

Metropolitan Planning Commission



Staff Reports

September 25, 2014



Metro Planning Commission Meeting of 9/25/2014

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

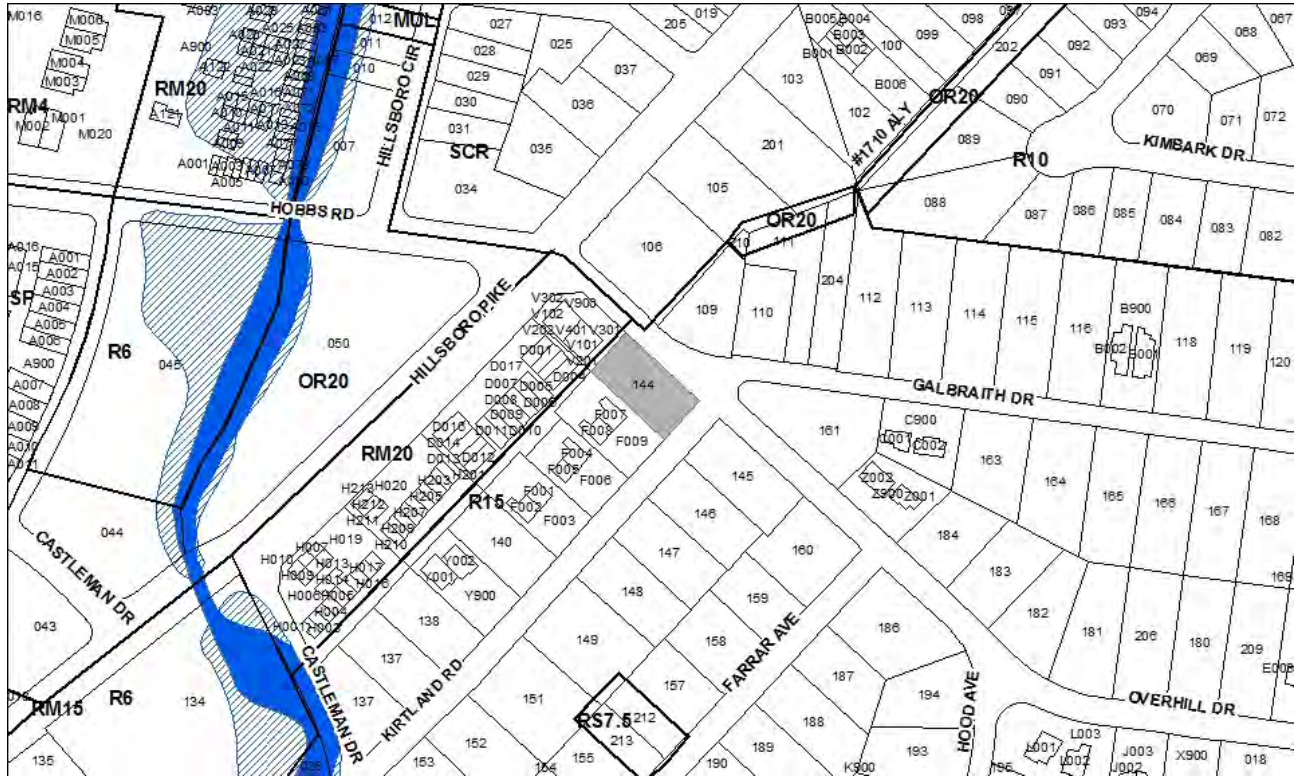


PREVIOUSLY DEFERRED ITEMS

- **Community Plan Amendments**
- **Specific Plans**
- **Zone Changes**



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2013SP-022-001

KIRTLAND COTTAGES
Map 131-02, Parcel(s) 144
10, Green Hills - Midtown
25 (Sean McGuire)



Project No. Zone Change 2013SP-022-001
Project Name Kirtland Cottages
Council District 25 – McGuire
School District 8 – Hayes
Requested by Dewey Estes Engineering, applicant; Land Development.com, Inc., owner.

Deferrals This request was deferred at the July 25, 2013, Planning Commission meeting.

Staff Reviewer Birkeland
Staff Recommendation *Approve with conditions and disapprove without all conditions*

APPLICANT REQUEST

Zone change to permit four attached dwellings.

Preliminary SP

A request to rezone from One and Two-Family Residential (R15) to Specific Plan – Residential (SP-R) zoning for property located at 4201 Kirtland Road, at the southwest corner of Kirtland Road and Overhill Drive (0.45 acres), to permit up to four detached residential dwelling units.

Existing Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 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.

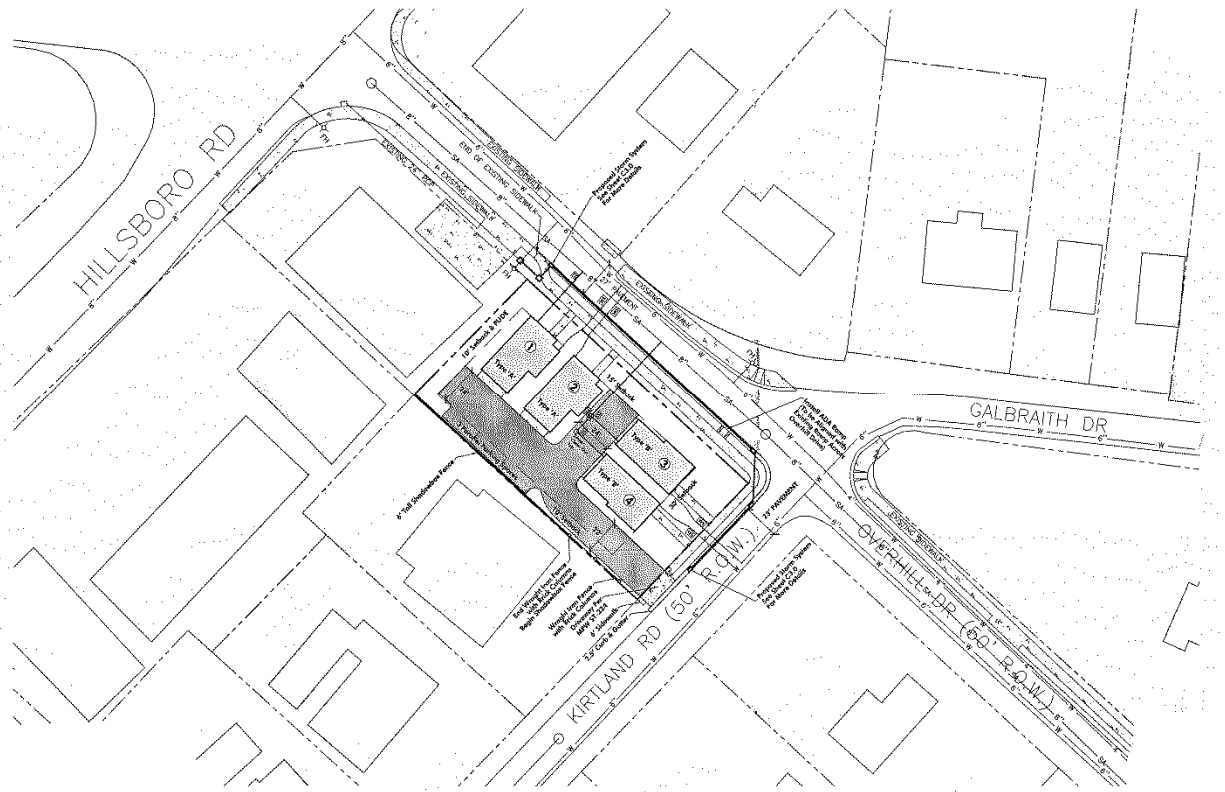
CRITICAL PLANNING GOALS

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

The proposal meets several critical planning goals based on its location and design. The location of the site adjacent to a mixed use corridor (Hillsboro Pike) will provide additional transit riders and potential customers and employees for local businesses. New sidewalks will extend an existing pedestrian connection to the intersection at Overhill Drive and Hillsboro Pike.



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Proposed Site Plan



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GREEN HILLS-MIDTOWN COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE)

T4 NE policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

Consistent with Policy?

Yes. The proposed detached residential units provide a mix of housing types and density that is consistent with the policy. A four story multifamily building is located on the adjacent lot to the northwest of the proposed residential buildings. A series of duplexes are located to the southeast of the site, along Kirtland Road. The four detached residential dwellings will work as a transition from Overhill Drive to Kirtland Road with their proposed height, landscaping and access a Kirtland Road.

PLAN DETAILS

The site is located at the corner of Overhill Drive and Kirtland Road, to the southeast of Hillsboro Pike, and contains a single-family dwelling. Four detached residential units are proposed with the SP. Two units will be oriented to Overhill Drive and the other two units will be oriented to Kirtland Drive. Unit 3 will have front facades along Overhill Drive and Kirtland Road.

