



METROPOLITAN PLANNING COMMISSION MINUTES

Thursday, October 9, 2014

4:00 pm Regular Meeting

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

MISSION STATEMENT

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

Commissioners Present:
Jim McLean, Chair
Hunter Gee
Jessica Farr
Lillian Blackshear
Councilman Walter Hunt
Andree LeQuire

Staff Present:
Rick Bernhardt, Executive Director
Kelly Adams, Administrative Services Officer III
Craig Owensby, Public Information Officer
Bob Leeman, Planning Manager II
Carrie Logan, Planner III
Cindy Wood, Planner III
Tifinie Capehart, Planner II
Jason Swaggart, Planner II
Melissa Sajid, Planner II
Stephanie McCullough, Planner II
Latisha Birkeland, Planner II
Lisa Milligan, Planner II
Jen Nalbantyan, Planner I
Jon Michael, Legal

Commissioners Absent: Stewart Clifton, Greg Adkins, Jeff Haynes, Derrick Dalton

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

Metro Planning Department of Nashville and Davidson County
800 2nd Avenue South P.O. Box 196300 Nashville, TN 37219-6300

p: (615) 862-7190; f: (615) 862-7130

Notice to Public

Please remember to turn off your cell phones.

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

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

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

Writing to the Commission

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

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

Speaking to the Commission

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

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

Legal Notice

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



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MEETING AGENDA

A. CALL TO ORDER

The meeting was called to order at 4:07 p.m.

B. ADOPTION OF AGENDA

Councilman Hunt moved and Mr. Gee seconded the motion to adopt the agenda. (6-0)

C. APPROVAL OF SEPTEMBER 25, 2014 MINUTES

Mr. Gee moved and Councilman Hunt seconded the motion to approve the September 25, 2014 minutes. (6-0)

D. RECOGNITION OF COUNCILMEMBERS

Council Lady Johnson spoke regarding Item 6 and asked for disapproval at the November 13, 2014 Planning Commission meeting.

Councilman Glover spoke regarding Item 8 and expressed concerns regarding the connectivity piece; In support of the development, not the connectivity.

Councilman Bedne spoke in favor of Item 13.

Council Lady Dowell spoke regarding Item 6 and asked the commission to disapprove.

E. NASHVILLENEXT UPDATE

Ms. Capehart presented the NashvilleNext Update.

F. ITEMS FOR DEFERRAL / WITHDRAWAL

1. 2014CP-008-002

NORTH NASHVILLE PLAN AMENDMENT

2a. 2014CP-010-002

GREEN HILLS MIDTOWN PLAN AMENDMENT

2b. 2014SP-019-001

ELITE PHYSICAL THERAPY

3. 2014SP-041-001

1212 HAWKINS STREET

4. 2014SP-046-001

CHURCH STREET TOWNHOMES

5. 2004UD-002-006

VILLAGES OF RIVERWOOD, PH 5, 6 & 7

6. 158-77P-004

HICKORY HOLLOW RETAIL

9. 2014S-178-001

THOMPSON BONDS, REVISION TO LOTS 4 & 5

11a. 2014CP-014-001

DONELSON-HERMITAGE COMMUNITY PLAN

11b. 2014SP-073-001
THE VILLAS AT HERMITAGE GOLF COURSE

Councilman Hunt moved and Mr. Gee seconded the motion to approve the deferred items. (6-0)

G. CONSENT AGENDA

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

7. 2014S-143-001
EAST SIDE ESTATES

8. 2014S-170-001
EARHART ROAD SUBDIVISION

12. 2007SP-151-001
BRIGHT POINTE (AMENDMENT)

13. 2014SP-070-001
GENE SMITH PROPERTY

14. 2014SP-071-001
THE SUMMIT AT WHITE BRIDGE

16. 2014Z-057PR-001

17. 2014Z-058PR-001

18. 109-81P-002
RIVERGATE SQUARE

19. 2004P-013-006
MILL CREEK TOWN CENTRE (TIRE DISCOUNTERS)

20. 2014S-201-001
RIVER HILLS INDUSTRIAL PARK

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

Ms. Blackshear moved and Mr. Gee seconded the motion to approve the Consent Agenda. (6-0)

H. PREVIOUSLY DEFERRED ITEMS

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

Community Plan Amendments

1. 2014CP-008-002

NORTH NASHVILLE PLAN AMENDMENT

Map 091-08, Parcel(s) 278.02, 278.03, 278.04, 278.05, 278

Council District 21 (Edith Taylor Langster)

Staff Reviewer: Stephanie McCullough

A request to amend the North Nashville Community Plan by changing the Community Character policy from an Urban Neighborhood Maintenance policy to an Urban Neighborhood Evolving policy for properties located at 4101, 4103 and 4105 Albion Street and at 930 and 932 42nd Avenue North, (0.82 Acres), requested by Mending Hearts, Inc., owner.

Staff Recommendation: Defer to the November 13, 2014, Planning Commission meeting.

MPC Action: Defer to the November 13, 2014, Planning Commission meeting. (6-0)

2a. 2014CP-010-002

GREEN HILLS MIDTOWN PLAN AMENDMENT

Map 117-11, Parcel(s) 028

Council District 25 (Sean McGuire)

Staff Reviewer: Cynthia Wood

A request to amend the Green Hills-Midtown Community Plan to add Special Policy language to the Suburban Neighborhood Maintenance (T3 NM) policy that applies to the property located at 2001 Woodmont Boulevard to support the continuation of an existing non-residential use, at the southwest corner of Woodmont Boulevard and Benham Avenue (2.36 acres), requested by Civil Site Design Group, PLLC, applicant; Green Hills Property Partners, LLC, owner (also see Specific Plan case # 2014SP-019-001).

Staff Recommendation: Defer to the November 13, 2014, Planning Commission meeting.

MPC Action: Defer to the November 13, 2014, Planning Commission meeting. (6-0)

2b. 2014SP-019-001

ELITE PHYSICAL THERAPY

Map 117-11, Parcel(s) 028

Council District 25 (Sean McGuire)

Staff Reviewer: Jason Swaggart

A request to rezone from R40 to SP-INS zoning for property located at 2001 Woodmont Boulevard, at the southwest corner of Woodmont Boulevard and Benham Avenue, (2.36 acres), to permit physical therapy, medical office and associated uses in the existing building, requested by Civil Site Design Group, applicant; Green Hills Property Partners, LLC, owner (See also Community Plan Application # 2014CP-010-002).

Staff Recommendation: Defer to the November 13, 2014, Planning Commission meeting.

MPC Action: Defer to the November 13, 2014, Planning Commission meeting. (6-0)

Specific Plans

3. 2014SP-041-001

1212 HAWKINS STREET

Map 093-13, Parcel(s) 276-277, 299
Council District 19 (Erica S. Gilmore)
Staff Reviewer: Jason Swaggart

A request to rezone from RM20 to SP-R zoning for properties located at 1212 Hawkins Street and 1119 and 1121 Sigler Street, approximately 330 feet west of 12th Avenue South, (0.71 acres), to permit up to 20 multifamily units, requested by Barge Cauthen & Associates, applicant; Gulchetto Enterprises, Inc., owner.

Staff Recommendation: Defer to the October 23, 2014, Planning Commission meeting.

MPC Action: Defer to the October 23, 2014, Planning Commission meeting. (6-0)

4. 2014SP-046-001

CHURCH STREET TOWNHOMES

Map 171, Parcel(s) 041-042, 071, 072, 100, 105, 114
Map 171-02, Parcel(s) 005, 006 and P/O 002, 003 and 004
Council District 04 (Brady Banks)
Staff Reviewer: Jason Swaggart

A request to rezone from R40 to SP-MR zoning for properties located at 500, 524, 532, 554, 558, 552, 556 Church Street East, 5665, 5669, 5671 Valley View Road and 5693, 5689 Cloverland Drive, (17.58 acres), to permit up to 118 residential units, requested by Lands End, applicant; various property owners.

Staff Recommendation: Defer to the October 23, 2014, Planning Commission meeting.

MPC Action: Defer to the October 23, 2014, Planning Commission meeting. (6-0)

Urban Design Overlays

5. 2004UD-002-006

VILLAGES OF RIVERWOOD, PH 5, 6 & 7

Map 097-00; Parcel (s) 163
Council District 14 (James Bruce Stanley)
Staff Reviewer: Latisha Birkeland

A request for revision to preliminary UDO for Phases 5 and 7 and final site plan for Phase 6 approval for a portion of the Villages of Riverwood Urban Design Overlay located at Hoggett Ford Road (unnumbered), at the terminus of Stonewater Drive (23.55 acres), to permit 228 dwelling units, zoned Multi-Family Residential (RM9), requested by Ragan-Smith-Associates Inc. applicant; Beazer Homes Corp., owner.

Staff Recommendation: Defer to the October 23, 2014, Planning Commission meeting.

MPC Action: Defer to the October 23, 2014, Planning Commission meeting. (6-0)

Planned Unit Developments

6. 158-77P-004

HICKORY HOLLOW RETAIL

Map 163, Parcel(s) 307
Council District 32 (Jacobia Dowell)
Staff Reviewer: Jason Swaggart

A request to revise the preliminary plan and for final site plan approval for a portion of the Hickory Hollow Retail Commercial Planned Unit Development Overlay District for property located at 771 Bell Road, at the northeast corner of Bell Road and Mt. View Road, zoned R8, (5.87 acres), to permit the development of a 1,500 square foot check cashing facility where a 7,500 square foot restaurant was previously approved, requested by Advanced Systems, Inc., applicant; The Corner, LLC, owner.

Staff Recommendation: Defer to November 13, 2014, Planning Commission meeting.

MPC Action: Defer to November 13, 2014, Planning Commission meeting. (6-0)

Subdivision: Final Plats

7. 2014S-143-001

EAST SIDE ESTATES

Map 094-01, Parcel(s) 469

Council District 06 (Peter Westerholm)

Staff Reviewer: Latisha Birkeland

A request for final plat approval to subdivide two lots into three lots on property located at 1422 Electric Avenue, approximately 275 feet east of Village Court, zoned RS5 (0.39 acres), requested by Mark Devendorf, applicant; Eric Lesueur, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Final plat to create three residential lots.

Final Plat

A request for final plat approval to create three lots on properties located at 1422 Electric Avenue, approximately 275 feet east of Village Court, zoned Single-Family Residential (RS5) (0.39 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 3 units.*

CRITICAL PLANNING GOALS

- Supports Infill Development

The proposed subdivision creates infill housing opportunity in an area that served by existing infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The subdivision requirements of shared access and the minimum building setback line will ensure infill development compatible with the surrounding character of the community.

SUBDIVISION REGULATIONS

This application was submitted by the June 2, 2014, deadline to be reviewed under the Land Use Policy Application (LUPA) 2012 Update. The land use policy under LUPA was Neighborhood General (NG), which is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations. The subdivision shall meet all minimum standards of the zoning code, provide street frontage and meet the current standards of reviewing agencies including Metro Public Works, Stormwater and Water Services.

PLAN DETAILS

The request proposes to create three lots from one parcel along Electric Avenue in the Shelby Hills Neighborhood in East Nashville. The tax maps show 1422 Electric Avenue as one parcel, but it includes Lot 55 and Lot 56. The proposed three lots will be created from the two lots within the parcel. The existing lots contain one single-family dwelling.

The proposed width of each lot is less than 50 feet and there is not an improved alley. Since the proposed lots less than 50 feet wide, the Subdivision Regulations require shared access. Where there are an odd number of lots, one lot may have its own access. Lot 2 and Lot 3 will use a shared access and Lot 1 will have its own access on Electric Avenue. No parking shall be allowed in the front setback for all lots. There are no existing sidewalks along Electric Avenue. Since there is not an existing sidewalk network in the area, the applicant is eligible to make a contribution in lieu of sidewalk construction.

ANALYSIS

All lots meet the minimum standards of the RS5 zoning district and has frontage on a public street.

WATER SERVICES RECOMMENDATION

Approved

STORMWATER RECOMMENDATION

Approved with Conditions

Final plat to show:

- Outline of Rain Garden
- Cite Stormwater Maintenance Agreement Instrument # associated with the Rain Garden.

PUBLIC WORKS RECOMMENDATION

No exceptions taken

TRAFFIC AND PARKING RECOMMENDATION

No exceptions taken

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Prior to recordation, existing structure shall be demolished and removed from the final plat.
2. Prior to recordation, add Note 17 to Plat "No parking shall be allowed in the front setback for all lots." Add "See Note 17" on Lot 1, 2 and 3.
3. Sidewalks are required. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department, two additional lots will require a \$500 contribution to Pedestrian Benefit Zone 2-A.
 - 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.

Approve with conditions. (6-0), Consent Agenda

Resolution No. RS2014-259

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014S-143-001 is **Approved with conditions. (6-0)**"

CONDITIONS

1. Prior to recordation, existing structure shall be demolished and removed from the final plat.
2. Prior to recordation, add Note 17 to Plat "No parking shall be allowed in the front setback for all lots." Add "See Note 17" on Lot 1, 2 and 3.
3. Sidewalks are required. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department, two additional lots will require a \$500 contribution to Pedestrian Benefit Zone 2-A.
 - 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.

8. 2014S-170-001

EARHART ROAD SUBDIVISION

Map 098, Parcel(s) 180-183
Council District 12 (Steve Glover)
Staff Reviewer: Lisa Milligan

A request for concept plan approval to create 49 clustered lots and open space on properties located at 3110, 3112 and 3114 Earhart Road and at 5545 Chestnutwood Trail, approximately 230 feet south of Interstate 40, zoned RS15 (19.97 acres), requested by Boardwalk, F.L.P., owner; Dale & Associates, applicant.

Staff Recommendation: Approve.

APPLICANT REQUEST

Create 49 clustered single-family lots.

Concept Plan

A request for concept plan approval to create 49 clustered lots on properties located at 3110, 3112, and 3114 Earhart Road and 5545 Chesnutwood Trail, west of Earhart Road and approximately 200 feet south of I-40, zoned Single-Family Residential (RS15) (19.97 acres).

Existing Zoning

Single-Family Residential (RS15) requires of a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 49 lots. This property has been zoned RS15 since at least 1998.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

This request is to subdivide four (4) parcels into 49 clustered single-family residential lots. The property is located to the west of Earhart Road, south of I-40, and north of Hawks Nest Drive. There is currently a single-family home located on parcel 182. The existing single-family home is proposed to remain.

Site Plan

The plan proposes 49 single-family residential lots, including the existing home on the property. The plan is proposing the maximum number of lots that could be created for the cluster lot option. While the property is zoned RS15, the cluster lot option allows the lots to be reduced to RS7.5 standards. The lots can be a minimum of 7,500 square feet and the bulk standards (setbacks, height, etc.) for RS7.5 also apply.

ANALYSIS

The cluster lot option allows for the existing home to be maintained on a large lot and for common open space to be provided. The proposed lots range in size from 7,800 square feet to just over 2 acres for the existing home site. The plan proposes 3.3 acres of open space (17%) and proposed amenities include a mulch walking trail and a sand volleyball court.

