan

A request for concept plan approval to create four lots and for a variance from Section 3-4.2.f.1 of the Subdivision Regulations for the railroad buffer yard requirement on a portion of property located at Riverside Drive (unnumbered), opposite Huntleigh Drive (2.11 acres), zoned One and Two Family Residential (R10).

Existing Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill development

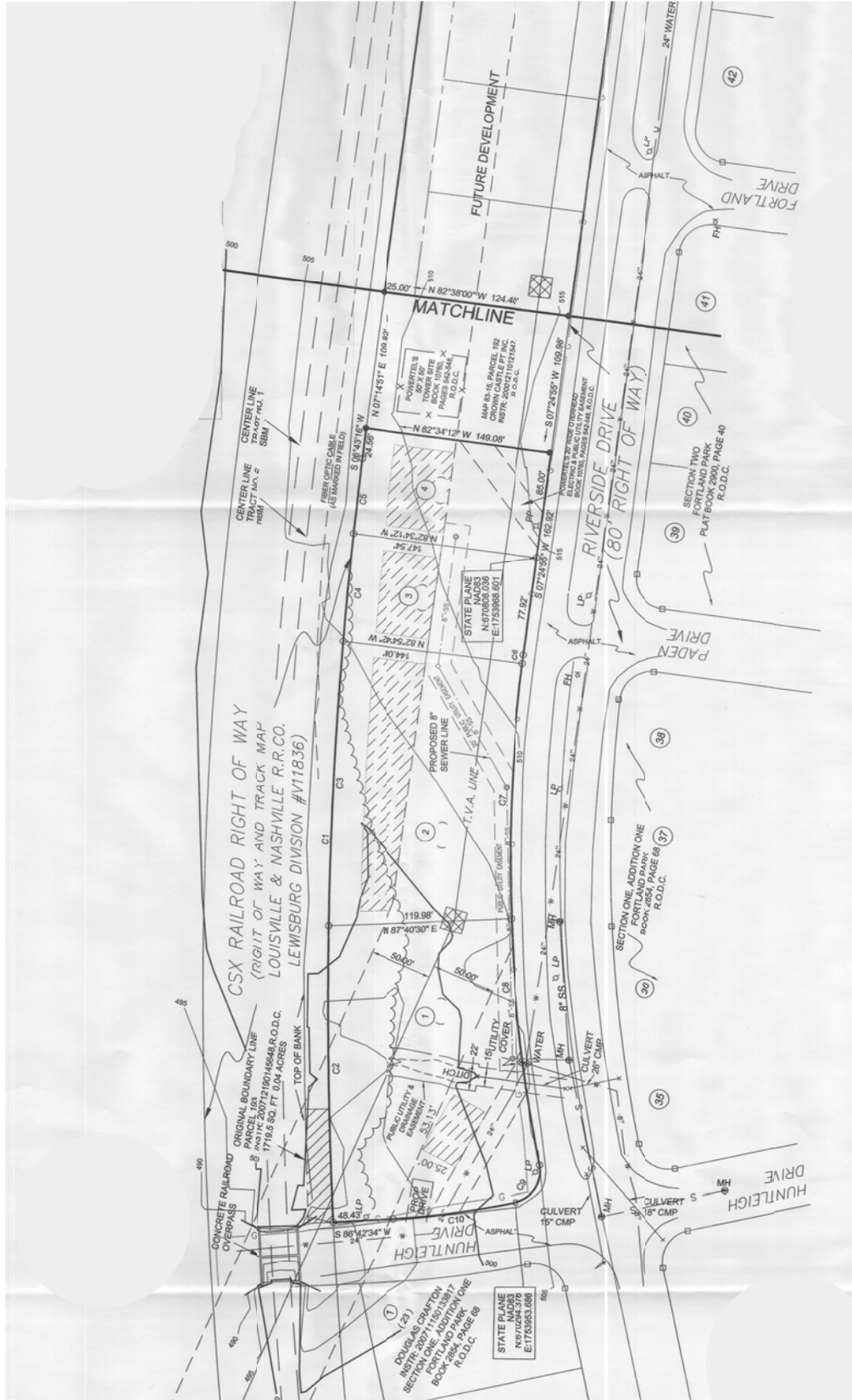
The proposed subdivision will provide additional housing opportunities in a developed area where a majority of the needed infrastructure is in place.