A driveway from Kirtland Road will provide vehicular access to all dwelling units. Additional parking has been provided along the west side of the site. A six foot tall shadowbox fence and wrought iron fencing with brick columns will provide a buffer to the property west of this site. Landscape buffering has been added along the North and West side of the site. Landscaping has also been provided along Overhill Drive. Sidewalks will be provided along Kirtland Road and Overhill Drive.

Conceptual building elevation drawings have been provided within the SP. Façade designs include brick masonry veneer and brick accent banding. EIFS and vinyl siding is prohibited. The detached residential homes have a maximum height limitation of 35 feet (measured to roofline).

ANALYSIS

The detached residential units combined with the design aspects of the SP will provide a well-designed transition from the Hillsboro Pike corridor to the residential neighborhood to the southeast.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Approved revision for layout

STORMWATER RECOMMENDATION

Approve



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PUBLIC WORKS RECOMMENDATION

No exceptions taken

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

Maximum Uses in Existing Zoning District: **R15**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.45 | 2.90 D | 2 U* | 20 | 2 | 3 |

*Based on one duplex unit

Maximum Uses in Existing 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 (230) | 0.45 | - | 4 U | 32 | 3 | 4 |

Traffic changes between maximum: **R15** and proposed **SP-R**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | + 2 U | +12 | +1 | +1 |

METRO SCHOOL BOARD REPORT

Projected student generation existing **R15** district: 0 Elementary 0 Middle 0 High

Projected student generation proposed **SP-R** district: 0 Elementary 0 Middle 0 High

Based on data from the Metro School Board last updated September 2013, the proposed SP will not generate additional students from what is generated by the existing R15 zoning district.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP is consistent with the T4 Neighborhood Evolving policy of the Green Hills-Midtown Community Plan.



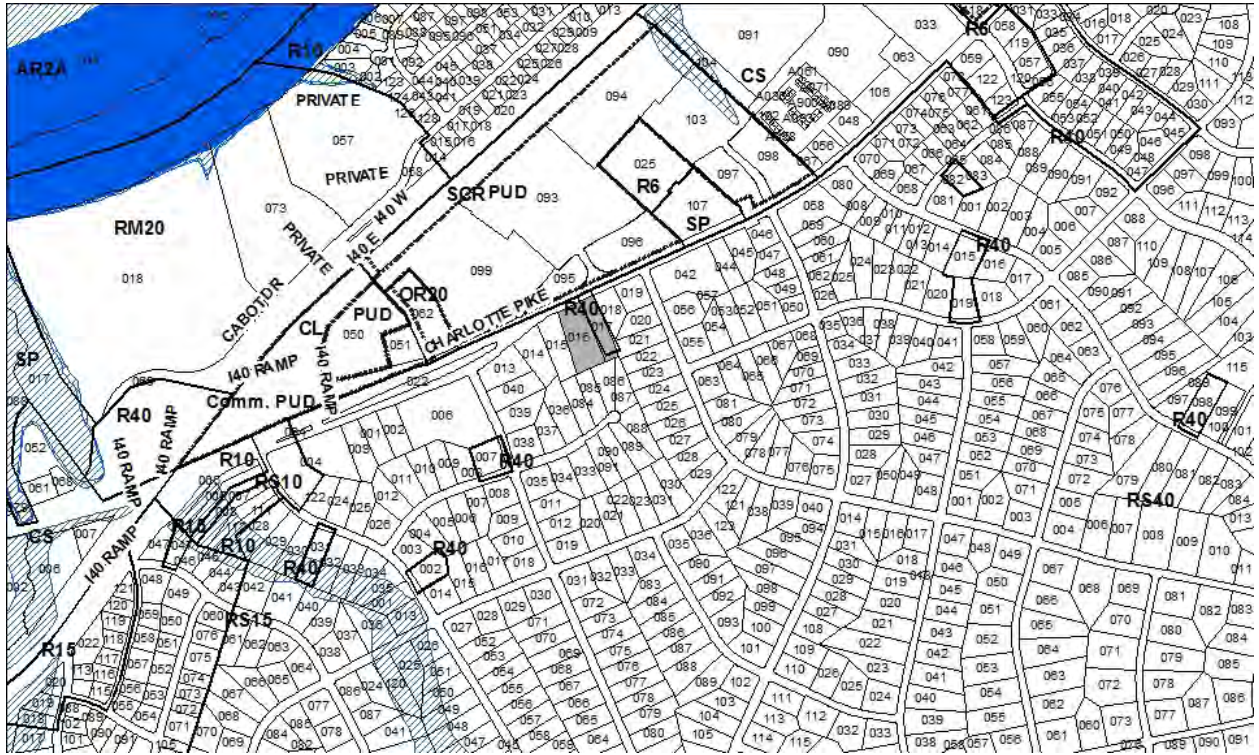
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CONDITIONS

1. Uses within this SP shall be limited to a maximum of four detached residential units.
2. A minimum six foot separation is required between units and is subject to all Building and Fire Code requirements.
3. No structure shall be more than three stories and shall be limited to a maximum height of 35 feet, measured to the roofline. Building elevations for all street facades shall be provided with the final site plan. Each of the proposed street facades shall have a distinct design and composition. The following standards shall be met:
 - a. Building facades fronting a street and courtyard shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing. Building No. 1 shall have façade requirements on front and rear side.
 - b. Windows shall be vertically oriented at a ratio of 2:1 or greater.
 - c. EIFS and vinyl siding shall be prohibited.
 - d. Finished ground floors and porches shall be elevated a minimum of 18 inches to a maximum of 30 inches from the abutting average ground elevation.
4. Final SP plans shall state the correct CCM policy on page 1.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
6. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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.



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2013SP-048-001

HILLWOOD COURT AT NASHVILLE WEST

Map 102-11, Parcel(s) 016-017

West Nashville

23 - Emily Evans



Project No. Zone Change 2013SP-048-001
Project Name Hillwood Court at Nashville West
Council District 23 – Evans
School District 9 – Frogge
Requested by Dale and Associates, applicant; Charles Melvin and Edwinna Neely and Lola Bryant, William and Smith Hill et al, owners.

Deferral This application was deferred at the February 13, 2014, the August 14, 2014, and the September 11, 2014, Planning Commission meetings. *The public hearing was closed.*

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit 40 residential dwellings.

Preliminary SP

A request to rezone from One and Two Family Residential (RS40) and Two-Family Residential (R40) to Specific Plan – Mixed Residential (SP-MR) zoning for properties located at 6809 and 6813 Charlotte Pike, at the southwest corner of Charlotte Pike and Old Charlotte Pike, (3.07 Acres), to permit up to 40 dwelling units.

Existing Zoning

One and Two-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 3 lots on the 3.07 acres.*

Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of one duplex lot for a total of two units on approximately 0.98 acres.*