Access to the site will be from Earhart Road and Chestnutwood Trail. There is driveway connection to Earhart Road for the existing single-family home that will be converted to a full access. Chestnutwood Trail will be extended to the east. Proposed Street A is being stubbed to the eastern property line to allow for a future connection.

The Subdivision Regulations require the use of an interconnected street system. Phase 2-B of Roxborough East Subdivision was platted in 1993, with Chestnutwood Trail stubbing to the east property line, which is the property currently proposed for concept plan approval. Chestnutwood Trail was intended to connect and the connection is now being provided, as required by the Subdivision Regulations.

An interconnected street system allows for the reasonable dispersal of traffic among all available streets which reduces traffic congestion on primary arterial streets. Street connections allow for multiple routes for emergency access and allow for alternatives for residents in the event of an accident or emergency situation. There are approximately 300 lots in Roxborough, Roxborough East, and Hampton Hall that have access to South New Hope Road, which is identified in the Major and Collector Street Plan as a suburban residential collector. There are currently no alternative routes for these residents. See below map showing lack of connected street network.



The new connection will provide critically needed access for the existing residents to Earhart Road, also identified as a suburban residential collector. Sidewalks are proposed throughout the subdivision. The proposal is consistent with the standards of the Subdivision Regulations and the Zoning Code.

FIRE MARSHAL RECOMMENDATION

Approved as a concept plan only

•The developer shall provide the Fire Marshal’s office with additional details before the developments plans can be approved.

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No exception taken

TRAFFIC AND PARKING RECOMENDATION

No exception taken

The proposed Earhart Road Subdivision is expected to generate less than 40 AM and 50 PM peak hour trips. The traffic impact study for this subdivision indicates these volumes along with future traffic projections on Earhart Road are well below the threshold needed to warrant turn lane improvements on Earhart Road. Additionally, reports from both the traffic engineer and the site engineer indicate that minimum sight distance requirements in accordance with nationally accepted highway design guidelines (AASHTO) can be met for motorists exiting the site. Exact placement of the proposed road connection to Earhart Road will be determined at the time construction plans are developed in order to determine the optimum location for such.

Therefore Metro Public Works takes no exception to the proposed preliminary subdivision plan.

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval.

Approved. (6-0), Consent Agenda

Resolution No. RS2014-260

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014S-170-001 is **Approved. (6-0)**”

9. 2014S-178-001

THOMPSON BONDS, REVISION TO LOTS 4 & 5

Map 083-02, Parcel(s) 305-306

Council District 06 (Peter Westerholm)

Staff Reviewer: Latisha Birkeland

A request for final plat approval to create four lots within the Eastwood Neighborhood Conservation Overlay District on properties located at 313 and 315 Manchester Avenue, at the southwest corner of Sharpe Avenue and Manchester Avenue, zoned R6 (0.69 acres), requested by ELI, LLC, applicant; Jerry and Gracie Vandiver and Jerry W. Bland et ux, owners.

Staff Recommendation: Defer to the November 13, 2014, Planning Commission meeting.

MPC Action: Defer to the November 13, 2014, Planning Commission meeting. (6-0)

I. COMMUNITY PLAN POLICY CHANGES AND ASSOCIATED CASES

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

Community Plan Amendments

10a. 2014CP-010-003

GREEN HILLS MIDTOWN PLAN AMENDMENT

Map 092-16, Parcel(s) 303-304, 306-308
Council District 19 (Erica S. Gilmore)
Staff Reviewer: Cynthia Wood

A request to amend the Green Hills-Midtown Community Plan to change the policy boundaries between Area 10-T5-MU-02 and Area 10-T5-MU-03 and make other associated text and map changes to the Midtown Study for various properties generally located between #447 Alley, #442 Alley, and Grand Avenue, requested by Kimley-Horn and Associates, Inc., applicant; various property owners (also see Specific Plan case #2014SP-074-001).

Staff Recommendation: Approve revised amendment area and associated Special Policy text and graphics.

APPLICANT REQUEST

Change the Special Policy Area boundaries between Area 10-T5-MU-02 and Area 10-T5-MU-03 and make other associated text and map changes to the Midtown Study.

Major Plan Amendment

A request to amend the Green Hills-Midtown Community Plan to change the policy boundaries between Area 10-T5-MU-02 and Area 10-T5-MU-03 and make other associated text and map changes to the *Midtown Study* for various properties generally located between #447 Alley, #442 Alley, and Grand Avenue.

CRITICAL PLANNING GOALS

N/A

GREEN HILLS-MIDTOWN COMMUNITY PLAN – MIDTOWN STUDY

Current Policy

T5 Center Mixed Use Neighborhood (T5 MU) areas include the County's major employment centers, representing several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas are intended to contain a significant amount of high density residential development that is very mixed use in nature with civic and public benefit, and high intensity commercial, and office land uses.

The T5 MU Community Character policy was applied to parts of the Midtown Area through the *Midtown Study* that was adopted by the Metro Planning Commission on March 22, 2012. The *Midtown Study* divided the T5 MU areas into three sections: Areas 10-T5-MU-01, 10-T5-MU-02, and 10-T5-MU-03. Each of the three areas has different policy guidance regarding appropriate building heights and other design characteristics. The proposed amendment area is part of Area 10-T5-MU-03. The Special Policy text for Area 10-T5-MU-03 is as follows:

10-T5-MU-03

T5 Center Mixed Use Neighborhood Area 3 is referenced as 10-T5-MU-03 on the accompanying map. It applies to properties in three areas: surrounding West End Avenue between I-440 and 31st Avenue North, properties in the Elliston Place/State Street area; and properties in the Grand Avenue/18th Avenue South area. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T5 Center Mixed Use Neighborhood policy applies.

Appropriate Land Uses

- Industrial Uses are not appropriate in this area, although artisan and crafts uses may be considered on their merits.
- Office and Residential uses are preferred over other uses in this area because of the smaller lots, frequent diagonal streets, and tight block structure. These uses can exist in forms that can accommodate themselves to this restrictive environment.

Building Form (Mass, Orientation, Placement)

- Where properties face Centennial Park, special attention is paid to the building orientation and placement as it relates to the park with the intent of enhancing the urban design surrounding the park to contribute to its significance as a civic feature.
- Connectivity (Pedestrian/Bicycle)
- Where properties face Centennial Park, sidewalks are especially wide and pedestrian crossings are enhanced near the park to maximize the access of area park visitors.

Density/Intensity

•Lower building heights and masses are intended in this area than in Areas 10-T5-MU-01 and -02 because of the area's numerous residential size lots. Maximum building heights of up to eight stories are generally most appropriate in this area. Punctuations of greater height may be appropriate at prominent locations within this area, provided that the site and building design meeting the policy.

Parking

•Where properties face Centennial Park, parking structures facing the park are located behind liner buildings that are of sufficient depth to accommodate active uses on the ground floor. Upper level habitable liners are also encouraged. The liners are needed because of the park's civic significance.

The *Midtown Study* contains other relevant policy text to supplement the Community Character Special Policy text for Area 10-T5-MU-03. Pages 38-41 of the Midtown Study establish a street hierarchy and associated policies within the study area. The streets in the part of Area 10-T5-MU-03 proposed for amendment are all classified as Local Streets or Alleys, except for Grand Avenue, which is classified as a Secondary Street. The policies for these street classifications are as follows:

Secondary Streets

Secondary Streets have moderate levels of pedestrian, vehicular and transit activity. Secondary Streets may be mixed-use, commercial, or residential in character. The build-to zone is generally shallow and building heights are limited. Vehicular access to parking lots and parking structures is allowed. When "back of house" functions are located on Secondary Streets, significant efforts should be made to reduce the impact on adjacent properties and the sidewalk. In mixed-use areas, a continuous street wall should be maintained and sidewalks are generally 14 feet wide. Tree wells and landscape planters are appropriate on mixed use Secondary Streets.

On Secondary Streets in residential areas, the street wall is more intermittent allowing more space between buildings and sidewalks may be narrower than in mixed use areas. Buildings may be set back farther from the street than in mixed use areas, allowing for small front yards and transitions into buildings. Tree wells, landscape planters, and grass strips are appropriate on these streets.

Local Streets

Local Streets are the smallest streets in neighborhoods. They may be residential, commercial or mixed-use in character. The build-to zone is appropriate for the associated land uses and the scale of the neighborhood. Vehicular access is less formal. Sidewalks are typically 5 feet with a 4 foot planting area against the curb or 9 feet with street trees in tree wells.

Alleys

Alleys are service roads that provide shared access to properties. Where alleys exist and are in working condition, or where new alleys can be created, alleys are the preferred area for "back of house" functions and vehicular access. Public utilities and access to mechanical equipment, trash and recycling should be located on alleys whenever possible. Dilapidated alleys are improved to current standards in association with new development.

Proposed Policy

The proposal is to remove the 18th Avenue South/Grand Avenue portion of Area 10-T5-MU-03 from Area 10-T5-MU-03 and add it to the adjacent portion of Area 10-T5-MU-02, which supports taller buildings than Area 10-T5-MU-03, and to make associated changes to the street hierarchy policies and some of the maps in the document. The Special Policy text for Area 10-T5-MU-02 would read as follows, with changed text indicated by underline:

10-T5-MU-02

T5 Center Mixed Use Neighborhood Area 2 is referenced as 10-T5-MU-02 on the accompanying map. It applies to properties along Charlotte Avenue between I-440 and I-40, along West End Avenue and Murphy Road adjacent to I-440, along Park Circle, along Broadway and Division Streets and 21st Avenue South, properties in the Grand Avenue/18th Avenue South area; and between Charlotte Avenue and Pierce Street east of 21st Avenue North. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T5 Center Mixed Use Neighborhood policy applies.

Building Form (Mass, Orientation, Placement)

•Where properties face Centennial Park, special attention is paid to the building orientation and placement as it relates to the park with the intent of enhancing the urban design surrounding the park to contribute to its significance as a civic feature.

•For properties in the area generally located between #447 Alley, which is east of Division Street; #444 Alley, which is east of 19th Avenue South; and #448 Alley, which is north of Grand Avenue, special attention is paid to providing transitions in scale and massing to adjacent historically significant properties and adjacent areas such as Music Row that are typically smaller scale, less massive, and have less intense building footprints.

Connectivity (Pedestrian/Bicycle)

•Where properties face Centennial Park, sidewalks are especially wide and pedestrian crossings are enhanced near the park to maximize the access of area park visitors.

• Improvements to pedestrian and bicycle infrastructure above and beyond those called for by the *Major and Collector Street Plan* and *Bicycle and Pedestrian Plan* may be required in order for building heights exceeding 8 stories to be supported in the portion of this area generally located between #447 Alley, which is east of Division Street; #444 Alley, which is east of 19th Avenue South; and #448 Alley, which is north of Grand Avenue.

Connectivity (Vehicular)

• Improvements to vehicular infrastructure above and beyond those called for by the *Major and Collector Street Plan* may be required in order for building heights exceeding 8 stories to be supported in the portion of this area generally located between #447 Alley, which is east of Division Street; #444 Alley, which is east of 19th Avenue South; and #448 Alley, which is north of Grand Avenue.

Density/Intensity

• Lower building heights and masses are intended in this area than in Area 10-T5-MU-01 because of the area's structural constraints to development. Maximum building heights of up to twenty stories are generally most appropriate in this area. Punctuations of greater height may be appropriate at prominent locations within this area, provided that the site and building design meet the policy.

Parking

• Where properties face Centennial Park, parking structures facing the park are located behind liner buildings that are of sufficient depth to accommodate active uses on the ground floor. Upper level habitable liners are also encouraged. The liners are needed because of the park's civic significance.

The text for Local Streets and Alleys would be changed as follows, with deleted text indicated by strike-through and added text indicated by underline:

Local Streets

Local Streets are the smallest streets in neighborhoods. They may be residential, commercial or mixed-use in character. The build-to zone is appropriate for the associated land uses and the scale of the neighborhood. Vehicular access is less formal. ~~Sidewalks are typically 5 feet with a 4 foot planting area against the curb or 9 feet with street trees in tree wells for buildings.~~ For low-rise buildings, sidewalks are typically 5 feet with a 4 foot planting area against the curb or 9 feet with street trees in tree wells. For mid-rise or high-rise buildings, sidewalks are typically 8 feet with a 4 foot planting area against the curb or 12 feet with street trees in tree wells. An additional 4 foot frontage zone between the sidewalk and the building may also be necessary for items such as ground floor commercial, stoops and stairs, or landscaping.

Alleys

Alleys are service roads that provide shared access to properties. Where alleys exist and are in working condition, or where new alleys can be created, alleys are the preferred area for "back of house" functions and vehicular access. Public utilities and access to mechanical equipment, trash and recycling should be located on alleys whenever possible. Dilapidated or insufficient alleys are improved to current standards in association with new development.

Other changes that would be made to the *Midtown Study* as part of the proposed amendment:

1. Figure 3 – Example Map of Single Policy Category on page 17 – change to reflect addition of the amendment area to the adjacent area shown in blue
2. Community Character Policy Map on page 26 – change to reflect the change in Special Policy designation from part of Area 10-T5-MU-03 to part of adjacent Area 10-T5-MU-02
3. Building Height Map on page 36 – Remove the amendment area from the Low-Rise Building Height Area and add it to the adjacent Mid-Rise Building Height area

BACKGROUND

The Midtown Study was adopted by the Planning Commission as an amendment to the *Green Hills Midtown Community Plan: 2005 Update* on March 22, 2012 following an extensive public participation process. The *Midtown Study* applied the newer, more detailed Community Character policies to the Midtown area and also provided more detailed planning guidance for urban design, infrastructure, and zoning. The need for the study was driven by the increased pace and nature of growth and change in Midtown coupled with public investments that included the Centennial Park Master Plan, the 28th Avenue Connector, and preliminary studies for the proposed Amp Bus Rapid Transit route, which was then referred to as the "East-West Connector." The study's adoption was soon followed by rezoning most of the area to implement the new policies. Much of Midtown was rezoned to MUG-A, MUI-A, or ORI-A in September of 2012.

In February 2013, the Planning Department initiated the NashvilleNext countywide General Plan update. When adopted, the NashvilleNext General Plan will guide Nashville's future development and preservation for the next 25 years. The NashvilleNext planning process has included analysis of local, regional and national trends, studies of best practices, and extensive community participation that has now reached approximately 15,000 people. The NashvilleNext planning process is scheduled to conclude in mid-2015 and has reached the stage where policy recommendations are being prepared. The policies included in the NashvilleNext General Plan will set the direction at the countywide level. All fourteen of the community plans will be updated and readopted as part of NashvilleNext to be consistent with the "Preferred Future" that is now being prepared for community discussion later this fall.

Among the emerging NashvilleNext recommendations is that a greater share of Nashville's growth should be take place in and near Downtown, and that infrastructure investments should be prioritized accordingly. This has implications for the Midtown area, which is expected to receive a significant share of Nashville's growth in both employment and housing. This may result in taller buildings than previously expected, as well as a greater mixture of uses in locations such as the area proposed for amendment that were once expected to contain mainly offices and residences.