PLAN DETAILS

This request is to subdivide one property into four single-family residential lots. The property is located in East Nashville at the northwest quadrant of Riverside Drive and Huntleigh Drive which is at the eastern entrance into Shelby Bottoms Park. The property is currently vacant and does not contain any steep slopes or other environmentally sensitive areas that would limit development. While there are no natural constraints on the property, a high voltage power line runs parallel to Riverside Drive bisecting the property. The power line has a 100 foot wide easement within which no buildings can be placed and consequently limits where buildings can be placed on the proposed lots.

Previously the Planning Commission approved a subdivision on this site which also included another parcel north of the subject property. The previous concept plan was approved on February 28, 2012, for 18 single-family lots. The Commission has approved two concept plan extensions for the previous plan with the last extension being approved on January 12, 2012.

The current plan calls for four single-family lots with an overall density of 1.8 units per acre. Lots range in size from approximately 12,471 square feet to 36,033 square feet. Access for lots 2, 3 and 4 is proposed from Riverside Drive and access for lot one is proposed from Huntleigh Drive. The



Proposed Subdivision



Metro Planning Commission Meeting of 10/25/2012

request triggers sidewalks requirements; however, the applicant has chosen to make a financial contribution to the sidewalk fund in lieu of constructing sidewalks.

Variance Request

Section 3-4.2.f.1 of the Subdivision Regulations requires a setback of at least 25 feet in depth *in addition to* the setback required by the Zoning Code (20 feet) for lots adjacent to a railroad. This would require a home to be set back 45 feet from the railroad. This requirement coupled with the 100 foot wide easement associated with the high-voltage power line would reduce the building envelopes to approximately thirty feet in depth. The applicant has stated that he could build within this envelope; however, *staff encouraged the applicant to request a variance from Section 3-4.2.f.1 in order to create a larger building envelope to permit the construction of homes that are more in keeping with the area.* The original subdivision also required a variance in order to create wider building envelopes. At the Planning Staff's encouragement, the applicant requested a variance from the rear yard setback required by Zoning and not the additional setback required by the Subdivision Regulations. The Board of Zoning Appeal (BZA) approved the request with conditions on June 19, 2008 (Appeal Case No. 2008-034). While the BZA approved the request, BZA Orders are only in effect for two years; therefore, the BZA variance has expired as the lots were not platted within that timeframe.

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

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

The applicant has requested a variance from Section 3-4.2.f., and is proposing a 25 foot total rear setback. Because of the railroad and easement associated with the power lines, then it would be impossible to provide a building envelope with a depth consistent with surrounding lots. While the applicant has stated that he could build without the requested variance, Planning Staff feels that the deeper building envelopes which would be provided with the variance would permit the construction of homes that are more in keeping with the neighborhood. It is important to note that as proposed the variance would permit a lot with a setback identical to the currently approved subdivision.



Metro Planning Commission Meeting of 10/25/2012

PUBLIC WORKS RECOMMENDATION

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

STORMWATER RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends that the concept plan be approved with conditions and that a variance to Section 3-4.2.f of the Subdivision Regulations be granted.

CONDITIONS

1. Shared access for Lots 3 and 4 shall be limited to one shared drive onto Riverside Drive.
2. Prior to the approval of any final plat, a contribution to the sidewalk fund must be made in lieu of constructing the required sidewalks or the sidewalks shall be shown on the final plat and constructed per Metro Public Works requirements.
3. Pursuant to 2-3.4.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to any application for a final plat, and in no event more than 30 days after the date of conditional approval by the Planning Commission.