Proposed Zoning

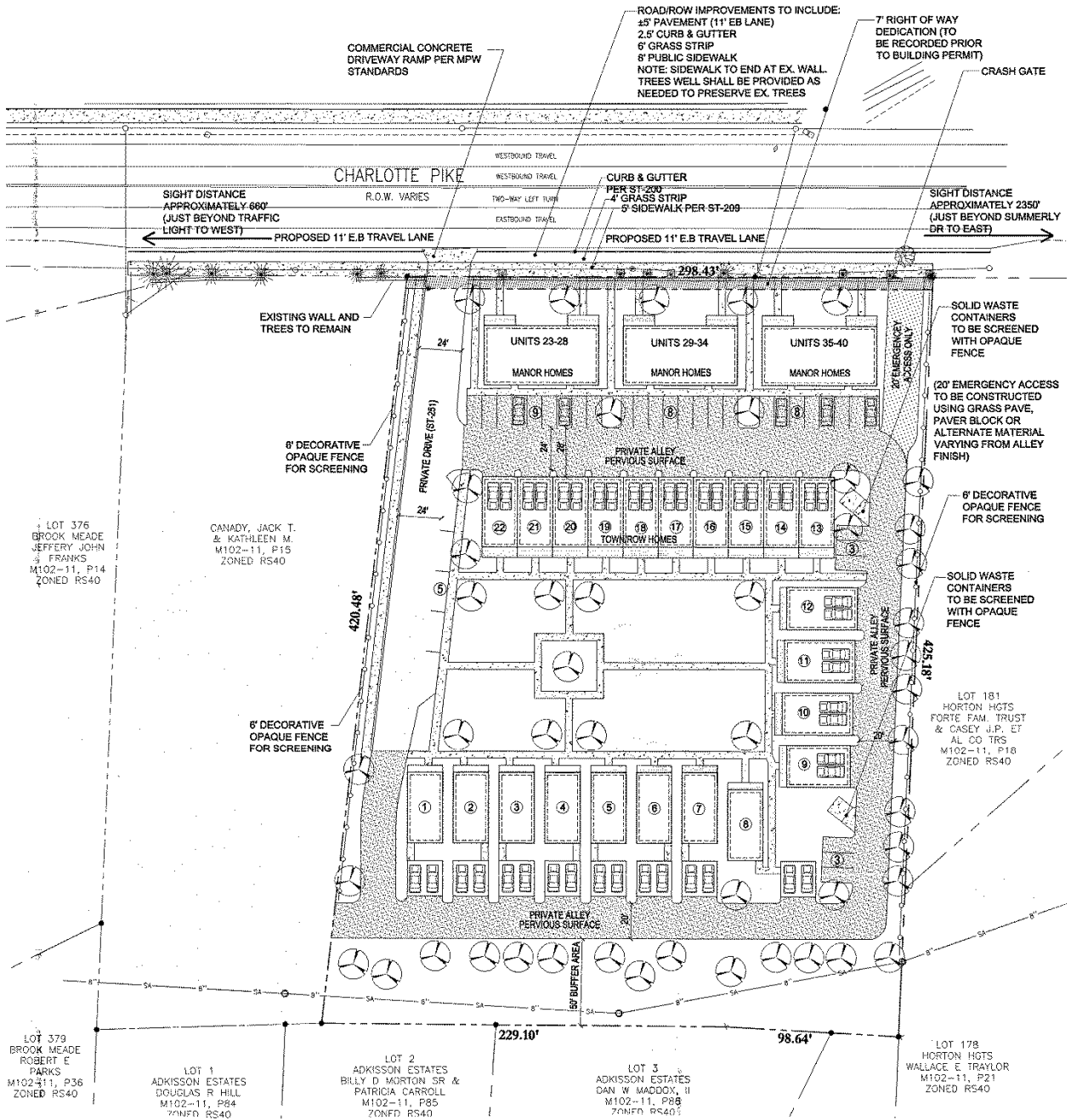
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices



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Proposed Site Plan



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- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices

This area is served by adequate 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 extending and maintaining new infrastructure. The request provides an additional housing option in the area and within the proposed development itself. Additional housing options are important to serve a wide range of people with different housing needs. The plan provides active open space and a sufficient sidewalk network connecting all parts of the development, which foster active living and supports walkable neighborhoods. Higher density areas typically foster walkability and better public transportation because housing, work and conveniences are located within a smaller area, making them more assessable by foot and or public transportation. This site is directly across from the Nashville West Shopping Center, which will provide goods and services for future residents.

WEST NASHVILLE COMMUNITY PLAN

Suburban Neighborhood Maintenance (T3 NM) Policy is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Special Policy Area (Infill Area 03)

The special policy recognizes areas along Charlotte Pike across from and in proximity to the Nashville West Shopping Center. The policy supports more intense residential infill development along Charlotte Pike. Any residential development should provide an adequate transition from the more intense Charlotte Pike corridor to the single-family residential areas off of the corridor.

Consistent with Policy?

Yes. The proposed SP is consistent with the T3 NM policy as well as the special policy that applies to the site. The proposal provides for a more intense residential development pattern along Charlotte Pike. It also provides a transition from Charlotte Pike to the back of the site by providing detached units at the rear of the site, adjacent to the single-family lots directly south of the site. The proposal includes manor homes that are intended to look like large single-family homes. The special policy specifically recommends this housing type.

PLAN DETAILS

The subject site is approximately 3.07 acres in size and consists of three individual properties. The site is located on the south side of Charlotte Pike between W. Hillwood Drive and Templeton Drive, directly across from Nashville West. The site is zoned for residential-uses and consists of three single-family homes. There are numerous trees on the site and there is also a historic rock wall located along a portion of the site along Charlotte Pike.

Site Plan

The plan calls for 40 residential units. Unit-types consist of 18 manor units, ten attached townhome units and 12 detached cottage units. The 18 manor style units are distributed between three separate



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buildings located along Charlotte Pike. The townhomes and cottage units front onto a central green. The manor homes are oriented towards Charlotte.

Primary access is proposed from Charlotte via a private drive located along the western property line. A private alley joins the drive providing access to the rear of all the units. There is also a 20' wide emergency access point along the eastern property line connecting Charlotte Pike to the private alley. Sidewalks are located throughout the development. The plan also calls for a new eight foot wide sidewalk and six foot grass strip along Charlotte.

A total 80 parking stalls are shown on the plan and includes surface, street and garage spaces. All cottage and townhome units include a two car garage. Garages are attached and detached.

Landscaping is shown throughout the development. Courtyards are landscaped and street trees are also proposed along the new public streets. The plan calls for some of the existing trees located along Charlotte Pike to be preserved through placement within tree-wells along the proposed sidewalk. A fifty foot wide landscape buffer is proposed along the southern property line.

ANALYSIS

The SP is consistent with the site's land use policies, and it also meets several critical planning goals. Higher density residential is appropriate at this site because it is adjacent to Charlotte Pike which is a very busy corridor and directly across from the Nashville West Shopping Center. Because of the intensity of development across the street and along the Charlotte Pike corridor, single-family residential is less appropriate. The proposed SP provides for higher density residential which is more appropriate adjacent to Charlotte Pike. The plan also provides a transition from the intense mixed-use corridor to the single-family area south of the site.

Staff is recommending that with final site plan approval that the applicant work with Metro Planning and Metro Public Works to find an appropriate location for a pedestrian crosswalk in proximity to this development so that pedestrians can get from this development to the Nashville West shopping center. The developer will be responsible for providing the connection if a feasible location is agreed upon.

STORMWATER RECOMMENDATION

Approved with conditions

- A pipe network will be required along Charlotte Pike.
- All site discharges shall be to adequate conveyances.

PUBLIC WORKS RECOMMENDATION

Conditions if approved

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with conditions of MPW Traffic Engineer.
- All utilities are to be moved outside of the proposed sidewalk on Charlotte Pk.
- ROW must be dedicated prior to building permit signoff.
- Provide adequate sight distance at access driveway. Construct additional EB travel lane with transitions per AASHTO and MUTCD standards along Charlotte Pk frontage.



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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential (210) | 0.98 | 1.08 D | 2 U* | 20 | 2 | 3 |

*Based on one two-family lot.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 1.75 | 1.08 D | 1 U | 10 | 1 | 2 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 2.73 | - | 40 U | 366 | 24 | 40 |

Traffic changes between maximum: **R40** and **RS40** and proposed **SP-MR**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | + 37 U | +336 | +21 | +35 |

WATER SERVICES RECOMMENDATION

Approved as preliminary only

Applicant must acquire construction plan approval by Final SP/Plat stage. Applicant must submit a revised availability study by Final SP stage, as they have decreased the number of residential units from the original availability study (63 last revision, 40 now proposed). Applicant must also pay the required capacity fees by Final SP/Plat Stage. (The revised availability study will probably reduce the required capacity fee amount).”

METRO SCHOOL BOARD REPORT

Projected student generation existing RS40/R40 district: 0 Elementary 0 Middle 0 High

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

The proposed SP-MR zoning district could generate 5 additional students. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School is identified as being over capacity and there is no additional capacity for Middle school students within the cluster. This information is based upon data from the school board last updated September 2012.

Fiscal Liability

The fiscal liability of 2 new middle school students is \$52,000 (2 X \$26,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.