These trends have already been demonstrated through recent proposals for high-rise condominiums and hotels in Midtown and Music Row that have been approved since the Midtown Study was adopted in March 2012. The current application for the 19-story M-Residences Specific Plan zone change that is associated with this plan amendment request is another example of the accelerating popularity of areas in and near Downtown Nashville.

Prior to their application, Planning staff discussed with the applicants the plan amendment application that should accompany their SP zone change request. Placing a building that was more than twice as tall as the current policy would typically support at a location that is not a prominent intersection raised broad questions. As a result, staff asked that the applicant submit the entire portion of Area 10-T5-MU-03 that included their proposed project site for analysis and discussion through the community plan amendment process.

Planning staff also received input from the Metro Historical Commission expressing concern about the potential pressures allowing taller building heights in the area would place on a concentration of National Register Eligible (The Upper Room at 1908 Grand Avenue and Quad Recording Studios at 1802 Grand Avenue) and several Worthy of Conservation properties along Grand Avenue.

COMMUNITY PARTICIPATION

Community meeting notices were mailed out to property owners within 1,300 feet of the site on September 5th. Local neighborhood associations were also notified. A copy of the notice was also placed on the Planning Department website. The community meeting was held on September 22, 2014 at the Easley Community Center at Rose Park. It was attended by 22 people in addition to Councilwoman Erica Gilmore, the development team, and Metro Planning staff. The major topics of discussion were:

- Impacts of allowing taller buildings on the character of the immediate neighborhood and Music Row;
- Increased traffic in the area, especially on evenings and weekends;
- Concerns about lack of adequate parking being made worse by additional development
- Concerns about inadequate infrastructure, such as narrow streets, sidewalks, and alleys, water and sewer, and problem intersections such as the one at 19th Avenue South and Division Street;
- Impacts on local historic properties;
- Loss of the role the area proposed for amendment now plays as a buffer between Midtown and the predominantly single- and two-family Edgehill neighborhood to the east; and,
- Concerns that it is unnecessary and premature to change the entire area proposed for amendment at this time and that it would better to change the policy for a smaller area and monitor the impacts of new development on the area and surrounding neighborhoods.

Public hearing notices were mailed out to property owners within the same area on September 26th. Local neighborhood associations were again notified and a copy of the notice was placed on the Planning Department website.

ANALYSIS

The concerns expressed by the Metro Historical Commission, local residents, and business and property owners are well-founded but need to be balanced with the larger trends affecting Midtown and the need for development in the area to be intense enough to support high levels of mass transit and a strong jobs-housing balance. In addition, tools and strategies should be sought that allow for more intense development while alleviating the concerns that are being expressed by people who already live and work in and near the area. Tools include thoughtful application of appropriate zoning districts, such as Specific Plan, which allow a wide range of design considerations to be addressed, including parking, access, sidewalk width, landscaping, and transitions in scale and massing. Strategies include increased interdepartmental coordination and longer-term development of implementation methods, particularly as a follow-up to the adoption of NashvilleNext in 2015. In addition, the impacts of new high-rise development on Midtown, Music Row, and Edgehill should be monitored to determine if opening up additional areas is warranted and if so what additional or improved tools and strategies may be needed to support the increased intensity.

STAFF RECOMMENDATION

Staff recommends that building heights above 8 stories should generally be supported within a smaller area than was proposed in the amendment application. Where the amendment area called for the entire area bounded by #447 Alley, #442 Alley, and Grand Avenue to be changed from Area 10-T5-MU-03 to Area 10-T5-MU-02, staff recommends that only the area bounded by #447 Alley, #444 Alley, and #448 Alley be added to Area 10-T5-MU-02, as shown on the map at the beginning of this staff report. In addition, staff recommends that revisions to the text for Area 10-T5-MU-02 and regarding the policies for Local Streets and Alleys be made as follows (Note: this is repeated from text found at the beginning of the staff report for convenience).

The Special Policy text for Area 10-T5-MU-02 would read as follows, with changed text indicated by underline:

10-T5-MU-02

T5 Center Mixed Use Neighborhood Area 2 is referenced as 10-T5-MU-02 on the accompanying map. It applies to properties along Charlotte Avenue between I-440 and I-40, along West End Avenue and Murphy Road adjacent to I-440, along Park Circle, along Broadway and Division Streets and 21st Avenue South, properties in the Grand Avenue/18th Avenue South area; and between Charlotte Avenue and Pierce Street east of 21st Avenue North. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T5 Center Mixed Use Neighborhood policy applies.

Building Form (Mass, Orientation, Placement)

- Where properties face Centennial Park, special attention is paid to the building orientation and placement as it relates to the park with the intent of enhancing the urban design surrounding the park to contribute to its significance as a civic feature.
- For properties in the area generally located between #447 Alley, which is east of Division Street; #444 Alley, which is east of 19th Avenue South; and #448 Alley, which is north of Grand Avenue, special attention is paid to providing transitions in scale and massing to adjacent historically significant properties and adjacent areas such as Music Row that are typically smaller scale, less massive, and have less intense building footprints.

Connectivity (Pedestrian/Bicycle)

- Where properties face Centennial Park, sidewalks are especially wide and pedestrian crossings are enhanced near the park to maximize the access of area park visitors.
- Improvements to pedestrian and bicycle infrastructure above and beyond those called for by the *Major and Collector Street Plan and Bicycle and Pedestrian Plan* may be required in order for building heights exceeding 8 stories to be supported in the portion of this area generally located between #447 Alley, which is east of Division Street; #444 Alley, which is east of 19th Avenue South; and #448 Alley, which is north of Grand Avenue.

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- Improvements to vehicular infrastructure above and beyond those called for by the *Major and Collector Street Plan* may be required in order for building heights exceeding 8 stories to be supported in the portion of this area generally located between #447 Alley, which is east of Division Street; #444 Alley, which is east of 19th Avenue South; and #448 Alley, which is north of Grand Avenue.

Density/Intensity

- Lower building heights and masses are intended in this area than in Area 10-T5-MU-01 because of the area's structural constraints to development. Maximum building heights of up to twenty stories are generally most appropriate in this area. Punctuations of greater height may be appropriate at prominent locations within this area, provided that the site and building design meet the policy.

Parking

- Where properties face Centennial Park, parking structures facing the park are located behind liner buildings that are of sufficient depth to accommodate active uses on the ground floor. Upper level habitable liners are also encouraged. The liners are needed because of the park's civic significance.

The text for Local Streets and Alleys would be changed as follows, with deleted text indicated by strike-through and added text indicated by underline:

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Other changes that would be made to the *Midtown Study* as part of the proposed amendment:

1. Figure 3 – Example Map of Single Policy Category on page 17 – change to reflect addition of the amendment area to the adjacent area shown in blue
2. Community Character Policy Map on page 26 – change to reflect the change in Special Policy designation from part of Area 10-T5-MU-03 to part of adjacent Area 10-T5-MU-02
3. Building Height Map on page 36 – Remove the amendment area from the Low-Rise Building Height Area and add it to the adjacent Mid-Rise Building Height area.

Ms. Wood presented the staff recommendation of approval of revised amendment area and associated Special Policy text and graphics.

Item 10a and Item 10b were heard and discussed together.

Tom White, 36 Old Club Court, spoke in favor of the application and noted that it meets all five critical planning goals.

Chris Cassidy, 390 Mallory Station Road, spoke in favor of the application and noted that it will make a positive impact on the community.

Brendan Boles, 1256 Buckingham Circle, spoke in favor of the application and noted that a lot of community benefits are associated with this project such as the widening of 19th Avenue.

Dale Morris, 818 19th Ave S, spoke in favor of the application.

Lance Bloom, 900 20th Ave S, spoke in favor of the application due to adding retail and widening 19th Avenue.

Elaine Blake, 900 20th Ave S, spoke in opposition to the application and noted that it's too much, too fast.

Matt Schutz, 605 S 10th St, spoke in opposition to the application and noted that density can be achieved without a height increase.

Walter Perry, 900 2nd Ave S, spoke in opposition to the application and expressed concern that this is too much for this area and also that we would be changing the plan two years after it was put in place.

Drew Delamonica, 900 19th Ave S, spoke in opposition to the application due to parking concerns and noted that 100 extra spaces won't do much good.

Tom White noted that his client has done everything possible to incorporate community ideas.

Chairman McLean closed the Public Hearing.

Councilman Hunt spoke in favor of the application and stated that he feels that staff has correctly analyzed this.

Ms. Blackshear spoke in favor of the application and noted that she is happy to hear that the developer has worked with the neighbors' concerns by adding additional parking and widening 19th Avenue.

Mr. Gee spoke in favor and noted that he is generally in support of increasing density in appropriate areas.

Ms. Farr expressed concerns with doing something that goes against the wishes of neighbors that are in this area and were there two years ago when the plan was put in place.

Ms. LeQuire noted that this is a big change and inquired about the capacity of the elementary schools.

Mr. Swaggart noted that the School Board has accounted for the reduced number of students in developments in this part of the city through the student generation calculator that they worked to create with planning staff. The student generation rate is lower in this part of the city than in other parts of the city in more suburban areas.

Mr. Gee noted that this is a limited expansion of the policy area.

Councilman Hunt moved and Ms. Blackshear seconded the motion to approve revised amendment area and associated Special Policy text and graphics. (6-0)

Resolution No. RS2014-261

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014CP-010-003 Approved revised amendment area and associated Special Policy text and graphics. (6-0)"

10b. 2014SP-074-001

M RESIDENCES

Map 092-16, Parcel(s) 303-304, 306-308

Council District 19 (Erica S. Gilmore)

Staff Reviewer: Jason Swaggart

A request to rezone from ORI-A to SP-MU zoning for properties located at 814, 816, 818, 822 and 824 19th Avenue South,

at the northeast corner of 19th Avenue South and Chet Atkins Place, (1.02 acres), to permit a mixed-use development, requested by Kimley-Horn and Associates, Inc., applicant; Dale C. Morris, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions if the associated policy amendment is approved; disapprove if the associated policy amendment is disapproved.

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Office and Residential Intensive - A (ORI-A) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at 814, 816, 818, 822 and 824 19th Avenue South, at the northeast corner of 19th Avenue South and Chet Atkins Place, (1.02 acres), to permit a mixed-use development.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

1. Supports Infill Development
2. Promotes Compact Building Design
3. Creates Walkable Neighborhoods
4. Provides a Range of Housing Choices
5. Supports a Variety of Transportation Choices

This proposal meets several critical planning goals. The site is located in an area that is served with existing infrastructure. Development in areas with existing infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The proposal calls for a mixture of uses that are all integrated into a 19 story building and also provides parking within the building footprint. The development will have building entrances along both street frontages and also includes wider sidewalks, furnishing zones and areas for outdoor dining. This fosters a more pedestrian friendly environment and improves walkability for the surrounding area. The proposed multi-family units will provide additional housing choice within the surrounding community. Bus service is located in the nearby area, and the development will add residents to use public transportation and non-residential uses to provide a destination for public transportation users.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

Existing Policy

Urban Mixed Use (T5 MU) policy is intended to preserve and enhance urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include the County's major employment centers, representing several sectors of the economy including health care, finance, retail, the music industry, and lodging.

The policy for this site also includes a special policy. The special policy provides additional guidance for land uses, building form, density/intensity and parking. The special policy for the subject site supports buildings up to eight stories.

Proposed Policy

Urban Mixed Use (T5 MU) policy is intended to preserve and enhance urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include the County's major employment centers, representing several sectors of the economy including health care, finance, retail, the music industry, and lodging.

The proposed policy amendment would amend language within the special policy that applies to the subject site.

Consistent with Policy?

The request is consistent with the T5 MU land use policy; however, it is not consistent with the current special policy that applies to the site. The proposed building is 19 stories in height, but the special policy only supports eight stories. The proposed land use policy would support the proposed 19 story building.

PLAN DETAILS

The site is located on the east side of 19th Avenue, south of Division Street. The site is approximately 1.02 acres (44,431 SF) and is made up of six separate parcels. A majority of the properties contain a residential structure that has been converted to office space.

Site Plan

The proposed plan calls for a 19 story (~210') mixed-use building. Uses include residential, commercial and office. More specifically, permitted uses include the following:

Residential Uses

Multi-Family

Commercial Uses

Restaurant, Bar or Nightclub, Retail, Business Service, Personal Care Service, ATM, Automobile Parking, Nano Brewery, Multi-Media Production, Research Services

Office Uses

General Office, Leasing and Sales Office, Financial Institution, Medical Office

The current concept provides 340 residential units; however, the SP would permit a maximum of 360 residential units. The current concept includes 13,000 square feet of ground floor nonresidential (commercial and/or office) space along the entire frontage of Chet Atkins Place and wraps the corner and extends along a portion of 19th Avenue. The SP would permit a maximum of 15,000 square feet of nonresidential uses.

Primary pedestrian access points are shown along both Chet Atkins Place and 19th Avenue. The plan shows an eight foot sidewalk, four foot furnishing zone and four foot frontage zone along Chet Atkins Place and 19th Avenue. Street trees are shown along both streets. Landscape areas are also shown along 19th Avenue, the alley and the northern property boundary.

Vehicular access/egress points are shown on 19th Avenue and the alley. Structured parking is proposed and consists of seven floors of parking along the alley side of the building and five floors along the opposite side of the building. As shown on the concept plan 548 spaces are being provided. The plan would require that the total number of parking spaces be consistent with Metro Zoning Code. The plan also calls for 50 bike parking spaces.

ANALYSIS

If the proposed land use policy amendment is approved, then staff recommends that this SP be approved with conditions. The SP is consistent with the proposed community character policy and meets several critical planning goals. Metro Historic Zoning staff is recommending disapproval because the property contains buildings that are worthy of conservation which will be removed with the proposed development. Currently the buildings on the site are not protected by a historic overlay and could be demolished to permit new development consistent with the existing ORI-A zoning district.

The current ROW along Chet Atkins Place and 19th Avenue would not accommodate adequate width to create a desirable pedestrian environment. The proposed sidewalk, furnishing zone along both streets will greatly improve the pedestrian environment. The additional space needed to provide the improvements will require a ROW dedication, which must be made prior to approval of a final site plan.

FIRE MARSHAL’S OFFICE

N/A

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Disapprove

The project will result in the demolition of 3-4 WOC properties.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Dedicate ROW to the back of the proposed sidewalk. Dedications must be recorded prior to building permit sign off.
3. ADA compliant ramps will be required along the property frontage at the intersection of 19th and Chet Atkins and the Alley.
4. Prior to Final SP design the applicant should coordinate with MPW and Metro Planning Staff regarding streetscape design and all elements proposed within the ROW.