Project No.	Subdivision 2010S-113-002
Project Name	Haynie's Subdivision, Lot 49
Council District	2 – Harrison
School District	1 – Gentry
Requested by	Quarterhorse Construction, LLC, owner, Tommy Walker, surveyor
Staff Reviewer	Johnson
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Final plat to create three lots

Final Plat

A request for final plat approval to create three lots on property located at E. Nocturne Drive (unnumbered), approximately 560 feet north of Whites Creek Pike (2.02 acres), zoned Single-Family Residential (RS7.5).

Existing Zoning

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.

CRITICAL PLANNING GOALS

N/A

REQUEST DETAILS

The applicant requests final plat approval for a three lot subdivision on Nocturne Drive. Subdivisions of three lots or more must be approved by the Metro Planning Commission. Each of the three lots will exceed the minimum lot size permitted by the RS7.5 zoning district. The proposed lot frontage lengths will be similar to the lot frontage lengths across East Nocturne Drive.

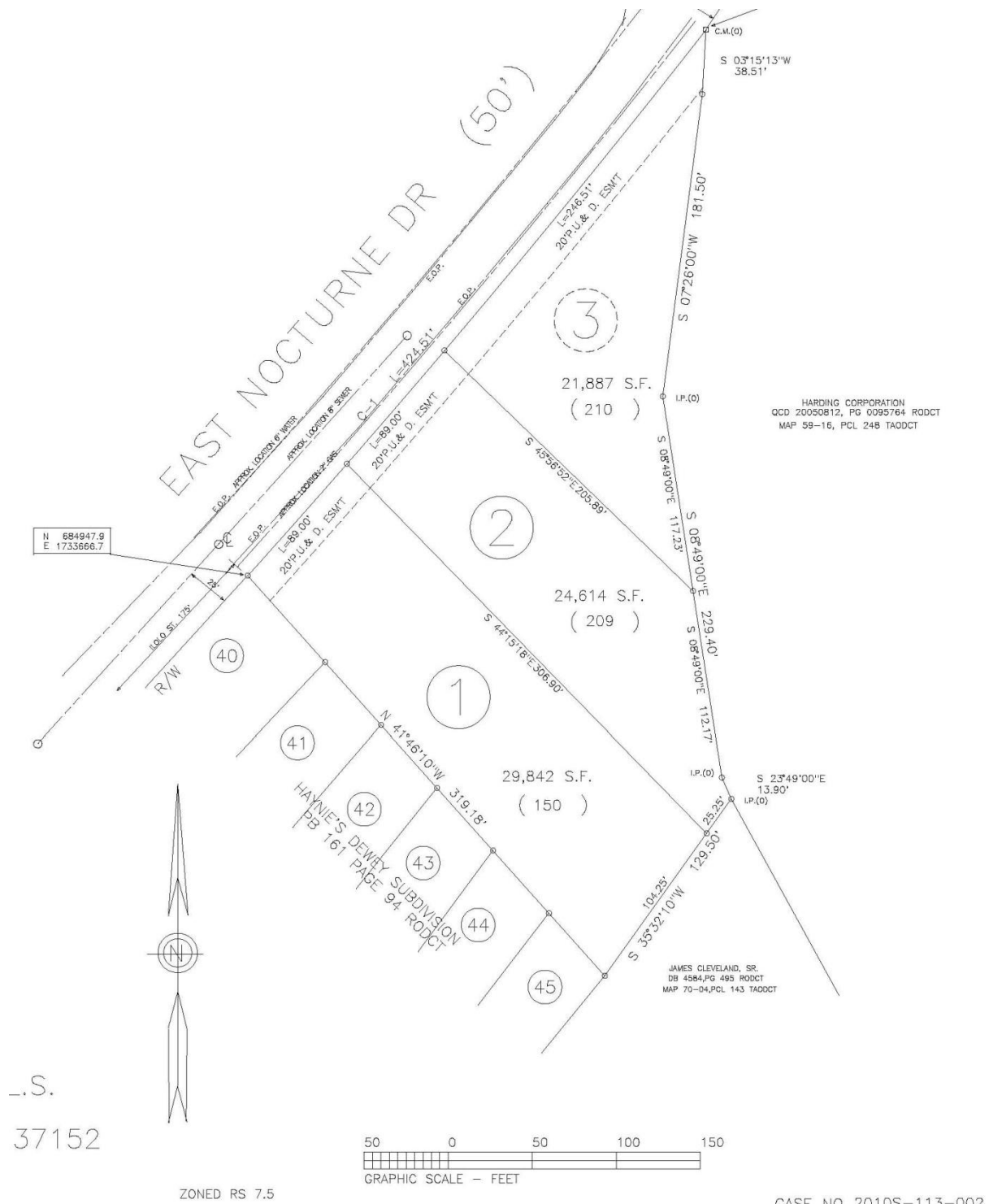
This subdivision was approved by the Planning Commission in January, 2011. The plat was not recorded, and the approval expired. The applicant has resubmitted the plat as a new subdivision. Because this was submitted as a new subdivision, the applicant can use the latest changes to the sidewalk contribution process.