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STAFF RECOMMENDATION

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

CONDITIONS

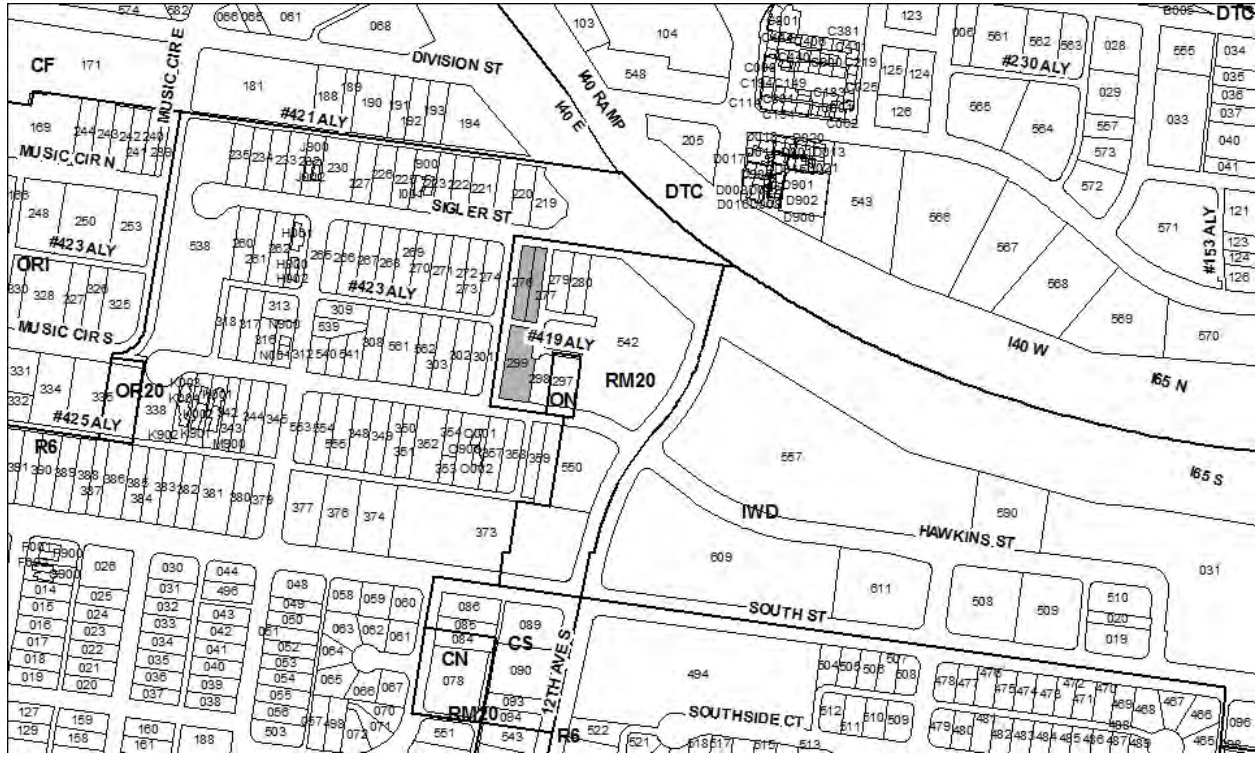
1. Permitted land uses shall be limited to 40 residential units.
2. Final architectural plans must be approved by the Planning Department prior to final site plan approval. The Plans must be consistent with the Community Plan's Land Use policies.
3. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
4. 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 RM20 zoning district as of the date of the applicable request or application.
5. Prior to the approval of any final site plan, the applicant shall work with the Planning Department and the Department of Public Works in order to determine if a pedestrian crossing in proximity to this project along Charlotte Pike is feasible along the site frontage or within the immediate area. If a crosswalk is feasible and can meet Public Works design standards and requirements, then the applicant shall construct the crosswalk and provide appropriate signalization, and provide a sidewalk connection from the development to the crosswalk. This condition is not required if Planning Department and Public Works Department determine that the off-site pedestrian facilities are not feasible.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2014SP-041-001
1212 HAWKINS STREET
Map 093-13, Parcel(s) 276-277, 299
10, Green Hills - Midtown
19 (Erica S. Gilmore)



Project No. **Zone Change 2014SP-041-001**
Project Name **1212 Hawkins Street**
Council District 19 – Gilmore
School District 5 – Kim
Requested by Barge Cauthen & Associates, applicant; Gulchetto Enterprises, Inc., owner.

Deferrals This request was deferred at the June 12, 2014, the July 24, 2014, the August 14, 2014, and the September 11, 2014, Planning Commission meeting at the request of the applicant.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the October 9, 2014, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit 45 residential units.

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan - Residential (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 45 multifamily units.

STAFF RECOMMENDATION

Staff recommends deferral to the October 9, 2014, Planning Commission meeting at the request of the applicant.



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2014SP-046-001

CHURCH STREET TOWNHOMES

Map 171, Parcel(s) 041-042, 071, 072, 105, 114

Map 171-02, Parcel(s) 002-006

12, Southeast

04 (Brady Banks)



Project No. Zone Change 2014SP-046-001
Project Name Church Street Townhomes
Council District 4 – Banks
School District 8 – Hayes
Requested by Lands’ End, applicant; various property owners.

Deferrals This request was deferred from the August 28, 2014, Planning Commission meeting in order for the applicant to have more time to work with staff. At this time no new plan has been submitted by the applicant.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the October 9, 2014, MPC meeting.*

APPLICANT REQUEST

Preliminary SP to permit 118 residential units.

Preliminary SP

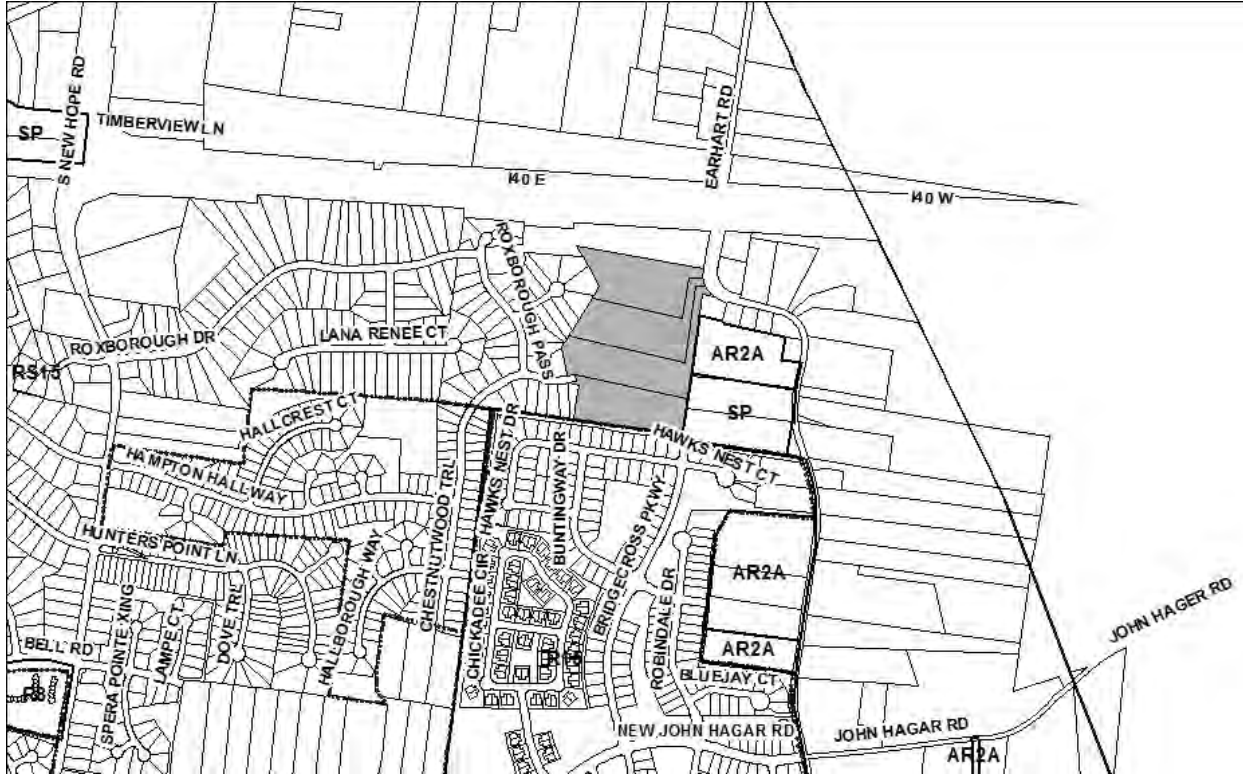
A request to rezone from One and Two-Family Residential (R40) to Specific Plan – Mixed Residential (SP-MR) zoning for properties located at 500, 524, 532, 554, 558, 552, 556 Church Street East, 5665, 5669, 5671 Valley View Road and 5693, 5689 Cloverland Drive, (17.58 acres), to permit up to 118 residential units.

STAFF RECOMMENDATION

Defer to the October 9, 2014, meeting as requested by the applicant.



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2014S-170-001

EARHART ROAD SUBDIVISION

Map 098, Parcel(s) 180-183

14, Donelson - Hermitage

12 (Steve Glover)



Project No. 2014S-170-001
Project Name Earhart Road Subdivision
Council District 12 – Glover
School District 4 – Shepherd
Requested by Dale & Associates, applicant; Boardwalk FLP, Larry Rushing, owner.

Deferrals This request was deferred at the August 28, 2014, Planning Commission meeting.