TRAFFIC AND PARKING

Approved with conditions

Comply with TIS conditions:

1. Removal of on-street parking on 19th Ave. at Division St. may require approval by T&P commission.
2. Final SP plan shall include pavement striping plans for 19th Ave. S at Division and ped improvements at 19th Ave. and Chet Atkins Place.
3. Provide truck turning template for functional loading zone operation.
4. Provide adequate sight distance at access drives.
5. Provide parking per Metro code as a minimum. Any gated parking or loading area shall be an appropriate distance to prevent queuing into the public ROW.
6. Provide a direct pedestrian connection between the parking structure and restaurant/retail land uses internal to the site, such that utilizing the public sidewalk along 19th Avenue South is feasible but not necessary.
7. Prior to final SP plan, identify on-site valet loading and taxi loading area unless on-street loading/valet is approved by T&P. Any valet plan using on-street valet or taxi loading along 19th Ave frontage utilizing proposed on-street parking shall require an application to the T&P operations department for approval and installation of appropriate signage. Chet Atkins Place frontage may also require no parking/loading signage installation and application to T&P operations department.
8. Develop a valet circulation plan for the drop-off and pick-up for customers patronizing the restaurant/retail land uses. Apply Transportation Demand Management (TDM) measures for customers patronizing the restaurant/retail land uses. The tenants for the non-commercial businesses should publicize details pertaining to the parking and valet operation. This information should be located on the businesses' website to prepare customers with the intent of preventing duplicate trips on the transportation network.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- By Final SP stage, applicant must address all concerns over the existing large sewer through the site, as discussed with Metro Water.

METRO SCHOOL BOARD REPORT

Projected student generation existing ORI-A district: 0 Elementary 0 Middle 1 High

Projected student generation proposed SP-MR district: 1 Elementary 1 Middle 2 High

The proposed SP-MU zoning district could generate 3 more students than what is typically generated under the existing ORI-A zoning district (based on the urban infill factor). Students would attend Eakin Elementary, West End Middle School, and Hillsboro High School. All three schools are over capacity. There is additional capacity within the cluster for additional middle school students and high school students, but there is no additional capacity in the cluster for elementary students. This information is based upon data from the school board last updated September 2013.

Fiscal Liability

The fiscal liability of 1 new elementary student is \$21,500 (\$21,500 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions if the associated policy amendment is approved; disapprove if the associated policy amendment is disapproved.

CONDITIONS (if approved)

1. Uses shall be limited to those specified on the SP plan.
2. At a minimum bicycle parking shall be provided as required by Metro Zoning Code.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Mr. Swaggart presented the staff recommendation of approval with conditions and disapproval without all conditions if the associated policy amendment is approved; disapproval if the associated policy amendment is disapproved.

Item 10a and Item 10b were heard and discussed together.

Tom White, 36 Old Club Court, spoke in favor of the application and noted that it meets all five critical planning goals.

Chris Cassidy, 390 Mallory Station Road, spoke in favor of the application and noted that it will make a positive impact on the community.

Brendan Boles, 1256 Buckingham Circle, spoke in favor of the application and noted that a lot of community benefits are associated with this project such as the widening of 19th Avenue.

Dale Morris, 818 19th Ave S, spoke in favor of the application.

Lance Bloom, 900 20th Ave S, spoke in favor of the application due to adding retail and widening 19th Avenue.

Elaine Blake, 900 20th Ave S, spoke in opposition to the application and noted that it's too much, too fast.

Matt Schutz, 605 S 10th St, spoke in opposition to the application and noted that density can be achieved without a height increase.

Walter Perry, 900 2nd Ave S, spoke in opposition to the application and expressed concern that this is too much for this area and also that we would be changing the plan two years after it was put in place.

Drew Delamonica, 900 19th Ave S, spoke in opposition to the application due to parking concerns and noted that 100 extra spaces won't do much good.

Tom White noted that his client has done everything possible to incorporate community ideas.

Chairman McLean closed the Public Hearing.

Councilman Hunt spoke in favor of the application and stated that he feels that staff has correctly analyzed this.

Ms. Blackshear spoke in favor of the application and noted that she is happy to hear that the developer has worked with the neighbors' concerns by adding additional parking and widening 19th Avenue.

Mr. Gee spoke in favor and noted that he is generally in support of increasing density in appropriate areas.

Ms. Farr expressed concerns with doing something that goes against the wishes of neighbors that are in this area and were there two years ago when the plan was put in place.

Ms. LeQuire noted that this is a big change and inquired about the capacity of the elementary schools.

Mr. Swaggart noted that the School Board has accounted for the reduced number of students in developments in this part of the city through the student generation calculator that they worked to create with planning staff. The student generation rate is lower in this part of the city than in other parts of the city in more suburban areas.

Mr. Gee noted that this is a limited expansion of the policy area.

Councilman Hunt moved and Ms. Blackshear seconded the motion to approve with conditions and disapprove without all conditions. (6-0)

Resolution No. RS2014-262

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-074-001 is **Approved with conditions and disapproved without all conditions. (6-0)"**

CONDITIONS

- 1. Uses shall be limited to those specified on the SP plan.**
- 2. At a minimum bicycle parking shall be provided as required by Metro Zoning Code.**
- 3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.**
- 4. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not**

otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

11a. 2014CP-014-001

DONELSON-HERMITAGE COMMUNITY PLAN

Map 063, Parcel(s) 204

Council District 11 (Larry Hagar)

Staff Reviewer: Anita McCaig

A request to amend the Donelson-Hermitage Community Plan by applying a Special Policy for a portion of property located at 3939 Old Hickory Boulevard, east of Stokley Lane and partially located within the Floodplain Overlay District (9.89 acres), requested by Barge, Cauthen & Associates, Inc., applicant; Danner-Eller Golf Properties, Inc., owner (See Also Specific Plan Case No. 2014SP-073-001).

Staff Recommendation: Approve.

MPC Action: Defer to the November 13, 2014, Planning Commission meeting. (6-0)

11b. 2014SP-073-001

THE VILLAS AT HERMITAGE GOLF COURSE

Map 063, Part of Parcel(s) 204

Council District 11 (Larry Hagar)

Staff Reviewer: Latisha Birkeland

A request to rezone from R15 to SP-R zoning for a portion of property located at 3939 Old Hickory Boulevard, east of Stokley Lane and partially located within the Floodplain Overlay District, (9.89 acres), to permit up to 16 detached residential rental villas, requested by Barge, Cauthen & Associates, Inc., applicant; Danner-Eller Golf Properties, Inc., owner (See Also Community Plan Case No. 2014CP-014-001).

Staff Recommendation: Approve with conditions and disapprove without all conditions, subject to the approval of the associated policy amendment.

MPC Action: Defer to the November 13, 2014, Planning Commission meeting. (6-0)

J. RECOMMENDATIONS TO METRO COUNCIL

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

Specific Plans

12. 2007SP-151-001

BRIGHT POINTE (AMENDMENT)

Map 164, Parcel(s) 106-109, 212

Council District 33 (Robert Duvall)

Staff Reviewer: Lisa Milligan

A request to amend the Bright Pointe Specific Plan District for properties located at 3781, 3791, 3799 and 3803 Pin Hook Road and at Pin Hook Road (unnumbered), approximately 2,430 feet west of LaVergne Couchville Pike, (19.29 acres), to permit up to 81 single-family dwelling units where 42 multifamily dwelling units and 57 single-family lots were previously approved, requested by Anderson, Delk, Epps & Associates, Inc.: applicant, Bright Pointe, LLC, owner.

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

APPLICANT REQUEST

SP amendment to allow for 81 single-family dwelling units.

SP Amendment

A request to amend the Bright Pointe Specific Plan District for properties located at 3781, 3791, 3799 and 3803 Pin Hook Road and at Pin Hook Road (unnumbered), approximately 2,430 feet west of Lavergne Couchville Pike, (19,29) acres, to permit up to 81 single-family dwelling units where 42 multi-family dwelling units and 57 single-family lots were previously approved.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

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.

Consistent with Policy?

Yes. The proposed layout is compatible with the general character of classic suburban neighborhoods. The plan also improves connectivity by connecting to an existing street and incorporates sidewalks throughout the plan to provide for pedestrian connectivity.

PLAN DETAILS

The Bright Pointe Specific Plan was approved by Metro Council on November 27, 2007. The property is located on Pin Hook Road east of Hobson Pike and west of Lavergne Couchville Pike. The approved SP includes 42 multi-family dwelling units and 57 single-family units. Most of the units on the approved plan featured alley access.

The purpose of the amendment is to allow for up to 81 single-family dwelling units, a decrease of 18 dwelling units from the approved plan. All multi-family units have been removed. The units fronting on Pin Hook Road are limited to alley access units, as are the units immediately behind them. A total of 34 of the units are proposed for alley access.

The plan includes 2.9 acres of useable open space.

ANALYSIS

The plan is consistent with the policy and compatible with the development patterns of the surrounding residential areas.

FIRE MARSHAL'S OFFICE

Approve with conditions

1. Separate buildings (other than the apts) to meet the water requirements of the 2006 IFC Appendix B105.1

PUBLIC WORKS RECOMMENDATION

No exception taken

1. Note that this development will require Public Works approval of detailed construction plans prior to grading the site. Final design and improvements may vary based on actual field conditions

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

1. Comply with TIS conditions:

- Field investigations for the proposed extension of Post Oak Drive to Pin Hook Road indicate that the minimum intersection sight distance for left and right turns onto Pin Hook Road will be available. The final design of the project access drive and approaches to the project access drive should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including vertical and horizontal curvature, landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, etc.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved

1. Approved as Amended Preliminary SP, Applicant does owe capacity fees. Approved construction plans will be required before Final SP can be approved.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to up to 81 single-family dwelling units.
2. With the submittal of the Final SP, update the details of landscape area "A" to be consistent with the previously approved requirements.
3. Add the following design standard to the corrected copy: Access to lots 31 and 48 is limited to the side streets.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district as of the date of the application request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approved with conditions and disapproved without all conditions. (6-0), Consent Agenda

Resolution No. RS2014-263

"BE IT RESOLVED by The Metropolitan Planning Commission that 2007SP-151-001 is **Approved with conditions and disapproved without all conditions. (6-0)**"

CONDITIONS

1. Permitted land uses shall be limited to up to 81 single-family dwelling units.
2. With the submittal of the Final SP, update the details of landscape area "A" to be consistent with the previously approved requirements.
3. Add the following design standard to the corrected copy: Access to lots 31 and 48 is limited to the side streets.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district as of the date of the application request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

13. 2014SP-070-001

GENE SMITH PROPERTY

Map 187, Parcel(s) 185

Council District 31 (Fabian Bedne)

Staff Reviewer: Melissa Sajid

A request to rezone from AR2a to SP-R zoning for property located at Burkitt Road (unnumbered), approximately 845 feet south of Burkitt Road, (4.15 acres), to permit up to 14 single-family lots, requested by Anderson, Delk, Epps & Associates, Inc., applicant; Y & H, G.P., owner.

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

APPLICANT REQUEST

Permit up to 14 single-family lots.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning for property located at Burkitt Road (unnumbered), approximately 845 feet south of Burkitt Road, (4.15 acres), to permit up to 14 single-family lots.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Preserves Sensitive Environmental Features

The SP is designed to locate development outside of the land that falls within the conservation policy along the eastern boundary of the site.

SOUTHEAST COMMUNITY PLAN

Suburban Neighborhood Evolving (T3 NE) 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.

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

Consistent with Policy?

Yes, the SP is consistent with both the Suburban Neighborhood Evolving and Conservation policies. The Suburban Neighborhood Evolving policy is intended to create neighborhoods that are compatible with the general character of classic suburban neighborhoods in terms of its development pattern, building form, land use and the public realm while anticipating changes such as smaller lot sizes and additional density. In addition, the SP is consistent with the Conservation policy on the site by preserving environmentally sensitive features in open space.

PLAN DETAILS

The site is located on the south side of Burkitt Road, west of Whittemore Lane. A single-family home is currently located on the site. Surrounding zoning is SP and AR2a, and existing development in the area is predominantly single-family residential.

Site Plan

The plan proposes 14 single-family lots with a minimum lot size of 4,000 square feet, and open space. The majority of the lots are located on a new proposed road that intersects Tidmarsh Lane to the south and stubs to the north for a future connection to Burkitt Road. Open space areas are located to the east of the proposed lots and encompass a stream located along that portion of the site. While the stream is located within conservation policy, the site is entirely outside of the floodplain.

Currently, the site does not have direct access to a public street. The SP proposes to continue Tidmarsh Street from the Burkitt Springs SP development to the west of the site to the Burkitt Village SP development to the east. While the Burkitt Springs SP is currently under construction, the section that is immediately adjacent to the subject property has not yet been platted. In order to ensure that the proposed SP has access to a public road, the subdivision plat for the proposed lots cannot be recorded until either the Burkitt Village development to the south or the Burkitt Springs phase to the west is platted. Sidewalks are proposed along both the Tidmarsh Street and new Road "A" street fronts and will tie into the network proposed by the adjacent developments

Illustrative architectural images and standards are proposed with the preliminary SP. The maximum building height is 3 stories, and façade materials shall include brick, stone, masonry siding or fiber cement siding. In addition, the plan notes that buildings on corner lots shall address both street frontages with architectural features such as porches, glazing and other façade enhancements.

ANALYSIS

The proposed SP is consistent with the Suburban Neighborhood Evolving and Conservation policies and meets one critical planning goal. Staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

Conditional if approved

- Prior to construction, Westcott Drive in Burkitt Springs must be platted and constructed to Burkitt Rd., and a permission letter must be provided from the developer of Burkitt Springs before making a connection to any platted but unaccepted streets.

WATER SERVICES RECOMMENDATION

Approved

- Approved as Preliminary SP / Will need to pay require Capacity fees and submit construction plans before Final SP can be approved.

PUBLIC WORKS RECOMMENDATION

No exception taken

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- This development will require Public Works approval of detailed construction plans prior to grading the site.

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	4.15	0.5 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	4.15	-	14 U	134	11	15

Traffic changes between maximum: **AR2a** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 12 U	+114	+9	+12

SCHOOL BOARD REPORT

Projected student generation existing AR2adistrict: 1 Elementary 1Middle 1 High

Projected student generation proposed SP-R district: 2 Elementary 2 Middle 2 High

The proposed SP-R zoning district would generate three more students than what is typically generated under the existing AR2a district. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Maxwell Elementary School and Cane Ridge High School have been identified as over capacity. There is capacity within the cluster for elementary school students, but there is no capacity within the cluster for additional high school students. This information is based upon data from the school board last updated September 2013.