STORMWATER RECOMMENDATION

1. Add 78-840 note to plat.
2. Add C/D note to plat.

PUBLIC WORKS RECOMMENDATION

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Show and label the existing EOP.
3. Dimension the ROW from the centerline of the roadway to the property corners.



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 37152

Proposed Subdivision



Metro Planning Commission Meeting of 10/25/2012

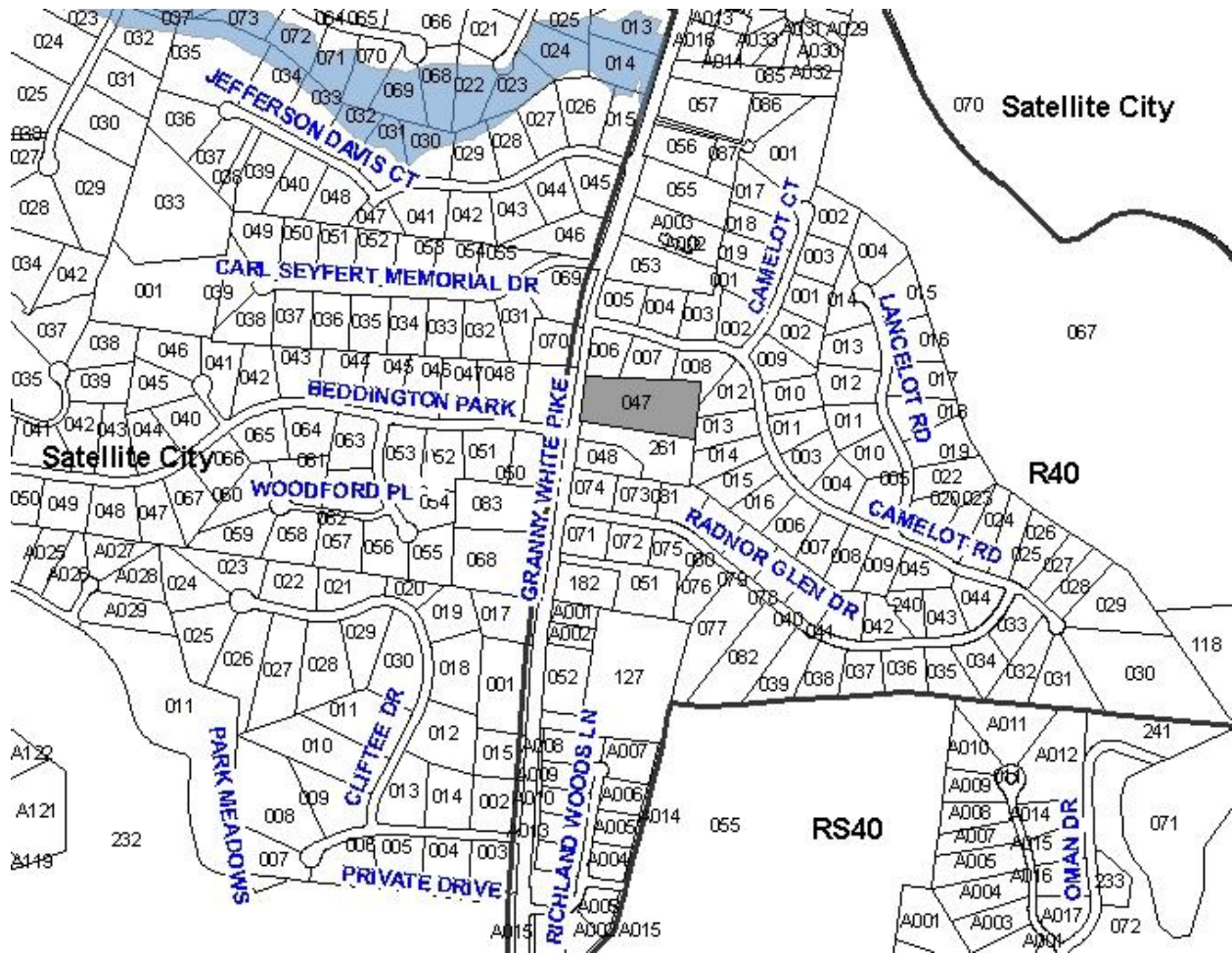
STAFF RECOMMENDATION

Staff recommends approval with conditions. The subdivision complies with applicable requirements of the Subdivision Regulations.

CONDITIONS

1. Sidewalks are required along the East Nocturne 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 payment in-lieu of construction to the Department of Public Works. The in-lieu payment for this subdivision would be \$1,000.
 - 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.

2. The plat shall meet the requirements of the Public Works and Stormwater departments as listed above.



2012S-133-001
BARNETT SUBDIVISION
 Map 159, Parcel 047
 Green Hills – Midtown
 34 – Carter Todd



Project No.	Subdivision 2012S-133-001
Project Name	Barnett Subdivision
Council District	34 – Todd
School District	8 – Hayes
Requested by	Wendell Barnett Et ux, owners, Crawford & Cummings, P.C., surveyor
Staff Reviewer	Johnson
Staff Recommendation	<i>Defer to the November 8, 2012, Planning Commission meeting</i>