Staff Reviewer Milligan
Staff Recommendation *Defer to October 9, 2014, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. Approve if recommendations have been received prior to the meeting.*

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

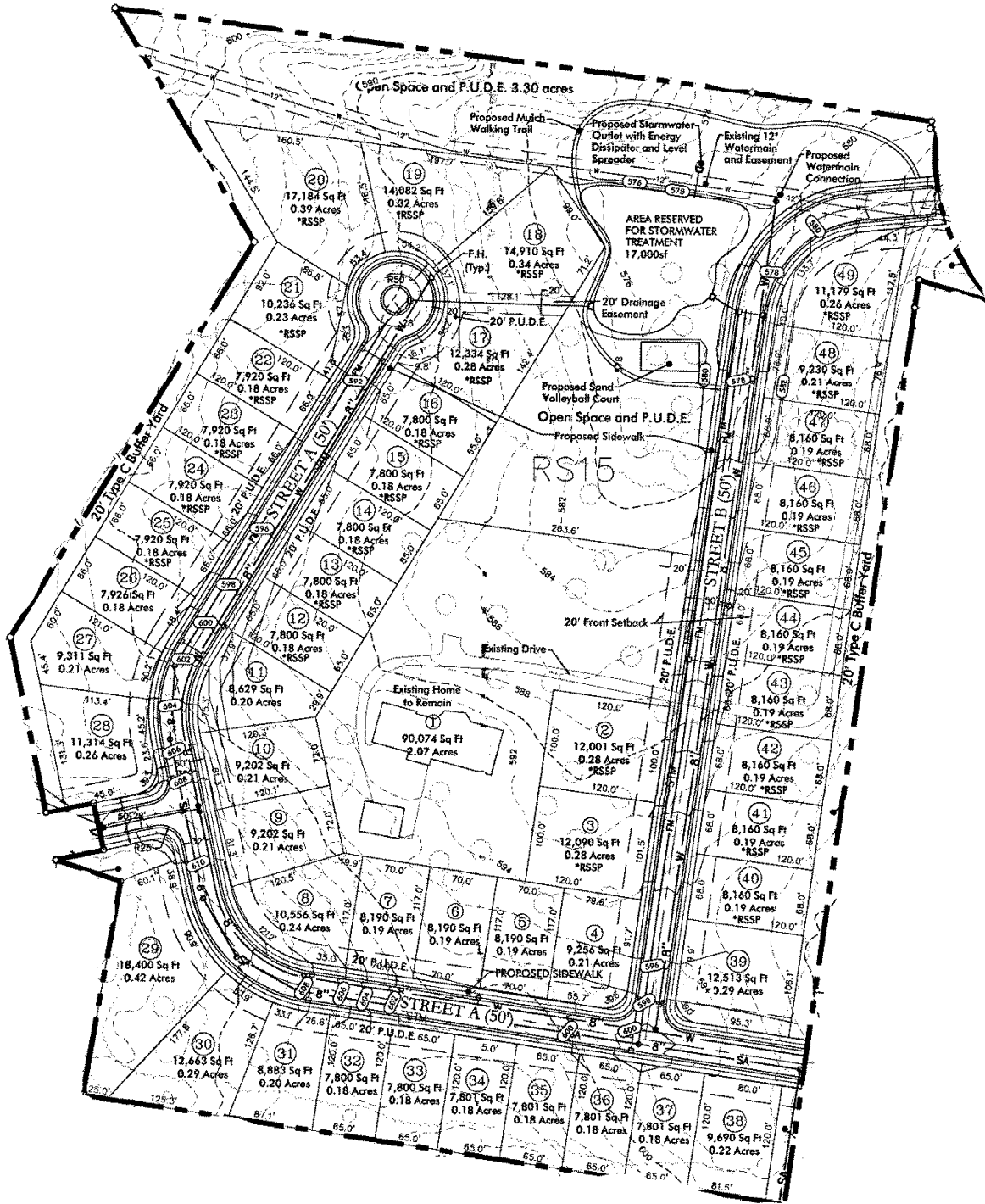
This request is to subdivide four (4) parcels into 49 clustered single-family residential lots. The property is located to the west of Earhart Road, south of I-40, and north of Hawks Nest Drive. There is currently a single-family home located on parcel 182. The existing single-family home is proposed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



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Proposed Subdivision



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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.





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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

Returned for corrections

Access study required. Upon review of the study, there may be additional comments.

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends deferral to October 9, 2014, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. Approve if recommendations have been received prior to the meeting.



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Metro Planning Commission Meeting of 9/25/2014



2014S-178-001

THOMPSON BONDS, REVISION TO LOTS 4 & 5

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

05, East Nashville

06 (Peter Westerholm)



| | |
|-----------------------------|---|
| Project No. | Subdivision 2014S-178-001 |
| Project Name | Thompson Bonds, Revision to Lots 4 & 5 |
| Council District | 6 – Westerholm |
| School District | 5 – Kim |
| Requested by | ELI, LLC, applicant; Jerry and Grace Vandiver and Jerry W. Bland et ux, owners. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Defer to the October 9, 2014, Planning Commission meeting.</i> |

APPLICANT REQUEST

Final plat to create four residential lots.

Final Plat

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, One and Two-Family Residential Districts (R6) (0.69 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the October 9, 2014, Planning Commission meeting at the request of the applicant.



SEE NEXT PAGE



RECOMMENDATIONS TO METRO COUNCIL

- **Specific Plans**
- **Zone Changes**



NO SKETCH



Project No. Text Amendment 2014Z-019TX-001
Project Name Community Education Lot Size
Council Bill BL 2014-715
Council District Countywide
School District Countywide
Requested by Councilmember Walter Hunt and the Metro Planning Department.

Staff Reviewer Swaggart
Staff Recommendation Approve

APPLICANT REQUEST

Modify lot size requirements for uses classified as “Community Education.”

Text Amendment

A request to amend Chapter 17.16 of Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to "Community Education."

CURRENT TEXT

The Zoning Code defines Community Education as “instructions on an elementary, middle and high school level, approved under the regulations of the state”. Community education is permitted (P) or permitted with condition (PC) in various zoning districts as follows:

| | |
|------------------------|----|
| Zoning District | PC |
| AG and AR2a | PC |
| RS80 through RS3.75 | PC |
| R80 through R6 | PC |
| RM2 through RM20-A | PC |
| RM40 through RM100-A | PC |
| MHP | PC |
| SP | |
| MUN and MUN-A | P |
| MUL and MUL-A | P |
| MUG and MUG-A | P |
| MUI and MUI-A | P |
| ON | |
| OL | P |
| OG | P |
| OR20 through OR40-A | P |
| ORI though ORI-A | P |
| CN | |
| CL | P |
| CS | P |
| CA | |
| CF | P |
| DTC NORTH | P |
| DTC SOUTH | P |



Metro Planning Commission Meeting of 9/25/2014

| | |
|-------------|---|
| DTC WEST | P |
| DTC CENTRAL | P |
| SCN | |
| SCC | |
| SCR | |
| IWD | |
| IR | |
| IG | |

Section 17.16.040.A, provides the conditions for districts where community education is permitted with conditions (PC).

A. Community Education.

1. Campus Size. Minimum campus size shall be based on the total enrollment capacity of the following school types:

| School Type | Minimum Campus Size* |
|------------------|--------------------------------|
| Elementary (K—8) | 5 acres + 1 acre/100 students |
| Middle (5—9) | 10 acres + 1 acre/100 students |
| High (7—12) | 15 acres + 1 acre/100 students |

2. Setback. Where elementary and middle school structures and outdoor activity grounds abut a residential zone district or district permitting residential use, there shall be a minimum setback of fifty feet. Where high school structures and outdoor activity grounds abut a residential zone district or district permitting residential use, there shall be a minimum setback of one hundred feet. Notwithstanding any other provision of the Metropolitan Code of Laws, no new community education facility, as defined in Metropolitan Code of Law Section 17.04.060(B), shall henceforth be constructed within two thousand feet of the property line of any landfill or other waste disposal facility.
3. Landscape Buffer Yard. Screening in the form of landscape buffer yard Standard B shall be applied along common property lines.
4. Street Standard. At a minimum, educational facilities shall have driveway access on streets that function at the minimum street standards below:
 - a. Elementary: Any street; on minor local streets, driveway access shall be permitted only if the minor local street intersects an arterial or collector street within the same block;
 - b. Middle: Collector street;
 - c. High: Arterial street; or the intersection of two collector streets.
5. Reduced Lot Size. The board of zoning appeals may permit school facilities on smaller lot sizes than set forth above provided extracurricular activities are not offered by the school. Indoor/outdoor interscholastic and intramural competitive sports and outdoor physical education facilities are prohibited. Playgrounds and nature study grounds shall



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be permitted. The reduced lot size shall not be less than the following enrollment capacities.

| Enrollment Capacity | Minimum Lot Size |
|---------------------|-------------------------------|
| 1 to 75 | 2 acres |
| 75 or more | 3 acres + 1 acre/100 students |

- a. Landscape Buffer Yard. Screening in the form of landscape buffer yard Standard A shall be applied along common property lines.
 - b. Street Standard. Reduced lot size educational facilities may have driveway access on any street, except on a minor local street driveway access shall be permitted only if the institution is located on a corner lot.
6. Community education facilities having a valid use and occupancy permit on the effective date of the ordinance codified in this code, and which cannot satisfy the locational or design standards of this section, may petition the board of zoning appeals as a special exception use under the provisions of Article III of this chapter

PROPOSED TEXT

This text amendment would reduce the required campus size for elementary (grades K-8), middle (grades 5-9) and high (grades 7-12) schools as follows:

| School Type | Current Minimum Campus Size* | Proposed Amendment |
|------------------|--------------------------------|--------------------|
| Elementary (K—8) | 5 acres + 1 acre/100 students | 3 acres |
| Middle (5—9) | 10 acres + 1 acre/100 students | 3 acres |
| High (7—12) | 15 acres + 1 acre/100 students | 3 acres |

The amendment would continue to permit public park space abutting any school site to count toward the minimum campus size provided the Metropolitan Board of Parks and Recreation approves the site for shared use.