The fiscal liability of one new high school student is \$36,000 (1 X \$36,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to up to 14 single-family lots.
2. Add the following design standard to the corrected copy of the preliminary SP plan: Garages shall be recessed at least 10' behind the front façade of the house.
3. Prior to construction, Westcott Drive in Burkitt Springs must be platted and constructed to Burkitt Rd., and a permission letter must be provided from the developer of Burkitt Springs before making a connection to any platted but unaccepted streets.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approved with conditions and disapproved without all conditions. (6-0), Consent Agenda

Resolution No. RS2014-264

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-070-001 is **Approved with conditions and disapproved without all conditions. (6-0)**"

CONDITIONS

1. **Uses within the SP shall be limited to up to 14 single-family lots.**
2. **Add the following design standard to the corrected copy of the preliminary SP plan: Garages shall be recessed at least 10' behind the front façade of the house.**
3. **Prior to construction, Westcott Drive in Burkitt Springs must be platted and constructed to Burkitt Rd., and a permission letter must be provided from the developer of Burkitt Springs before making a connection to any platted but unaccepted streets.**
4. **For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district as of the date of the applicable request or application.**
5. **A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.**
6. **Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.**
7. **The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.**

14. 2014SP-071-001

THE SUMMIT AT WHITE BRIDGE

Map 103-02, Parcel(s) 125 Map 103-06, Parcel(s) 026

Council District 20 (Buddy Baker)

Staff Reviewer: Melissa Sajid

A request to rezone from R6 to SP-R zoning for properties located at 245 White Bridge Pike and White Bridge Pike (unnumbered), approximately 615 feet north of Kendall Drive, (1.71 acres), to permit up to 19 residential dwelling units, requested by Greg Smith, applicant; various property owners.

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

APPLICANT REQUEST

Preliminary SP to permit up to 19 dwelling units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for properties located at 245 White Bridge Pike and White Bridge Pike (unnumbered), approximately 615 feet north of Kendall Drive, (1.71 acres), to permit up to 19 residential dwelling units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 13 lots with 3 duplex lots for a total of 16 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

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

The proposed SP supports development that expands housing options in the neighborhood and creates an opportunity for infill housing. In addition, the site is served by an existing transit route that runs along White Bridge Pike which will be supported by the additional density proposed by the SP.

WEST NASHVILLE COMMUNITY PLAN

Suburban Residential Corridor (T3 RC) is intended to preserve, enhance and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land use, and associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

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

Consistent with Policy?

Yes, the proposed SP is consistent with both the Suburban Residential Corridor and Conservation policies. The Suburban Residential Corridor policy supports predominantly residential uses and recognizes that setbacks along the corridor may be deeper to avoid environmentally sensitive features. In addition, the SP is consistent with the Conservation policy on the site by situating most improvements away from environmentally sensitive features.

PLAN DETAILS

The site is located on White Bridge Pike, north of Kendall Drive and includes two parcels that are both currently vacant. Surrounding zoning is R6 and RM20, and the area is characterized by a mixture of land uses. Access to the site is from White Bridge Pike.

Site Plan

The plan proposes 19 attached residential units. The site includes steep slopes greater than 15% near the front of the property where the site has access to White Bridge Pike as well as at the rear of the property. A retaining wall is proposed along the south and east property boundaries. A landscape buffer is proposed along the northern property lines, adjacent to existing residentially zoned properties. Staff recommends that the plan include Type A buffers along all property lines shared with residentially zoned property.

The overall site layout includes four buildings with a total of 19 units. Two of the buildings which include nine units are oriented toward White Bridge Road, and the other two buildings which include 10 units face the rear property line. An interior driveway loops around the front of Units 1-9 and the rear of Units 10-19. The proposed buildings are 4 stories in 42' including rooftop deck, and the first floor of each building includes garage entries for each unit. The front doors of the units facing the rear property line are approximately 17 feet from the proposed retaining wall. To enhance the relationship between the units and the retaining wall, staff recommends that the plan incorporate landscaping to screen the retaining wall. Architectural images have been included with the preliminary SP and indicate that cement siding and cedar rainscreen siding will serve as the primary materials on the façades.

One access from White Bridge Road is proposed. Two parking spaces are provided for each unit in garages, and four additional parking spaces for guest parking are provided across from Units 4 and 5. The SP is in close proximity to an existing transit line runs along White Bridge Road. Existing sidewalks are located along White Bridge Pike, and the SP proposes an interior

sidewalk that will tie into the existing public sidewalk network. Pervious pavement and two bio-retention areas located to the east of the units are proposed to address stormwater concerns.

ANALYSIS

The proposed SP is consistent with the existing Suburban Residential Corridor land use policy and meets three critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approve with Conditions

- Fire Code issues will be addressed at permit application review.
- With the maximum of 12% grade and the turning radius for the fire trucks meeting our requirements of the 25' inside and 50' outside, this will be acceptable.

STORMWATER RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

Conditional if Approved

- Sign "no parking" along access driveway.
- Comply with road comments regarding sight distance.

WATER SERVICES RECOMMENDATION

Approved

- Approved as Preliminary SP / Will need to pay require Capacity fees and submit construction plans for Public Water and Sewer extensions.

PUBLIC WORKS RECOMMENDATION

No Exception Taken

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.71	7.26 D	15 U*	144	12	16

*Based on three two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.71	-	19 U	182	15	20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4 U	+38	+3	+4

SCHOOL BOARD REPORT

Projected student generation existing R6 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed SP-R district: 2 Elementary 1 Middle 1 High

The proposed SP-R zoning district would generate one more student than what is typically generated under the existing R6 district. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School has been identified as over capacity. There is capacity within the cluster for middle school students. This information is based upon data from the school board last updated September 2013.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to up to 19 residential units.
2. A final landscape plan shall be required with the final site plan; landscaping shall be incorporated to screen the portion of the retaining wall facing the front façades of Units 10-19.
3. A final landscape plan shall be required with the final site plan; type A landscape buffers shall be included along all property lines shared with residentially zoned property.
4. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approved with conditions and disapproved without all conditions. (6-0), Consent Agenda

Resolution No. RS2014-265

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-071-001 is **Approved with conditions and disapproved without all conditions. (6-0)**"

CONDITIONS

1. **Uses within the SP shall be limited to up to 19 residential units.**
2. **A final landscape plan shall be required with the final site plan; landscaping shall be incorporated to screen the portion of the retaining wall facing the front façades of Units 10-19.**
3. **A final landscape plan shall be required with the final site plan; type A landscape buffers shall be included along all property lines shared with residentially zoned property.**
4. **For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.**
5. **A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.**
6. **Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.**
7. **The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.**

15. 2014SP-072-001

19TH & BROADWAY MIXED USE DEVELOPMENT

Map 092-16, Parcel(s) 164-165, 167-169

Council District 19 (Erica S. Gilmore)

Staff Reviewer: Lisa Milligan

A request to rezone from MUI-A to SP-MU zoning for properties located at 106 and 108 19th Avenue South and 1810, 1812 and 1814 Broadway, at the northeast corner of 19th Avenue South and Broadway, (1.33 acres), to permit a mixed-use development, requested by Civil Site Design Group, PLLC, applicant; 19th Avenue Properties, G.P., Midtown Properties, LLC, 1810 Broadway Partners, GP, owners.

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

APPLICANT REQUEST

Preliminary SP to permit mixed-use development.

Preliminary SP

A request to rezone from Mixed Use Intensive-A (MUI-A) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 106 and 108 19th Avenue South and 1810, 1812 and 1814 Broadway (1.33 acres), to permit a mixed-use development.

Existing Zoning

Mixed Use Intensive-A (MUI-A) is intended for a high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

Proposed Zoning

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

CRITICAL PLANNING GOALS

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

This proposal meets several critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The development will have building entrances along the street frontages and parking placed away from street frontages, improving upon the walkable design of the surrounding streets. The project will replace existing office and retail buildings, intensifying development on an infill site. The proposed multi-family units will provide additional housing choice within the surrounding community. Located along a bus line, the development will add residents to use public transportation and non-residential uses to provide a destination for public transportation users.

The concentration of high density residential, office, restaurant and retail uses will foster walking, biking and the use of public transportation.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

Land Use Policy

Center Mixed Use Neighborhood (T5 MU) policy is intended to preserve and enhance urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include the County’s major employment centers, representing several sectors of the economy including health care, finance, retail, the music industry, and lodging.

Consistent with Policy?

Yes. The proposed SP zoning district would provide high density residential and supportive structured parking along with hotel and ancillary uses which would support the already diverse mixed use area. The project is proposed to be 25 stories in height. The location of the project in relation to other planned projects as well as the width of Broadway and the creation of a pedestrian friendly streetscape along Broadway supports the proposed height of the building. The proposed development would provide more opportunities for living in the urban core of the city and the hotel and ancillary uses will provide options for people visiting the area.

PLAN DETAILS

The site is located at the northeast corner of 19th Avenue South and Broadway. The site boundaries are Broadway to the South, 19th Avenue to the east and an existing alley to the north. The site is approximately 1.33 acres in size. Current uses on the site consist of small scale office and retail as well as surface parking lots.

Site Plan

The plan proposes a 25-story multi-family residential component and a 16-story hotel component along with structured parking. The multi-family portion includes 270 dwelling units in 300,000 square feet. The hotel includes 220 guest rooms plus ancillary uses in 175,000 square feet. The following bulk standards apply:

Max ISR:	1.0
Max FAR:	9.5
Max Height:	25 stories

Vehicular access is from Broadway and 19th Avenue South. Structure parking is incorporated into the building. The SP will require that the total number of parking spaces comply with Metro requirements for the Urban Zoning Overlay. The plan provides for a 6’ frontage zone and 8’ sidewalk along the Broadway frontage and a 5 foot frontage zone and 6’ sidewalk along the 19th Avenue South frontage. Bicycle parking is being provided to meet the requirements of the Bike Parking Ordinance.

Conceptual elevations have been provided. The building is being pulled up to the street on Broadway and 19th Avenue South. The portion of the building closest to Broadway will be 16-stories maximum in height and the apartment portion will step up to 25-stories maximum. The hotel lobby and a restaurant use are provided along Broadway allowing for a pedestrian friendly streetscape.

ANALYSIS

The plan is consistent with the land use policy and meets several critical planning goals. The plan adds residential units, as well as a hotel with ancillary uses, to an already diverse area.

The Metro Historical Commission staff has recommended disapproval of this project because of a building on the site that is eligible for listing on the National Register of Historic Places. While the concerns of the Historical Commission are well-founded, they must be balanced with the need for development in the Midtown area to be intense enough to support high levels of mass-transit and a strong jobs-housing balance. The inclusion of the property in an Specific Plan allows for design considerations to be addressed leading to a more thoughtful development.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

HISTORICAL COMMISSION STAFF RECOMMENDATION

Disapprove

Recommend disapproval as this project would result in the demolition of a National Register Eligible property.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

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. ROW should be dedicated to the back of sidewalk. Dedications are required to be recorded prior to the sign off on the building permit.
3. Site should be designed so that doors do not swing into the ROW/ pedestrian zone.
4. Prior to Final SP design the applicant should coordinate with MPW and Metro Planning Staff regarding streetscape design and all elements proposed within the ROW.
5. See traffic engineer comments

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

In accordance with the TIS findings,

1. Final SP plan shall include pavement marking plan with documentation of adequate sight distance and turning movements on 19th at intersections between West End and Division St. A full pavement overlay may be required in place of grinding existing pavement markings.
2. Developer shall submit signal plans for West End/ 19th signal modification to Metro traffic engineer for approval and install signal and pavement marking modifications with final SP plan.
3. All Loading, valet and taxi loading operations shall occur on project site. Valet operation shall be designed to prevent queueing into public ROW.
4. Motor court shall be designed to accommodate proposed shuttle service operation.
5. Any recommended on- street parking removal will require application to the T&P operations department.

TIS Conclusions and Recommendations

The 19th and Broadway mixed-use development is proposed to be located on the north side of Broadway east of 19th Avenue South. According to the developer, the proposed development consists of approximately 220 hotel rooms, 270 multi-family units, 3,500 square feet of restaurant space, and a 2,600 square foot rooftop bar. The analyses presented in this study indicate that the impacts of the proposed project on the existing roadway network will be manageable by providing the recommendations below. These specific recommendations will provide safe and efficient traffic operations within the study area following the completion of the proposed project. The recommendations are as follows:

West End Avenue and 19th Avenue

- Provide protected/permitted left turn signal phasing for the northbound approach of 19th Avenue. This will require a modification to the traffic signal to provide a 5-section signal head for left turns.

19th Avenue

- 19th Avenue between West End Avenue and Broadway should be restriped to provide one lane in each direction and a center two-way left turn lane. Each lane should be approximately 10.5 feet in width. The center turn lane will accommodate southbound left turns entering the residential access as well as improve traffic operations for the southbound 19th Avenue approach at Broadway. The restriping on 19th Avenue can be provided by grinding the existing pavement markings and applying the plastic lane lines and pavement markings for the recommended three lane cross-section.
- The southbound approach to Broadway should include approximately 75 feet of dedicated left turn storage and 50 feet of open taper within the center turn lane.
- A left turn arrow pavement marking and a shared through/right turn arrow pavement marking should be provided for the southbound approach. A pedestrian crosswalk on the north leg of 19th Avenue should be provided along with stop line pavement markings.

19th Avenue and Residential Entrance Access

- The residential entrance access should include wayfinding signage to identify that the access is entrance only for residents only.
- If parking/access control equipment is provided, a minimum of 44 feet should be provided between the gate/arm and the back of sidewalk on 19th Avenue. This will ensure adequate space for queuing at the entry gate without spilling into the public right-of-way or impacting the sidewalk accessibility. The parking/access control equipment should be designed with card proximity service or automatic vehicle ID service for residents. If the parking/access control equipment is regulated by a function with a lower service rate such as card insertion, or pushbutton codes for residents, the minimum distance between the entry gate/arm and the back of sidewalk should be re-evaluated.

19th Avenue and Alley #383

- Alley #383 should be widened along the project site to provide 15 feet of right-of-way.
- A westbound arrow pavement marking should be considered for the alley approach to 19th Avenue to supplement the “Do Not Enter” sign and provide additional identification of the one-way designation for the alley.

Broadway and Hotel Access

- The hotel access drive should be designed to include a minimum of one entering lane and one exiting lane.
- The motor court as shown on the site plan will accommodate approximately 8-9 passenger vehicles for valet and hotel check-in. Based on the number of rooms in the hotel and minimal meeting room space, this should accommodate the valet demand for the hotel.
- According to the developer, the hotel may utilize shuttles for guest services. It is anticipated that the shuttles will be passenger vans, which can turn around in the motor court without entering the parking structure.
- If parking/access control equipment is provided, it should be located internal to the parking garage, beyond the motor court to provide sufficient stacking distance between the gate/arm and the back of sidewalk on Broadway. This will ensure adequate space for queuing at the entry gate without spilling into the public right-of-way or impacting the sidewalk accessibility.

19th Avenue and Division Street

- Analyses indicate that the southbound delay and queue could be reduced by providing separate left turn and right turn lanes on 19th Avenue at Division Street. This laneage could be provided on 19th Avenue by extending the recommended three-lane cross-section south to Division Street. However, in order to continue the center turn lane to Division Street, approximately four on-street parking spaces would need to be removed on the east side of 19th Avenue.