APPLICANT REQUEST

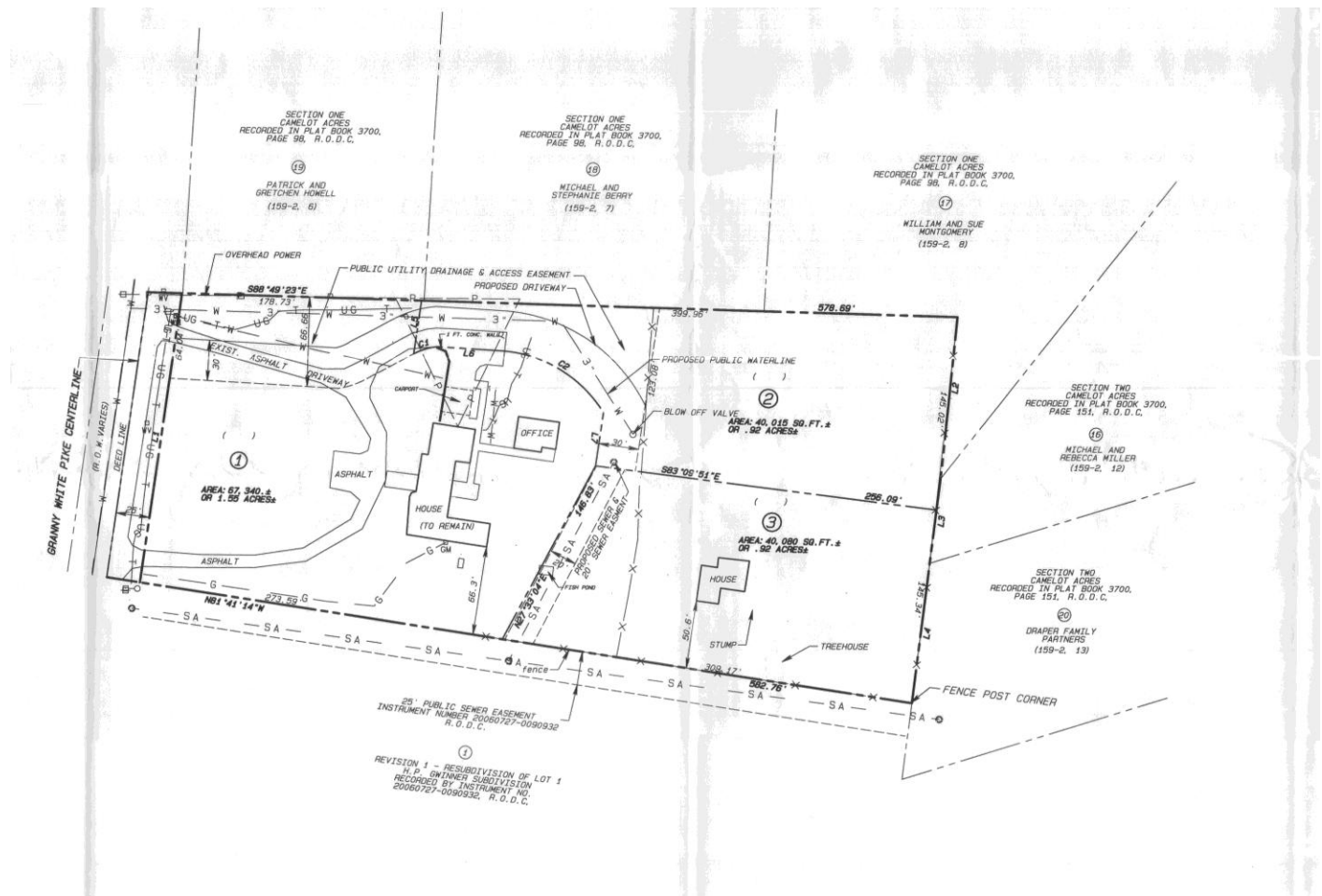
Three lot subdivision and a variance request to the lot frontage requirements of the Subdivision Regulations

Final plat

A request for final plat approval to create three lots on property located at 5440 Granny White Pike, approximately 275 feet south of Camelot Road (3.44 acres), zoned One and Two Family (R40).

STAFF RECOMMENDATION

Staff recommends deferral of the application to the November 8, 2012, Planning Commission meeting by request of the applicant, who request more time to work through comments and requirements of Metro departments.



Proposed Subdivision



2005P-033-003
 WHITLAND CROSSING (VARIANCE REQUEST)
 Map 096-09-0-B, Parcel 900
 Donelson – Hermitage
 15 – Phil Claiborne



Project No.	Variance Request 2005P-033-003
Project Name	Whitland Crossing PUD
Council District	15 – Claiborne
School District	4 – Shepherd
Requested by	Civil Site Design Group, applicant, for O.I.C. Donelson Place Townhomes and Renasant Bank, owners
Staff Reviewer	Johnson
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Variance to the Zoning Code for landscape buffer requirements

Variance to the Zoning Code

A request for a variance from the Metro Zoning Code, Section 17.24.240 (Landscape Buffer yard standards), for a portion of property located at 3067 B Whitland Crossing Drive within the Whitland Crossing Planned Unit Development Overlay District, approximately 325 feet west of Donelson Pike, zoned Multi-Family Residential (RM9), (5.99 acres), to allow for a variance from the required landscape buffer yard and to allow an alternative landscaping plan than that required by the Code.