The amendment would also permit the Board of Zoning Appeals (BZA) to permit community education uses with smaller campus size as a special exception provided indoor/outdoor interscholastic and intramural competitive sport and outdoor physical education facilities are not provided on the principle school site. It would, however, permit playgrounds and nature study grounds.

ANALYSIS

Staff supports the proposed bill as written. This bill would make it easier to provide new community education facilities in areas that they are needed. Research has shown that many Metro Nashville Public Schools facilities are located on lots that do not comply with the current Metro Zoning Code campus size standards, and it appears that this has not resulted in any significant issues. It is also important to note that federal, state or local education departments do not stipulate



Metro Planning Commission Meeting of 9/25/2014

a minimum lot size standard.

STAFF RECOMMENDATION

Staff recommends that the request be approved.

ORDINANCE NO. BL2014-878

An ordinance amending Chapter 17.16 of Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to “Community Education” siting (Proposal No. 2014Z-019TX-001).

WHEREAS, “Community Education” is defined in Section 17.04.060 of the Metro Zoning Code as elementary, middle, or high school instruction, as approved under state regulations;

WHEREAS, “Community Education” uses are required to have a minimum campus size based on school type and total enrollment capacity per Section 17.16.140 of the Metro Zoning Code;

WHEREAS, the federal, state and local education departments do not stipulate a minimum lot size for elementary, middle, or high schools;

WHEREAS, an evaluation of Metro Nashville Public School facilities revealed that many of Nashville’s public schools are located on lots that do not comply with current Metro Zoning Code campus size standards; and

WHEREAS, with limited acreage available in the urbanized area, the minimum campus size can be a barrier to developing new community education opportunities in locations where they are needed.

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

Section 1: Chapter 17.16 of the Metropolitan Code is hereby amended by amending Section 17.16.040.A.1 (Uses Permitted with Conditions: Educational Uses: Community Education) by deleting “1. Campus Size” in its entirety and inserting in its place “1. Campus Size” as follows:

1. Campus Size. Minimum campus size for elementary (grades K-8), middle (grades 5-9) and high (grades 7-12) schools shall be three acres. Public park space which abuts the school site may be calculated to meet the minimum campus size, provided the metropolitan board of parks and recreation approves the site for shared use.

Section 2: Chapter 17.16 of the Metropolitan Code is hereby amended by amending Section 17.16.040.A.5 (Uses Permitted with Conditions: Educational Uses: Community Education) by deleting “5. Reduced Lot Size” in its entirety and inserting in its place “5. Reduced Lot Size” as follows:

5. Reduced Lot Size. The board of zoning appeals may permit school facilities on smaller lot sizes than set forth above as a special exception provided indoor/outdoor interscholastic and intramural competitive sports and outdoor physical education



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facilities are not provided on the principal school site. Playgrounds and nature study grounds shall be permitted.

Section 3: Chapter 17.16 of the Metropolitan Code is hereby amended by amending Section 17.16.040.A. (Uses Permitted with Conditions: Educational Uses: Community Education) by inserting "7. Required school site dedications" as follows:

7. Required school site dedications. All required school site dedications shall follow the zoning requirements in effect at the time the dedication requirement was approved by the metropolitan council through the adoption of an amendment to the official zoning map, or the current requirements of Section 17.16.040, whichever is the least restrictive.

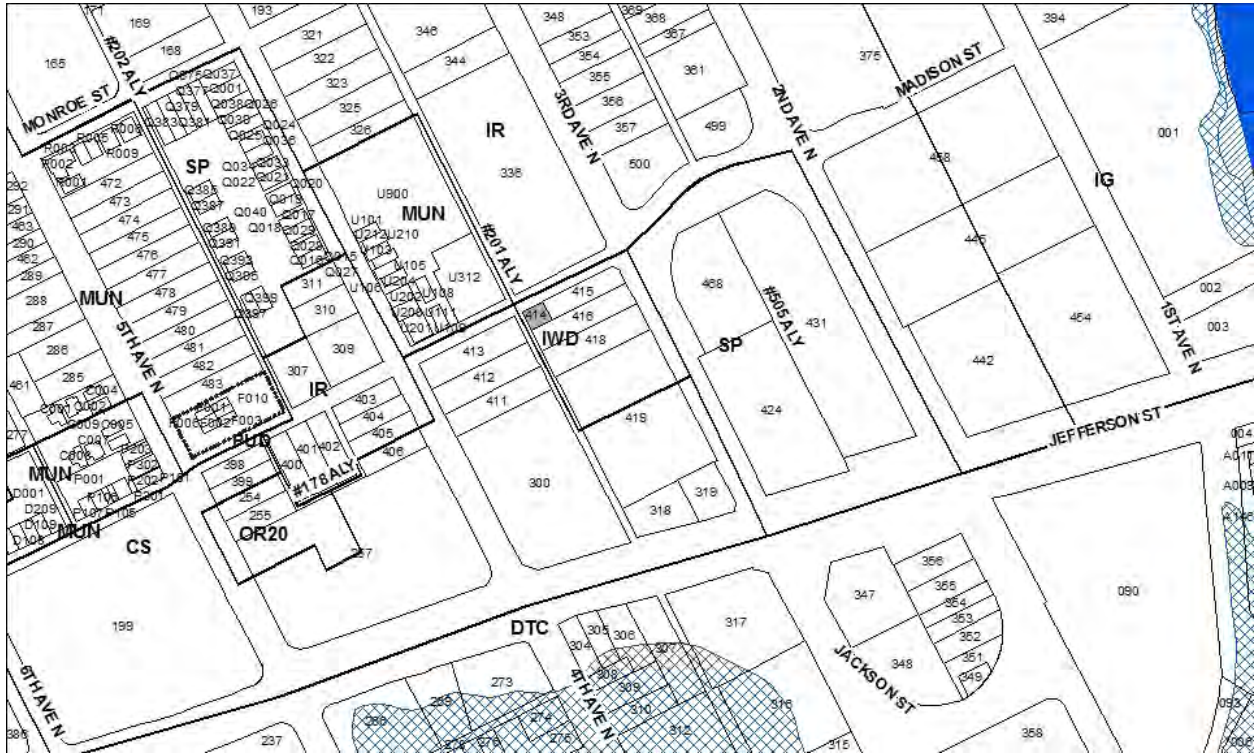
Section 4. Be it further enacted, that this Ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

Councilmember Walter Hunt



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2014SP-042-001

311 MADISON STREET

Map 082-09; Parcel(s) 414

08, North Nashville

19 (Erica Gilmore)



Project No. 2014SP-042-001
Project Name 311 Madison Street
Council District 19 – Gilmore
School District 1 – Gentry
Requested by Brandon Brown, applicant and owner.

Staff Reviewer Milligan
Staff Recommendation *Approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 311 Madison Street, approximately 155 feet west of 3rd Avenue North and located within the Phillips-Jackson Street Redevelopment District, (0.03 acres), to permit a mixed use development.