Broadway

- In order to increase efficiency of the eastbound traffic flow on Broadway east of the project site, Metro should consider removing the five metered parking spaces on the south side of Broadway at 18th Avenue. Currently, the metered parking is restricted between 7:00 AM-9:00 AM. Eliminating these five parking spaces would provide a continuous eastbound travel lane on Broadway from west of 19th Avenue to the West End Avenue junction at 16th Avenue. If provided, the restriping on 19th Avenue can be provided by grinding the existing pavement markings and applying the plastic lane lines and pavement markings for the recommended three-lane cross-section.

Parking

- Based on the proposed number of apartment units in the preliminary SP zoning request, approximately 280 parking spaces are needed to accommodate the residential use per the Metro zoning ordinance for the Urban Zoning Overlay (UZO). At a minimum, the number of spaces provided in the residential garage should meet the base UZO requirements with a maximum of 10% reduction for transit access.
- Based on the proposed number of hotel rooms and restaurant/bar space in the preliminary SP zoning request, approximately 152 parking spaces are needed to accommodate the commercial uses per the Metro zoning ordinance and market demand for urban hotels in Nashville. At a minimum, the number of spaces provided in the hotel garage should accommodate 0.50 spaces per hotel room, which is consistent with market demand for urban hotels both in Nashville and in other cities. The hotel garage should also include 1 space per 4 employees as required by the UZO parking demand rates for hotels. In addition to the hotel parking demand, the hotel garage should include the number of spaces needed to meet the base UZO requirements for restaurant/bar space without any additional reductions allowed for transit and pedestrian access or any other reductions.

In summary, based on the analyses conducted, no further recommendations are presented for the proposed 19th and Broadway mixed-use development.

Maximum Uses in Existing Zoning District: **MUI-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.33	5.0 F	289,674 SF	13,558	289	1,298

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.33	-	270 U	1,760	137	167

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	1.33	-	220 U	1,963	142	138

Traffic changes between maximum: **MUI-A** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-9,835	-10	-993

METRO SCHOOL BOARD REPORT

Projected student generation existing MUI-A district: 1 Elementary 1 Middle 2 High

Projected student generation proposed SP-MU district: 1 Elementary 1 Middle 2 High

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

STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to multi-family residential, hotel, restaurant, bar and all other uses in MUI-A. Multi-family residential shall be limited to up to 270 units.
2. Finalized elevations shall be submitted with the final site plan. Elevations must be consistent with the Conceptual Perspective Rendering on sheet A-104 and the Concept Imagery on Sheet A-105.
3. Sidewalk widths shall be as per the adopted Major and Collector Street Plan. The final site plan shall show the following: 4 foot frontage/planting zone and 10 foot sidewalk on Broadway; 4 foot frontage/planting zone and 10 foot sidewalk on 19th Avenue South.
4. With the submittal of a corrected copy, update the parking table to reflect the parking ratios specified in the Traffic Impact Study.
5. Comply with the requirements of Public Works in regards for traffic.
6. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the application request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions

or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Ms. Milligan presented the staff recommendation of approval with conditions and disapproval without all conditions.

Larry Papel, 4320 Signal Hill Drive, spoke in favor of the application, noted that the project is very suitable to the current plan and that it meets all critical planning goals, and clarified that this is a zoning request, not a demolition request.

Hal Clark, Civil Site Design, spoke in favor of the application.

Robbie Jones, 839 Seymour Ave, spoke in opposition of the application because it would require the demolition of a National Register Eligible property. He stated that he would like to see the home incorporated into the development.

Mr. Bernhardt noted that the current zoning does not prevent demolition of this property.

Matt Schutz, 605 S 10th Street, spoke in opposition to the application and noted that it creates too many curb cuts rather than utilizing the existing alley.

Brian (last name unclear), 444 Elmington, spoke in opposition to the application and stated that it will be a big loss to the community if demolition is allowed to occur.

Larry Papel reminded the commission that the hearing is regarding zoning, not demolition.

Chairman McLean closed the Public Hearing.

Mr. Gee stated that he feels obligated to encourage and help protect our historic resources and noted that there are tools the commission may have to make hard decisions on to protect some of these structures. He also stated that this design/plan is exactly what we all have envisioned for Midtown.

Ms. Blackshear stated that this is a development that would be ideal for this location although it's unfortunate that the commission doesn't have the ability to protect the home.

Councilman Hunt stated that he was struggling with it, but leans toward supporting staff recommendation.

Ms. Farr spoke in favor of the development but would like to find a way to preserve the home.

Chairman McLean inquired if there was any way to incorporate the structure or a portion of the structure into the design.

Mr. Papel noted that there are practical reasons such as underground parking why the entire house or even a significant portion could not survive.

Mr. Gee moved and Ms. LeQuire seconded the motion to approve with conditions and disapprove without all conditions, including a condition that the developer work with the Executive Director of the Metro Historic Zoning Commission to consider the possibility of relocating the historic structure or, if demolition is approved, of salvaging and incorporating materials from the historic structure if practicable. (6-0)

Resolution No. RS2014-266

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-072-001 is **Approved with conditions and disapproved without all conditions, including a condition that the developer work with the Executive Director of the Metro Historic Zoning Commission to consider the possibility of relocating the historic structure or, if demolition is approved, of salvaging and incorporating materials from the historic structure if practicable. (6-0)**"

CONDITIONS

1. Permitted land uses shall be limited to multi-family residential, hotel, restaurant, bar and all other uses in MUI-A. Multi-family residential shall be limited to up to 270 units.
2. Finalized elevations shall be submitted with the final site plan. Elevations must be consistent with the Conceptual Perspective Rendering on sheet A-104 and the Concept Imagery on Sheet A-105.
3. Sidewalk widths shall be as per the adopted Major and Collector Street Plan. The final site plan shall show the following: 4 foot frontage/planting zone and 10 foot sidewalk on Broadway; 4 foot frontage/planting zone and 10 foot sidewalk on 19th Avenue South.
4. With the submittal of a corrected copy, update the parking table to reflect the parking ratios specified in the Traffic Impact Study.
5. Comply with the requirements of Public Works in regards for traffic.

6. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the application request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Zone Changes

16. 2014Z-057PR-001

Map 164, Parcel(s) 143
Council District 33 (Robert Duvall)
Staff Reviewer: Lisa Milligan

A request to rezone from AR2a to RS10 zoning for property located at 12444 Old Hickory Boulevard, approximately 1,600 feet east of Murfreesboro Pike (32.5 acres), requested by Dale and Associates, applicant; Old Hickory Land Partners, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from AR2a to RS10.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning for property located at 12444 Old Hickory Boulevard, approximately 1,600 feet east of Murfreesboro Pike (32.5 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 16 lots with 4 duplex lots for a total of 20 units.*

Proposed Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 120 lots using the cluster lot subdivision option.*

CRITICAL PLANNING GOALS

N/A

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) 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.

Consistent with Policy?

Yes. The proposed RS10 is consistent with the policy.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	32.5	0.5 D	16 U	154	12	17

Maximum Uses in Proposed Zoning District: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	32.5	4.35 D	141 U	1,350	106	143

Traffic changes between maximum: **AR2a** and **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 125 U	+1,196	+94	+126

TRAFFIC AND PARKING RECOMMENDATION

Conditions if approved

1. Traffic study may be required at time of development

STORMWATER RECOMMENDATION

Ignore

STAFF RECOMMENDATION

Staff recommends approval since it is consistent with T3 Suburban Neighborhood Evolving policy.

Approved (6-0), Consent Agenda

Resolution No. RS2014-267

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014Z-057PR-001 is **Approved. (6-0)**"

17. 2014Z-058PR-001

Map 071-11, Parcel(s) 008
Council District 05 (Scott Davis)
Staff Reviewer: Jason Swaggart

A request to rezone from RS5 to MUL-A zoning for a portion of property located within the Dickerson Pike Urban Design Overlay District at 1404 Dickerson Pike, at the southwest corner of Dickerson Pike and Fern Avenue (3.22 acres), requested by Dale and Associates, applicant; Regal Homes, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to MUL-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use Limited-A (MUL-A) zoning for a portion of property located within the Dickerson Pike Urban Design Overlay District at 1404 Dickerson Pike, at the southwest corner of Dickerson Pike and Fern Avenue (3.22 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 28 residential units.*

Proposed Zoning

Mixed Use Limited-A (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Promotes Compact Building Design
- Provides for a Range of Housing Choices
- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices

The proposed MUL-A district would permit more intense development on a site that is adequately served by public infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The proposed MUL-A district permits more compact building design than what would be permitted under the existing RS5 district. In addition to nonresidential uses, the proposed MUL-A district also permits a variety of housing types including single-family and multi-family. The permitted mixture of uses along with the additional density supported by the MUL-A district helps create more walkable neighborhoods and also supports mass transit.

EAST NASHVILLE COMMUNITY PLAN

Land Use Policy

Urban Mixed Use Neighborhood (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern. T4 MU areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development.

Consistent with Policy?

Yes. The proposed MUL-A permits the types of uses intended within the policy area. The MUL-A district also requires design standards intended to foster development that is urban in form consistent with the goals of the policy.

FIRE MARSHAL’S OFFICE RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3.22	8.71 D	28 U	268	21	29

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	3.22	1 F	140,263 SF	8,462	189	799

Traffic changes between maximum: **RS5 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+8,194	+168	+770

STORMWATER RECOMMENDATION

Ignore

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: **6 Elementary 5 Middle 3 High**

Projected student generation proposed MUL-A district: **24 Elementary 17 Middle 11 High**

The proposed MUL-A district would generate 38 more students than what would be generated under the existing RS5 zoning. The numbers for the proposed MUL-A district assumes a 900 square foot residential unit. Students would attend Shwab Elementary, Jere Baxter Middle School and Maplewood High School. Jere Baxter Middle School and Maplewood High School both have capacity for additional students. Shwab Elementary is over capacity, but there is additional capacity within the cluster. This information is based upon data from the school board last updated September 2013.

STAFF RECOMMENDATION

Staff recommends that the proposed MUL-A zoning district be approved since it is consistent with the properties Urban Mixed Use Neighborhood land use policy.

Approved. (6-0), Consent Agenda

Resolution No. RS2014-268

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014Z-058PR-001 is **Approved. (6-0)**”

K. PLANNING COMMISSION ACTIONS

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

Planned Unit Developments: final site plans

18. 109-81P-002

RIVERGATE SQUARE

Map 034-02, Parcel(s) 099

Council District 10 (Doug Pardue)

Staff Reviewer: Latisha Birkeland

A request to revise the preliminary plan and for final site plan approval for a portion of the Rivergate Square Planned Unit Development Overlay District for property located at 2001 Gallatin Pike, at the corner of Gallatin Pike and Shepherd Hills Drive, zoned OR20, (1.62 acres), to permit the development of a 3,641square foot restaurant with a drive-thru window, requested by Interplan, LLC, applicant; McGuffin Partners, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revise a preliminary plan and final site plan for restaurant use.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Rivergate Square Planned Unit Development Overlay District on property located at 2001 Gallatin Pike, at the corner of Gallatin Pike and Shepherd Hills Drive, zoned Office/Residential (OR20) (1.62 acres), to permit the development of 3,641 square feet of restaurant space with a drive-thru window.

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. The uses in this PUD are governed by the council approved plan, not the OR20 base zoning.

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

The Rivergate Planned Unit Development was initially approved by Council in 1981, to permit up to 125,200 square feet of retail, office and restaurant use. The PUD was amended by Council in 1982 to permit 144,000 square feet of retail, office and restaurant use.

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

At the May 22, 2014, Metropolitan Planning Commission meeting, the Commission approved the request to revise the Rivergate Planned Unit Development Overlay (PUD) to allow for the preliminary approval for a retail building and a restaurant building, as well as a final site plan approval for the proposed retail use. The approved restaurant use on the north side of this site is requesting approval for a revision and final site plan for the proposed restaurant use, with a drive-thru. Restaurant uses are permitted in the PUD. The PUD is located on the intensely developed north Gallatin Pike corridor, southeast of Rivergate Mall. The site is surrounded by other commercial uses to the north, south and west. An undeveloped portion of this PUD abuts the site to the southeast – the PUD permits a mixture of commercial uses on that site.

Plan Layout

The revised PUD plan calls for a one-story, 3,641 square foot restaurant use on the northern portion of the site. An 8,370 square foot restaurant previously occupied the site. Vehicular access will be limited to an existing access point on Gallatin Pike that turns into a private drive along the north side of the parcel. The site plan shows 37 parking spaces provided for the restaurant use, where a minimum of 36 spaces are required by the Zoning Code. The site plan shows six vehicular queuing spaces exceeding the minimum Zoning Code requirement of five queuing spaces.

When the revision and final site plan were approved for the retail space to the south of the proposed restaurant, the development included the addition of 331 feet of eight foot wide sidewalk along Gallatin Pike. The new sidewalk will cover the entire Gallatin Pike frontage of the original PUD area, from the intersection with Shepherd Hills Drive to the northeastern extent of the PUD. The sidewalk is required to be constructed with the retail use. The site plan includes landscaping to buffer the parking spaces along the east and west sides of the property, as well as the queuing lane.

ANALYSIS

The final site plan does not alter the basic development concept established by the approved PUD plan. The proposed restaurant use is consistent with the PUD and within the maximum allowable floor area permitted on the last approved PUD plan. Accordingly, this request is being considered as a revision (minor modification) and does not require Council approval. Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
 - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.

m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

FIRE MARSHAL RECOMMENDATION

N/A

WATER RECOMMENDATION

Approved

STORMWATER RECOMMENDATION

Approved with Conditions

- Clarify whether two bio-retention areas are intended or one bio-retention area and one dry water quality swale. A few notes on the plan sheets indicate both BMPs will be Bio-retention. If two Bio-retention areas are to be used, one is undersized.
- If a Dry Water Quality Swale is intended, the Bio-retention equation was used to size the dry water quality swale. See Metro Stormwater Management Manual Volume 4, PTP-05 for design considerations. If the dry water quality swale remains, please provide the appropriate calculations. Note that the dry water quality swale requires a low flow orifice to pass the water quality volume in 6 hours.
- Provide final stabilization measures for all disturbed areas. This may be included on the landscaping plan required for the bio-retention and water quality swale areas.
- Add the following note to the bio-retention detail: "Contractor, Engineer, or Owners Representative shall notify MWS Development Review at least 24 hours prior to the installation of the planting soil filter bed. At the completion of installation, the above referenced person will collect one sample per bio-retention bed for analysis and confirmation of the soil characteristics as defined by PTP-03, Site Design and Considers Item 3, page 3 of 10".
- Add a Landscaping Plan showing the shrubs, grasses, and trees to be planted in the BMPs and the green areas called out in the calculations.

PUBLIC WORKS RECOMMENDATION

No Exception Taken

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

TRAFFIC & PARKING

- No table was prepared because this request is not anticipated to generate significant additional traffic.