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

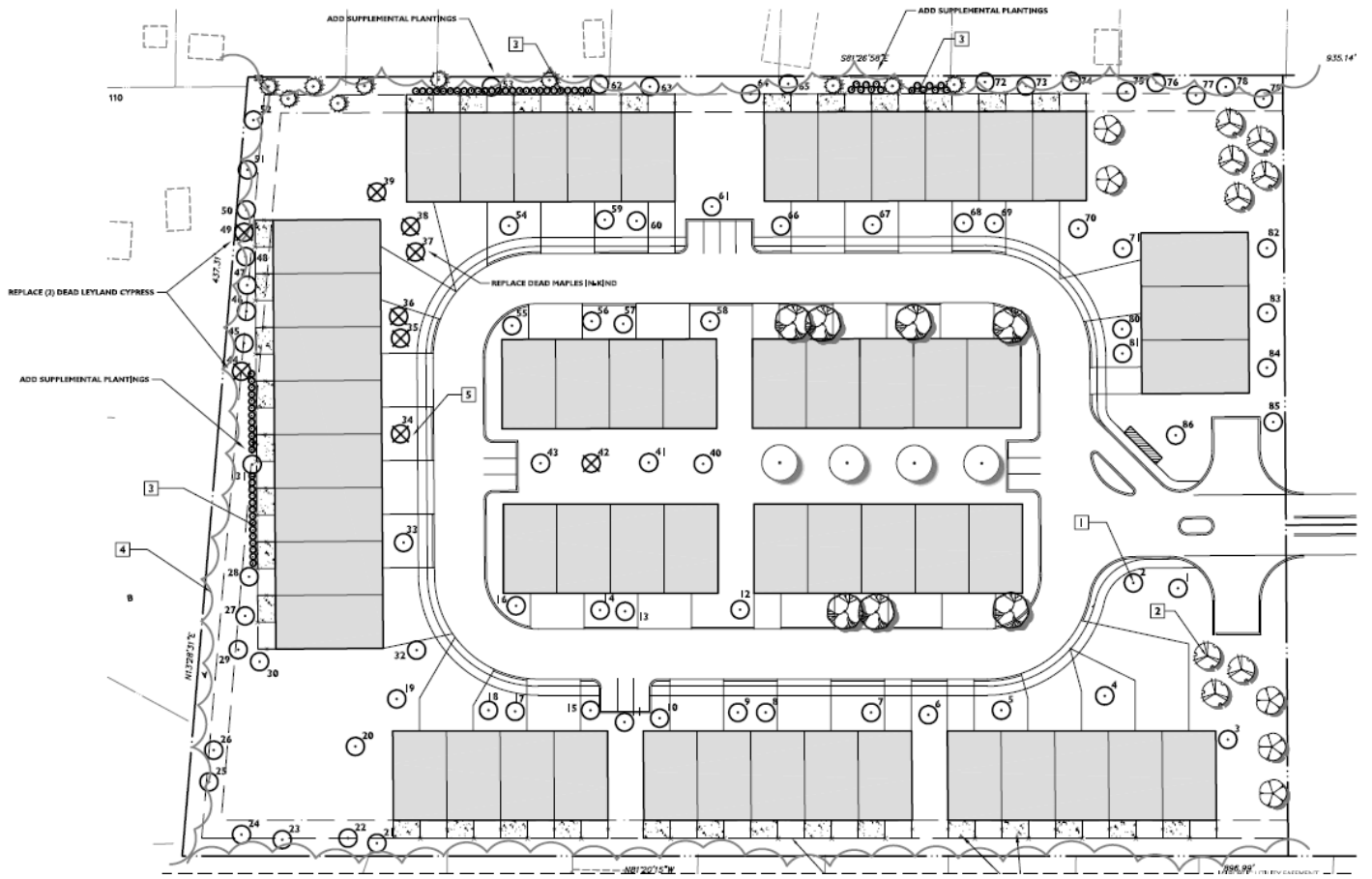
REQUEST DETAILS

The Whitland Crossing PUD was approved in 2005 to permit 57 multi-family dwellings in the form of townhomes. The PUD approval included a zone change to the RM9 zoning district. Because the PUD is surrounded by R10 zoning, a lower-density zoning district, the Zoning Code requires a landscape buffer along property lines within the PUD that are shared with the R10 district. In this case, a Type B landscape buffer is required along the north, south, and west property lines.