Existing Zoning

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

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

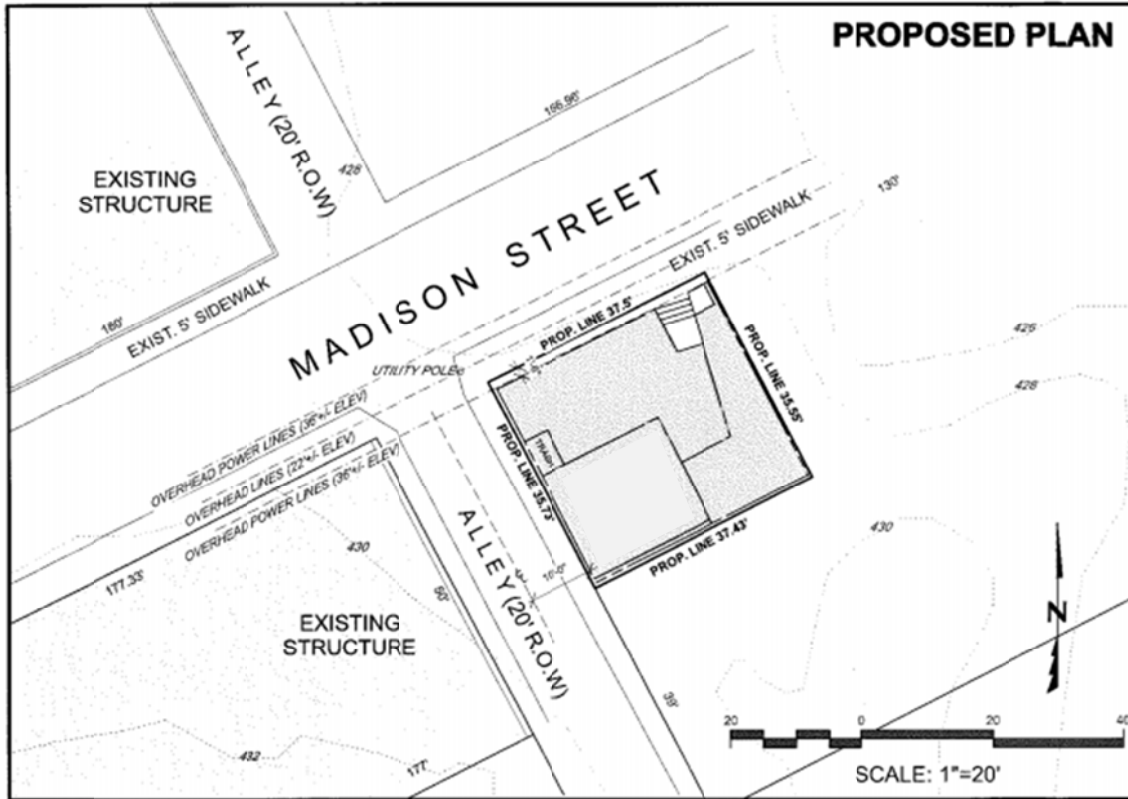
- Supports a Variety of Transportation Choices
- Supports Infill Development
- Creates Walkable Neighborhoods
- Promotes Compact Building Design

This SP encourages the development of healthy neighborhoods by supporting a stronger walking environment and supporting the development and viability of the surrounding Germantown neighborhood. The SP enables a functional building to be situated on a very small legal parcel.

The SP district incrementally increases the supply of housing within an already developed area of Nashville served by existing infrastructure, which allows additional development without burdening Metro with the cost of maintaining new infrastructure. The property is located in an area served by a network of streets that provide multiple options for access to nearby commerce, services,



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Proposed Site Plan



Proposed Elevation



Metro Planning Commission Meeting of 9/25/2014

employment and recreation, which helps mitigate traffic congestion along major arterials and expressways.

The development increases residential density in an area where multiple modes of transit are present. There is a strong sidewalk network around the site, a B-Cycle station is located three blocks from the site at 5th Avenue and Monroe Street. There are numerous MTA transit lines nearby the site on 3rd and 5th Avenues as well on Jefferson Street to the south.

Further, the additional residential opportunity within a developed area of Nashville with available infrastructure is appropriate for higher density housing.

NORTH NASHVILLE COMMUNITY PLAN

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 nonresidential 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 Mixed Use policy supports compact mixed use development such as the type proposed with this SP. The rezoning request is a site plan based district that encourages flexibility in design so that the result is well suited to the subject property and the neighborhood.

PLAN DETAILS

The currently vacant site is located in the Germantown neighborhood north of downtown Nashville and west of the southwest corner of 3rd Avenue and Madison Street. The subject property is a legal parcel that was established before September 1955. The property is surrounded by a mix of uses and zoning districts including CS, MUN and IWD. A large and dense residential SP was recently approved at the southeast corner of 3rd Avenue and Madison Street just east of the site. The abutting property to the east and south is currently vacant and zoned IWD.

Site Plan

The plan proposes one – three story building to cover most of the site. The building is proposed to contain a small commercial/ office space on the ground level and one dwelling on the upper floors. While on-site parking is not required by this SP since this is in an urban location, a two car garage will be situated in the rear of the building with access from the abutting alley. The principal pedestrian entrance to the building is oriented to Madison Street. The existing sidewalk along Madison Street is relatively narrow; however, it will be expanded in front of the building by one and half feet.

The site is located within the Phillips-Jackson Redevelopment District. MDHA approved the conceptual building design on September 16, 2014.

ANALYSIS

The proposed SP is consistent with the existing Urban Mixed Use Neighborhood land use policy, and the plan meets critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.



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MDHA RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Returned for Corrections

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. Provide parking per Metro Code.
3. Sidewalks along the property frontage are to be ADA compliant
4. Dedicate 3' along the alley ROW.
5. Solid waste and recycling container(s) cannot be stored within ROW. Indicate location on plan.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Warehousing (150) | 0.03 | 0.8 | 1,045 SF | 4 | 1 | 1 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential () | 0.03 | - | 1 U | 10 | 1 | 2 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail () | 0.03 | - | 467 SF | 58 | 8 | 23 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +64 | +8 | +24 |

SCHOOL BOARD REPORT

This request would not generate additional students. This information is based upon data from the school board last updated September 2013.



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STAFF RECOMMENDATION

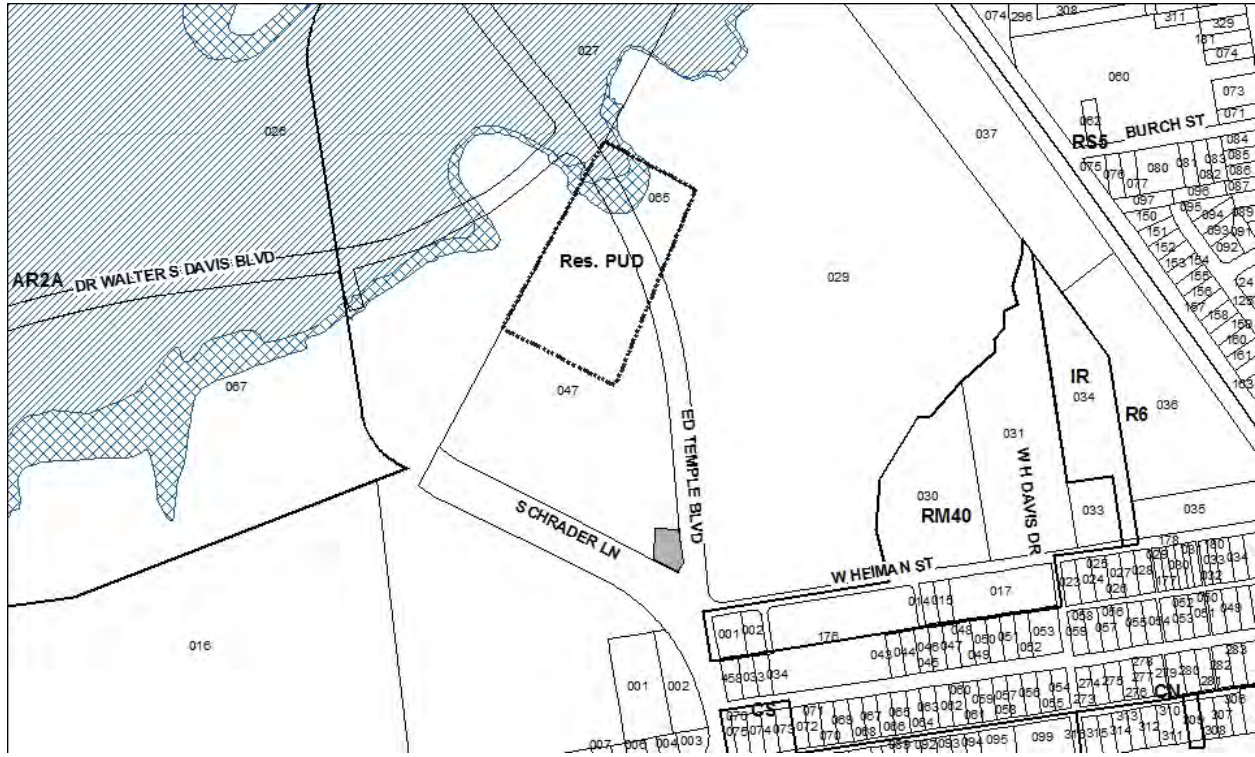
Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to all uses permitted in the MUN-A zoning district.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or council approval, the property shall be subject to the standards, regulations, and requirements of the MUN-A zoning district as of the date of the applicable request or application.
3. 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.
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.
6. 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.
7. Sidewalks along the property frontage are to be ADA compliant.
8. Dedicate 3' along the alley right of way.
9. Solid waste and recycling container(s) cannot be stored within right of way. Indicate location on plan.