STAFF RECOMMENDATION

Staff recommends approval of the PUD revision and final site plan with conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
 2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
 3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
- Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

Resolution No. RS2014-269

“BE IT RESOLVED by The Metropolitan Planning Commission that 109-81P-002 is **Approved with conditions. (6-0)**”

CONDITIONS

- 1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.**
 - 2. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.**
 - 3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.**
- Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.**

19. 2004P-013-006

MILL CREEK TOWN CENTRE (TIRE DISCOUNTERS)

Map 181, Parcel(s) 255
Council District 31 (Fabian Bedne)
Staff Reviewer: Melissa Sajid

A request to revise the preliminary plan and for final site plan approval for a portion of the Mill Creek Towne Centre Commercial Planned Unit Development Overlay District for a portion of property located at 6704 Nolensville Pike, approximately 200 feet north of Nolensville Pike, zoned SCC, (1.95 acres), to permit the development of a 7,900 square foot automobile service facility, requested by Waller, Lansden, Dortch and Davis, applicant; Legg Investments-Nolensville, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revise preliminary plan and final site plan approval for part of Lot 5 of the Mill Creek Towne Centre PUD.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of the Mill Creek Towne Centre Commercial Planned Unit Development Overlay District for a portion of property located at 6704 Nolensville Pike, approximately 200 feet north of Nolensville Pike, zoned SCC, (1.95 acres), to permit the development of a 7,900 square foot automobile service facility.

Existing Zoning

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area, including automobile service.

CRITICAL PLANNING GOALS

N/A

REQUEST DETAILS

The subject property is located northeast of the intersection of Nolensville Pike and Concord Hills Drive in Brentwood. Surrounding zoning includes SCC, MUL, RM9 and PUD. The zoning of the property is SCC and PUD overlay.

ANALYSIS

The Mill Creek Towne Centre PUD is located along the east side of Nolensville Pike, north of Pettus Road. The entire PUD was approved by Council in 2004 for 45 single-family lots, 248 townhomes, and 217,619 square feet of retail, restaurant, and gas station uses. Since the last Council approval, the Planning Commission has approved several revisions. The last revision, which increased the total permitted non-residential development to 226,718 square feet, was approved in August 2014.

This request proposes a reduction of 14,500 square feet from the previously approved layout. The Zoning Code permits the Planning Commission to approve increases in floor area from what was approved by Council, as long as any increase does not exceed ten percent of the last Council approval. A total of 239,380 square feet of floor area is permitted without requiring Council approval. With the proposed 7900 square foot automobile convenience facility on Lot 5, the overall total area for non-residential development in the PUD is 212,213 square feet.

No changes are being proposed that conflict with the concept of the Council approved plan. The revised site layout and conversion to another permitted use are consistent with the concept of the PUD and consistent with the base SCC base zoning. In addition, the increase in overall building area does not exceed 10% of the area last approved by Council. Consequently, staff finds that the proposed revision is a minor modification.

Section 17.40.120.G permits the Planning Commission to approve "minor modifications" under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, and is provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
 - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
 - m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The proposal is for a revision to the preliminary plan and for final site plan approval for a 7,900 square foot automobile service facility on Lot 5. The site plan includes a one-story building. The site is located interior to the PUD, so the site is separated from Nolensville Pike by Lot 4 which is currently a vacant lot. The front of the building is oriented toward Nolensville Pike and includes roll up doors with clear glazing. Architectural elevations show that building materials include brick, EIFS and cast stone. Most of the parking provided for the site is located in front of the building, and access to the site is limited to one access point at the northern site boundary. The final site plan is consistent with the Zoning Code requirements for both parking and landscaping.

As the proposed revision keeps with the overall intent of the PUD and the final site plan is consistent with the Zoning Code, planning staff recommends approval of the request.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Conditional if approved

- Provide the Plan Review / Grading Permit fee of \$1383.
- Better show the location of the Benchmark.
- For the construction entrance, provide a minimum width of 20'.

- Specify the type of matting to be used. Also, label on the plans the slopes 3:1 and steeper (2:1 slopes observed).
- Specify the amount of disturbance to the plans.
- Specify on plans that the site drains to a listed stream.
- Provide all civil details (matting, all erosion controls, etc.).
- Better show the locations of the roof drain system on the plans. Provide cleanouts (and detail) for any connection point / bend.
- Show inlet protection for the internal inlets. Also, hay bales are not permissible in Tennessee.
- Provide storm structure calculations and drainage maps.

PUBLIC WORKS RECOMMENDATION

No exception taken

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

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Prior to the issuance of any permits, construction drawings shall be approved fully satisfying all requirements of the Stormwater Management Manual.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
8. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

Approved with conditions. (6-0), Consent Agenda

Resolution No. RS2014-270

“BE IT RESOLVED by The Metropolitan Planning Commission that 2004P-013-006 is **Approved with conditions. (6-0)**”

CONDITIONS

1. **Prior to the issuance of any permits, construction drawings shall be approved fully satisfying all requirements of the Stormwater Management Manual.**
2. **This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.**
3. **The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.**
4. **Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.**
5. **Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.**
6. **The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.**

7. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.

8. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. **Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.**

Subdivision: Final Plats

20. 2014S-201-001

RIVER HILLS INDUSTRIAL PARK

Map 094, Parcel(s) 159, 170
 Council District 15 (Phil Claiborne)
 Staff Reviewer: Latisha Birkeland

A request for final plat approval to create three lots on properties located at 1602 Lebanon Pike and 184 Spence Lane, approximately 460 feet west of Lebanon Pike Circle, zoned CS and IWD, (11.328 acres), requested by Dale & Associates, applicant; TSR Holdings, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Final plat to create three lots.

Final Plat

A request for final plat approval to create three lots on properties located at 1602 Lebanon Pike and 184 Spence Lane, approximately 460 feet west of Lebanon Pike Circle, zoned Commercial Service (CS) and Industrial Warehousing/Distribution (IWD), approximately 11.328 acres.

Existing Zoning

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

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

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The request proposes to create three lots from a total of two lots. One lot will have frontage along Spence Lane. The other to proposed lot will have frontage along Lebanon Pike. Below is a table of the size of each proposed lot:

Lot 1	9.662 Acres	420,882.293 sq. ft.
Lot 2	0.728 Acres	31,703.94 sq. ft.
Lot 3	0.938 Acres	40,851.168 sq. ft.
Total	11.328 Acres	493,437.401 sq. ft.

Access points, setbacks, height, etc. will be determined with the building permit application and will be consistent with the Zoning Code.

FIRE MARSHAL RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

•As all our previous issues have been addressed on the latest re-plat (stamped received September 16, 2014), we recommend approval.

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

No exceptions taken

TRAFFIC AND PARKING RECOMMENDATION

No exceptions taken

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Prior to recordation, the proposed plat shall depict the zoning line and identify the zoning of the properties.

Approved with conditions. (6-0), Consent Agenda

Resolution No. RS2014-271

“BE IT RESOLVED by The Metropolitan Planning Commission that 2014S-201-001 is **Approved with conditions. (6-0)**”

CONDITIONS

1. Prior to recordation, the proposed plat shall depict the zoning line and identify the zoning of the properties.

L. OTHER BUSINESS

21. Historic Zoning Commission Report

22. Board of Parks and Recreation Report

23. Executive Committee Report

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

Approved (6-0), Consent Agenda

Resolution No. RS2014-272

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

25. Legislative Update

M. MPC CALENDAR OF UPCOMING MATTERS

October 9, 2014

MPC Meeting

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

Location change for the following MPC meeting:

October 23, 2014

Metropolitan Public Schools Administration Building

2601 Bransford Avenue

November 13, 2014

MPC Meeting

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

December 11, 2014

MPC Meeting

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

N. ADJOURNMENT


The meeting adjourned at 6:49 p.m.

Chairman

Secretary



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**
Planning Department
Metro Office Building, 2nd Floor
800 Second Avenue South
Nashville, Tennessee 37219

Date: October 9, 2014
To: Metropolitan Nashville-Davidson County Planning Commissioners
From: Richard C. Bernhardt, FAICP, CNU-A 
Re: Executive Director's Report

The following items are provided for your information.

A. Planning Commission Meeting Projected Attendance (6 members are required for a quorum)

1. Planning Commission Meeting:
 - a. Attending: McLean; Farr; Blackshear; LeQuire; Gee; Dalton; Hunt
 - b. Leaving Early:
 - c. Absent: Clifton; Haynes; Adkins
2. Legal Representation – Jon Michael will be attending

B. October 9, 2014 MPC meeting NashvilleNext MPC Topic

1. Special Studies Update – Jefferson Street Economic Development Analysis (Capehart)
2. Upcoming
 - a. October 23, 2014 – Preferred Future and Community Plan Updates (Claxton)

C. Planning Commission Meetings

1. Due to a conflict with the Election Commission:
 - a. October 23, 2014 – 4:00 pm; Metropolitan Public Schools Administration Building, 2601 Bransford Avenue, Nashville TN

D. Communications

1. Video of the most recent NN Community Conversation on Economic Development is complete and up at www.nashvillenxt.net

E. Community Planning

1. Vacant position - Mobility Planner for Community Plans (to be filled at the end of 2014)
2. Ben Miskelly submitted his resignation. His last day will be October 22. He is going to Smith Gee Studios.

F. Land Development

1. Vacant Position – Interviewing to fill Lisa Milligan’s position in Land Development.

G. GIS

1. Sharon O’Conner has been hired to fill the Planning Tech II position. She comes from University of North Alabama. She starts on Monday, October 13, 2014.
2. Vacant Position – Advertising to fill the vacant Planning Tech I position.
3. New 2014 Orthos should be to us by next week.
4. Continuing to prepare launch for Cityworks in January 2015.

H. Executive Director Presentations

1. September 24, 2014 – El Paso Intercity Visit
2. September 30, 2014 – Sarasota Downtown Alliance
3. October 6, 2014 – Vanderbilt Public Policy Class

I. NashvilleNext

1. **Presentations and Meetings**
2. **Guiding Principles** – They have been vetted and in final Draft Stage. They will form the basis for Draft Plan. **These are the second DRAFT version**

Be Nashville

- Nashvillians lift one another up and help people help themselves.
- Our culture celebrates creativity, respect for history, and optimism for the future.
- Nashville’s welcoming nature represents the best of Southern hospitality and celebrates our cultural and economic diversity, bringing new and old Nashvillians together.

Foster Strong Neighborhoods

- Neighborhoods are the building blocks of our community: they are where we live, work, shop and gather as a community.
- Our neighborhoods are healthy, safe, and affordable – friendly to pedestrians, with vibrant parks, welcoming libraries, accessible shopping and employment, valued and protected natural and historic features, and strong schools.
- Our neighborhoods offer Nashvillians choice in where and how to live, including rural, suburban, urban, and downtown options. They grow with us as we move into the future.

Expand Accessibility

- Nashville is accessible, allowing all Nashvillians to come together to work, to play, to learn, and to create community and contribute to civic life, regardless of background or ability.
- Nashville has a complete and efficient transportation system, adding transit, walking, and biking options to our existing road network.
- Nashvillians have genuine access to employment and educational opportunities, online capabilities, civic representation, nature and recreation, and government services.

Create Economic Prosperity

- Nashville's economy is diverse, dynamic and open. It benefits from our culture of arts, creativity and entrepreneurialism.
- Our strong workforce and quality of life make Nashville competitive in the evolving international economy.
- Nashville's success is based on promoting opportunities for growth and success for individuals from all communities in all sizes and kinds of businesses.
- To provide a foundation for future growth and prosperity, Nashville meets its infrastructure needs in an environmentally responsible way.

Advance Education

- Nashville recognizes that education is a lifelong endeavor; it is how we prepare our children for tomorrow's challenges, and how all Nashvillians remain able to successfully participate in the workforce and civic life. Life-long learning also benefits from the community's investment in continuing education, retraining opportunities and literacy.
- Nashvillians support children and families by ensuring quality PK-12 education for all through support from neighborhoods, businesses, institutions, non-profits, individuals, and governments.
- Nashville's excellent colleges and universities are community assets and tremendous resources for the community that add to its prestige.

Champion the Environment

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

Ensure Equity for All

- Nashville is stronger because we value diversity in all its forms and welcome all Nashvillians, regardless of age, race, ethnicity, ability or limitation, income, gender, sexual orientation, where you were born or where you live.
- Ensuring equity has been and continues to be central to Nashville's culture. As Nashville changes, we remain committed to removing unjust differences.
- We are vigilant in protecting human rights for all to ensure that all are engaged in decision making and share in the city's growth, prosperity and quality of life.

3. NashvilleNext Overall Schedule

- a. Creating and Adopting the Plan (Fall 2014/Summer 2015)
 - i. Community Vision
 - ii. Policies and Actions
 - iii. Preferred Alternative
 - iv. Community Plan Updates
 - v. Implementation Schedule
 - vi. Planning Commission Adoption

4. NashvilleNext Key Activities:

- a. Phase 4 (of 5) of the process is completed with over 5,000 participants.
- b. List of special projects underway include:
 - i. The Airport Employment Center Master Design
 - ii. Identification of Downtown open space network
 - iii. Examining the potential use for the Missing Middle housing typology
- c. Coordinating with MTA and Nashville GreenPrint (tree canopy master plan) as they begin their master planning efforts.

5. Resource Teams:

- a. NashvilleNext Resource Teams have moved into Phase 3 (of 3) of their process. The purpose of this Phase is to develop final goals, policies and actions for the preferred future.

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

6. NashvilleNext Community Conservations

- a. The Economic Development Community Conversation was held on Monday, September 29; the video of the event is now posted on the NashvilleNext.net website. The event, attended by over fifty people, featured Courtney Ross, the Chief Development Officer for the Nashville Area Chamber of Commerce. Ross explained how Nashville is leading the way in the new model of economic development – enhancing quality of life and creating quality places to draw the work force that top companies want to hire. The Chamber courts businesses, but increasingly, businesses are drawn to Nashville because of its quality of life, which attracts top talent. Finding physical “homes” for these businesses was the topic of discussion among attendees. Attendees considered the different types of businesses that Nashville must attract and retain and the locations and site design different types of businesses need. Attendees weighed trade-offs among community goals and provided recommendations that will be used during the NashvilleNext process.

7. NashvilleNext Special Studies

- a. **Cost of Service Tool – RCL.** Nashville was chosen as a test case for this study. The cost of service tool aims to quantify the varying per household and employee cost of providing municipal and county services at different densities of development. Rather than focusing on infrastructure/capital costs, RCL will focus on ongoing operating costs that are the backbone of municipal budgets. Upon completion, this tool will be used to: a) estimate a gradient by which costs of municipal and county services are expected to increase or decrease depending on density and b) allow municipalities to better estimate the cost of future development at varying densities. RCL hopes that the tool will allow municipalities and counties to improve on the traditional average cost methodology of fiscal impact analysis by taking density, and its cost impact, into account

RCL’s goal is to measure the cost of service across densities for road, fire, police, water and sewage, waste and school bussing services. By measuring costs individually by services in existing sheds and collecting data across municipalities and counties for a richer dataset, they hope to bring data specificity to the literature, which currently tends to rely on case studies.