The Zoning Code provides a range of landscape buffers to protect the integrity of property from the potential adverse effects of non-compatible land uses. Landscape buffer types range from A to D, with Type D requiring the densest landscaping requirements. A and B buffer yard requirements are generally reserved for higher density residential zoning districts adjacent to lower density residential districts.

An email from the applicant provides the basis of the variance request, stating that the perimeter of the site is already heavily vegetated and that the presence of existing mature vegetation might not allow for the survival of the required shrub and trees required by the Zoning Code.

Staff visited the site after submittal of the variance application. As stated in the application, a significant amount of mature vegetation in the form of tree canopy is present along the north, west and south property lines. The south property line appeared to have the most existing vegetation of



Proposed Landscaping plan



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the three and appeared to comply with the intent of the Type B landscape buffer yard requirements in terms of the amount of visual screening provided. The north and west property lines were less consistent in terms of the existing vegetation. However, there were numerous understory trees and shrubs that were planted as required by the Type B buffer yard by either the current or previous owner of the residential portion of the Whitland Crossing PUD. The applicant has submitted a revised site plan showing the intent to plant additional understory trees and shrubs to fill-in the gaps along the north and west property lines in order to meet the intent of the Type B landscape buffer. The Urban Forester has reviewed the variance request and the latest site plan and has recommended approval, stating that the intent of the Type B landscape buffer is met along the three property lines.

ANALYSIS

The Zoning Code includes seven requirements for variance requests. Recommendations on variances from the Planning Commission to the Board of Zoning Appeals are usually based on the last requirement, which determines the applicability of the request to a master development plan, such as a Planned Unit Development Overlay:

G. Integrity of Master Development Plan

The granting of the variance will not compromise the design integrity or functional operation of activities or facilities within an approved planned unit development.

Planning staff finds that the variance request meets this standard for the following reasons:

- The PUD is surrounded by mature existing vegetation along the property lines included in this variance request. According to the Metro Urban Forester, the existing vegetation along the south property line forms a significant visual buffer to adjacent lots, and the existing vegetation along much of the north and west property lines forms a buffer consistent with the intent of a Type B landscape buffer. The applicant proposes additional trees for gaps in the existing vegetation along the north and west property lines.
- The Urban Forester recommendation agrees with the applicant's statement that installing the landscape buffer to the letter of the Zoning Code might not permit sufficient sunlight or space for to allow new landscaping to thrive.
- The dwellings along the north and south property lines have back-to-back relationship with adjacent lots, meaning that the back of the PUD dwellings face the back yards of adjacent single-family dwellings. Granting the variance will not affect the visual quality of the street frontage for surrounding lots.
- Each dwelling within the PUD includes a six foot privacy fence surrounding its courtyard. Within the Urban Zoning Overlay, landscaping requirements are lessened when a privacy fence or wall is included in a landscape buffer yard. Because this PUD is not in the Urban Zoning Overlay, the aspect would not apply, but the rear fences do provide additional screening to courtyard activities within the PUD and provide additional privacy for adjacent residents and residents of the PUD.

URBAN FORESTER RECOMMENDATION

The intent of the Type B landscape buffer yard is to provide distinct physical separation between higher and lower density residential development, not necessarily to provide a complete visual screen. I agree with the application that existing vegetation along much of the north and west property lines and all of the south property line meets the intent of a Type B landscape buffer yard. The presence of the existing mature vegetation could create health and growth problems for new



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trees and shrubs required for the buffer due to competition for root space and sunlight. I recommend approval of the variance request with a requirement for the planting of additional trees and shrubs along the north and west property lines to fill in gaps in the existing vegetation. With approval of the requested variance, compliance with tree density requirements will remain as a requirement.

PUBLIC WORKS RECOMMENDATION

No Exception taken

STAFF RECOMMENDATION

Staff recommends approval of the variance request to the landscape buffer yard requirements along the north, south, and west property lines. The Urban Forester has determined that the existing vegetation along these property lines, combined with the proposal from the applicant to fill-in gaps in the north and west property lines, will meet the intent of the Type B landscape buffer yard requirement. The granting of this variance will not compromise the design integrity or functional operation of the PUD.