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

- 1. October 24, 2014, Draft of Preferred Future and Impact on Community Plans

B. APA Training Opportunities Specifically for Planning Commissioners (cosponsored by Lincoln Institute of Land Policy) (all include 1.5 hours Planning Commissioners Training credits). These programs are designed for planning commissioners; some are also appropriate for planners.

- 1. Scheduled APA Webinars
- 2. Nashville Room, 2nd floor MOB.
- 3. All are scheduled from 3:00 – 4:30 pm (except April 20, 2015 meeting)
- 4. All have 1.5 hours AICP and Planning Commissioner training credit

Date	Topic (Live Program and Online Recording)
February 18, 2015	Sustaining Places through the Comprehensive Plan
April 20, 2015 (time TBD)	Planning Commissioner Ethics (Live Webcast from APA’s National Planning Conference)

B. APA Training Opportunities

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

Date	Topic (Live Program and Online Recording)
November 5, 2014	Health Equity and Planning Ethics
January 14, 2015	Safe Mobility Planning
June 3, 2015	The Planning Office of the Future
June 24, 2015	2015 Planning Law Review

Administrative Approved Items and Staff Reviewed Items Recommended for approval by the Metropolitan Planning Commission

In accordance with the Rules and Procedures of the Metropolitan Planning Commission, the following applications have been reviewed by staff for conformance with applicable codes and regulations. Applications have been approved on behalf of the Planning Commission or are ready to be approved by the Planning Commission through acceptance and approval of this report. Items presented are items reviewed **through 10/03/2014**.

APPROVALS	# of Applications	Total # of Applications 2014
Specific Plans	1	32
PUDs	1	6
UDOs	1	1
Subdivisions	7	114
Mandatory Referrals	12	114
Total	22	267

SPECIFIC PLANS (finals only): MPC Approval Finding: Final site plan conforms to the approved development plan.						
Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
2/6/2014	10/2/2014	Recommend Approval	2014SP-010-002	CRIEVE HALL CHURCH OF CHRIST	A request for final site plan approval for the Crieve Hall Church of Christ Specific Plan District for properties located at 4806 Trousdale Drive and 410 Blackman Road, approximately 1,460 feet south of Harding Place (13.3 acres), to permit a day care of up to 99 persons and a religious institution within existing buildings with minor additions allowed, requested by Ingram Civil Engineering, applicant; Crieve Hall Church of Christ, Trustees, owners.	26 (Chris Harmon)

URBAN DESIGN OVERLAYS (finals and variances only) : MPC Approval Finding: all design standards of the overlay district and other applicable requirements of the code have been satisfied.						
Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
NONE						

MANDATORY REFERRALS: MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District (CM Name)
9/3/2014	9/23/2014	Recommend Approval	2014M-053ES-001	2400 CHARLOTTE AVENUE	A request to abandon approximately 560 linear feet of existing 6" water main and to accept approximately 293 feet of 8" public water main along with one fire hydrant assembly and 311 feet of 10" public sewer main and two new manholes on properties located at 407 23rd Avenue North and 2400 Charlotte Avenue, Metro Water Services Project #'s 14-SL-52 and 14-WL-50, requested by Metro Water Services and Littlejohn Engineering, applicants; CH Realty VI-LPC MF Nashville Charlotte, LLC, owner.	21 (Edith Taylor Langster)
9/3/2014	9/23/2014	Recommend Approval	2014M-052ES-001	COUNTY HOSPITAL ROAD IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the County Hospital Road Stormwater Improvement Project on various properties located along County Hospital Road, Doak Avenue and Manchester Avenue, (Project No. 15-SWC-034), requested by Metro Water Services, applicant; various property owners.	02 (Frank R. Harrison)
5/8/2014	9/23/2014	Recommend Approval	2014M-007AB-001	ALLEY # 233	A request to abandon Alley #233 (easements and utilities to be abandoned and relocated) from 12th Avenue South westward to its terminus at Interstate 40, requested by Civil Site Design Group, PLLC, applicant.	19 (Erica S. Gilmore)
9/8/2014	9/23/2014	Recommend Approval	2014M-054ES-001	KENTUCKY AVENUE & MORROW ROAD EASEMENT ABANDONMENT	A request to abandon approximately 50 linear feet of existing 8" sewer main and a 50 foot prescriptive easement and to accept two sewer manholes on properties located at 5519 Kentucky Avenue and Kentucky Avenue (unnumbered), Metro Water Services Project # 14-SL-78, requested by Metro Water Services and Dale & Associates, applicants; Aubrey Harwell, Jr. Trustee, owner.	20 (Buddy Baker)
9/15/2014	9/23/2014	Recommend Approval	2014M-060ES-001	KENNER AVENUE IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the Kenner Avenue Improvement Project on nine properties located along Kenner Avenue and Ensworth Place, (Project No. 15-SWC-027), requested by Metro Water Services, applicant; various property owners.	24 (Jason Holleman)
9/11/2014	9/23/2014	Recommend Approval	2014M-058ES-001	DAVIDSON AND BROOK HOLLOW SEWER LINE IMPROVEMENTS	A request to negotiate and accept, to acquire via a fee simple take, or to acquire via condemnation permanent easements for the Davidson and Brook Hollow Sewer Line Improvement Project on properties located at 612 and 622 Davidson Drive and at 615, 619, 623 and 627 Georgetown Drive, (Project No. 11-SC-0143), requested by Metro Water Services, applicant; various property owners.	23 (Emily Evans)

9/11/2014	9/23/2014	Recommend Approval	2014M-022PR-001	1606 JEFFERSON STREET PROPERTY ACQUISITION	A request to acquire property through negotiations, a fee simple take or condemnation for property located at 1606 Jefferson Street for use in the Jefferson Street Stormwater Improvement Project, (Project No. 14-SWC-172), zoned CS and located within the Jefferson Street Redevelopment District, requested by Metro Water Services, applicant; Felix Osa-Oni, owner.	19 (Erica S. Gilmore)
9/10/2014	9/23/2014	Recommend Approval	2014M-057ES-001	WILDWOOD DRIVE IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the Wildwood Drive Stormwater Improvement Project on properties located along Rural Hill Road, Rural Hill Circle and Wildwood Drive, (Project No. 14-SWC-18), requested by Metro Water Services, applicant; various property owners.	29 (Karen Johnson)
9/15/2014	9/23/2014	Recommend Approval	2014M-061ES-001	BELL ROAD IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the Bell Road Stormwater Improvement Project on two properties located at 550 and 554 Bell Road, (Project No. 15-SWC-024), requested by Metro Water Services, applicant; Charles E. Walker and Sherrie Long Wilkes Trustee, owners.	32 (Jacobia Dowell)
9/9/2014	9/23/2014	Recommend Approval	2014M-056ES-001	TUCKAHOE DRIVE IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the Tuckahoe Drive Stormwater Improvement Project on four properties located at 602, 603 and 605 Tuckahoe Drive and 114 Rhine Drive, (Project No. 15-SWC-030), requested by Metro Water Services, applicant; various property owners.	08 (Karen Bennett)
9/9/2014	9/23/2014	Recommend Approval	2014M-055ES-001	CORNWALL DRIVE IMPROVEMENT PROJECT	A request to negotiate and accept permanent and temporary easements for the Cornwall Drive Stormwater Improvement Project on three properties located at 6517 and 6525 Brownlee Drive and 6541 Cornwall Drive, (Project No. 15-SWC-033), requested by Metro Water Services, applicant; various property owners.	23 (Emily Evans)
8/29/2014	9/23/2014	Recommend Approval	2014M-051ES-001	4910 INDIANA AVENUE ABANDONMENT OF RETAINED EASEMENT RIGHTS	A request to abandon retained easement rights in a portion of the former 50th Avenue North (previously retained in Council Bill No. 74-1115) on property located at 4910 Indiana Avenue, requested by Metro Water Services, applicant; Terry Woodall, owner.	20 (Buddy Baker)

9/3/2014	9/23/2014	Recommend Approval	2014M-053ES-001	2400 CHARLOTTE AVENUE	A request to abandon approximately 560 linear feet of existing 6" water main and to accept approximately 293 feet of 8" public water main along with one fire hydrant assembly and 311 feet of 10" public sewer main and two new manholes on properties located at 407 23rd Avenue North and 2400 Charlotte Avenue, Metro Water Services Project #'s 14-SL-52 and 14-WL-50, requested by Metro Water Services and Littlejohn Engineering, applicants; CH Realty VI-LPC MF Nashville Charlotte, LLC, owner.	21 (Edith Taylor Langster)
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PLANNED UNIT DEVELOPMENTS (finals and variances only) : MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
3/17/2014	9/29/2014	Recommend Approval	2005P-030-006	RAVENWOOD, RESERVE AT STONE HALL (FINAL, PH 1, SEC 3)	A request for final site plan approval for a portion of the Ravenwood Residential Planned Unit Development Overlay District located at Hearthstone Boulevard (unnumbered), approximately 575 feet west of Stone Hall Boulevard, zoned RS10 (18.18 acres), to permit the development of 68 single-family lots, requested by Civil Site Design Group, PLLC, applicant, Meritage Homes of Tennessee, Inc., owner.	14 (James Bruce Stanley)

INSTITUTIONAL OVERLAYS (finals and variances only) : MPC Approval

Finding: Final site plan conforms to the approved campus master development plan and all other applicable provisions of the code.

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
NONE						

SUBDIVISIONS: Administrative Approval

Date Submitted	Date Approved	Action	Case #	Project Name	Project Caption	Council District (CM Name)
3/14/2014	9/22/2014	APADMIN	2014S-072-001	4100 WESTLAWN DRIVE	A request for final plat approval to create two lots on property located at 4100 Westlawn Drive, approximately 750 feet west of Westlawn Place, zoned RS7.5 (0.57 acres), requested by Harrah & Associates, applicant; Indigo Development, LLC, owner.	24 (Jason Holleman)
2/28/2014	9/22/2014	APADMIN	2014S-064-001	EDGE-O-LAKE ESTATES, RESUB LOTS 10 & 11	A request for final plat approval to shift lot lines between lots located at 2524 and 2538 Willowbranch Drive, approximately 850 feet east of Murfreesboro Pike, zoned R8 (0.5 acres), requested by James Terry & Associates, applicant; RIBO, LLC, owner.	29 (Karen Y. Johnson)
8/6/2014	9/26/2014	APADMIN	2014S-180-001	505 CST	A request for final plat approval to create two lots within the Capitol Mall Redevelopment District on property located at 501 Church Street, at the southwest corner of Church Street and 5th Avenue North, zoned DTC and SP-MU (1.22 acres), requested by Barge, Waggoner, Sumner & Cannon, Inc., applicant; 501, LLC, owner.	19 (Erica S. Gilmore)
9/10/2014	9/29/2014	APADMIN	2014S-208A-001	BRADFORD HILLS, LOT 516 SETBACK AMENDMENT	A request to amend the recorded rear setback from 20 feet to 15 feet for property located at 708 Winter Court, approximately 205 feet east of Cobble Street, (0.19 acres), zoned R15 and located within the Bradford Hills Residential Planned Unit Development Overlay District, requested by The Lynn M. Rochon Trust, owner.	04 (Brady Banks)
8/29/2012	10/1/2014	APADMIN	2012S-124-001	LEE CHAPEL AME CHURCH	A request for final plat approval to create two lots, dedicate right-of-way for the relocated of Alley # 555 and dedicate right-of-way along Dr. D.B. Todd Jr. Boulevard, on properties located at 1720, 1720 1/2, 1722, 1726, 1728, 1729, 1730, 1732 and 1733 Heiman Street and at Heiman Street (unnumbered) and 1726 and 1728 Scovel Street, at the intersection of Dr. D.B. Todd Jr. Boulevard and Heiman Street (2.06 acres), zoned RS5, requested by Lee Chapel AME Church, owner, Ragan-Smith-Associates, surveyor (see also Mandatory Referral Proposal No. 2012M-015AB-001).	21 (Edith Taylor Langster)
3/12/2014	10/1/2014	APADMIN	2014S-068-001	HALLMARK, SEC 3	A request for final plat approval to create 33 lots on property located at Pin Hook Road (unnumbered), approximately 1,650 feet east of Hobson Pike, zoned RS10 (6.21 acres), requested by SEC, Inc., applicant; Habitat for Humanity of Greater Nashville, owner.	33 (Robert Duvall)

Performance Bonds: Administrative Approvals

Date Approved	Administrative Action	Bond #	Project Name
9/22/2014	Approved New	2014B-033-001	BURKITT VILLAGE, PHASE 1, SECTION 2
9/26/2014	Approved Reduction	2014B-015-002	SECOND ADDITION TO SUGAR VALLEY, PHASE 3, SECTION 2
9/26/2014	Approved New	2014B-024-002	RIVER OAKS
9/29/2014	Approved Release	2012B-019-003	PARK 25
9/30/2014	Approved Extension/Reduction	2012B-011-003	BERKELEY HALL, PHASE 2
10/1/2014	Approved Extension	2012B-020-003	BARNES BEND ESTATES, PHASE 2, SECTION 2
10/2/2014	Approved Extension/Reduction	2013B-015-003	THE RESERVE AT STONE HALL, PHASE 1, SECTION 2B
9/22/2014	Approved New	2014B-033-001	BURKITT VILLAGE, PHASE 1, SECTION 2
9/26/2014	Approved Reduction	2014B-015-002	SECOND ADDITION TO SUGAR VALLEY, PHASE 3, SECTION 2

Schedule

- A. **Thursday, October 23, 2014** - [MPC Workshop on Nashville Next](#); 4pm, **Metropolitan Public Schools Administration Building, 2601 Bransford Avenue, Nashville TN.**
- B. **Thursday, October 23, 2014** - [MPC Meeting](#); 4pm, **Metropolitan Public Schools Administration Building, 2601 Bransford Avenue, Nashville TN.**
- C. **Tuesday; October 28, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- D. **Thursday, November 13, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- E. **Tuesday; November 25, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- F. **Thursday, December 11, 2014** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- G. **Tuesday; December 23, 2014** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- H. **Thursday, January 8, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- I. **Tuesday; January 27, 2015** - [NashvilleNext Steering Committee](#) (Jim McLean; Jeff Haynes; Andree LeQuire)
- J. **Thursday, January 22, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- K. **Thursday, February 12, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- L. **Thursday, February 26, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- M. **Thursday, March 12, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- N. **Thursday, March 26, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- O. **Thursday, April 9, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- P. **Thursday, April 23, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- Q. **Thursday, May 14, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- R. **Thursday, May 28, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- S. **Thursday, June 11, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- T. **Thursday, June 25, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- U. **Thursday, July 23, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- V. **Thursday, August 13, 2015** - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

- W. Thursday, August 27, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- X. Thursday, September 10, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- Y. Thursday, September 24, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- Z. Thursday, October 8, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- AA. Thursday, October 22, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- BB. Thursday, November 12, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- CC. Thursday, December 10, 2015 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- DD. Thursday, January 14, 2016 - [MPC Meeting](#); 4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**