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2014SP-060-001
SCHRADER LANE CHURCH OF CHRIST
Map 081-00; Part of Parcel(s) 047
08, North Nashville
21 (Edith Taylor Langster)



Project No. 2014SP-060-001
Project Name Schrader Lane Church of Christ
Council District 21 – Langster
School District 1 – Gentry
Requested by Schrader Lane Church of Christ; applicant and owner.
Staff Reviewer Milligan
Staff Recommendation *Approve with conditions or disapprove without all conditions.*

APPLICANT REQUEST

Rezone from R6 to SP for a portion of property located at 1234 Schrader Lane.

Preliminary SP

A request to rezoned from One and Two-Family Residential (R6) to Specific Plan-Mixed Use (SP-MU) zoning for a portion of the property located at 1234 Schrader Lane, south of Dr. Walter S. Davis Boulevard, to permit an electronic sign (0.5 acres).

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 3 lots with 3 duplex lots for a total of 9 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

NORTH NASHVILLE COMMUNITY PLAN

CCM Policy

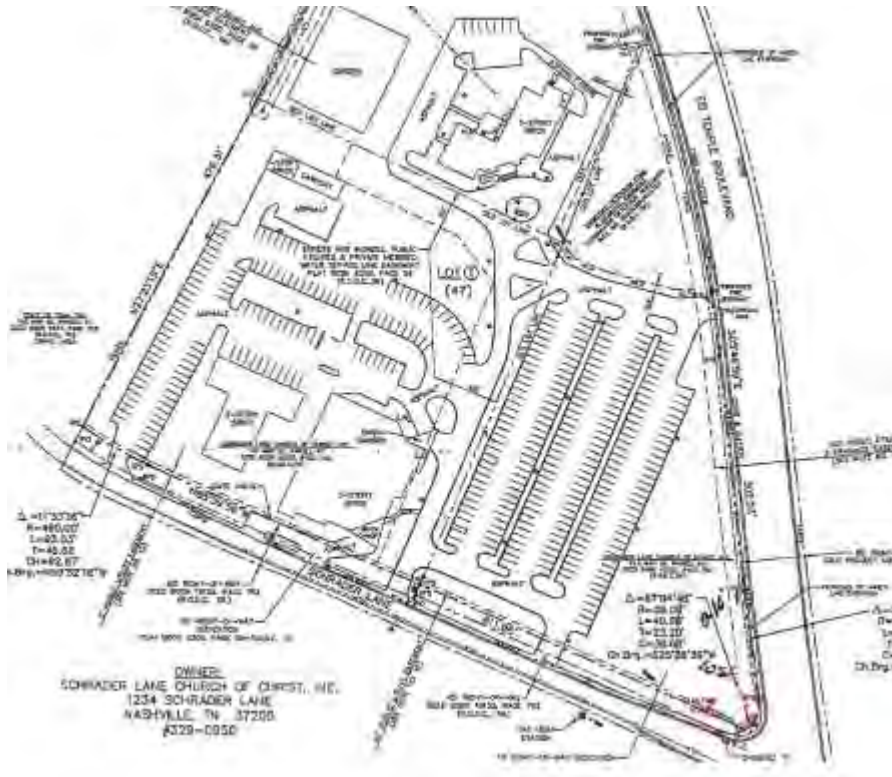
T3 Suburban Residential Corridor (T3 RC) policy is intended to preserve, enhance and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land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

Consistent with Policy?

Yes. T3 RC limits signs to civic and public benefit uses and encourages those that are scaled for pedestrians and moderately to quickly moving traffic.



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Proposed Site Plan



Existing sign to be converted to digital



Metro Planning Commission Meeting of 9/25/2014

PLAN DETAILS

The site is located at the intersection of Schrader Lane and Ed Temple Boulevard. Schrader Lane Church of Christ is proposing to convert the manual reader board on their existing sign to an electronic reader board sign.

ANALYSIS

The church is uniquely situated in that it is surrounded on all sides by Tennessee State University with a policy of D-MI (Major Institutional District). The electronic sign will have minimal impact on surrounding properties in this specific location. Due to the fact that this site is surrounded on all sides by a non-residential institution, this proposal is appropriate.

FIRE MARSHAL'S OFFICE

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. Signs must meet the regulations within the Zoning Code, specifically cannot be located within sight triangles.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as it is consistent with the T3-RC policy and the church is uniquely situated in a manner that the sign will have minimal impact.

CONDITIONS

1. The approval of the SP is limited to conversion of the existing manual reader board on the existing sign to an electronic reader board of the same size and dimensions (length – 9'-9 9/16"; width – 3'-1 3/16").
2. All portions of the message must have a minimum duration of eight seconds and must be a static display. There shall be no appearance of a visual dissolve or fading, in which any part of one message, image, or display appears simultaneously with any part of a second message, image, or display. Further, there shall be no appearance of flashing or sudden bursts of light, and no appearance of video motion, animation, movement, or flow of the message, image, or display.
3. The intensity and contrast of light levels shall remain constant throughout the sign face. The electronic components of the sign shall shut off between the hours of 10:00 pm and 6:00 am,



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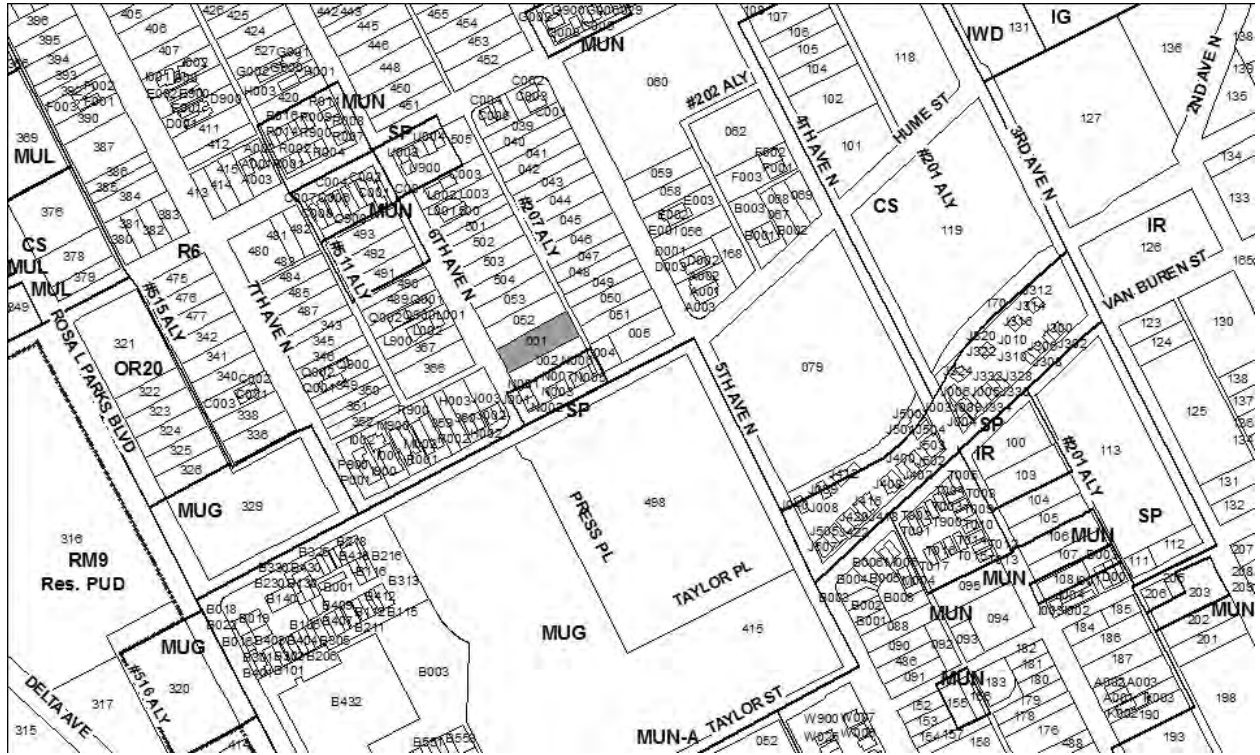
and shall use automatic day/night dimming software to reduce the illumination intensity of the sign from dusk until 10:00 pm.



SEE NEXT PAGE



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2014SP-067-001

1604 6TH AVENUE NORTH

Map 082-09, Parcel(s) 001

08, North Nashville

19 (Erica S. Gilmore)



Project No. 2014SP-067-001
Project Name 1604 6th Avenue North
Council District 19 - Gilmore
School District 1 - Gentry
Requested by Dale & Associates, Inc., applicant; Oak Tree Partners, LLC, owner.

Staff Reviewer Milligan
Staff Recommendation *Approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

Rezone to SP to allow for 4 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located at 1604 6th Avenue North (0.26 acres) to permit up to four multi-family dwelling units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum of 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 1 lot with 1 duplex lot for a total of 2 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 specific details of the General Plan. This Specific Plan includes only one residential building type.

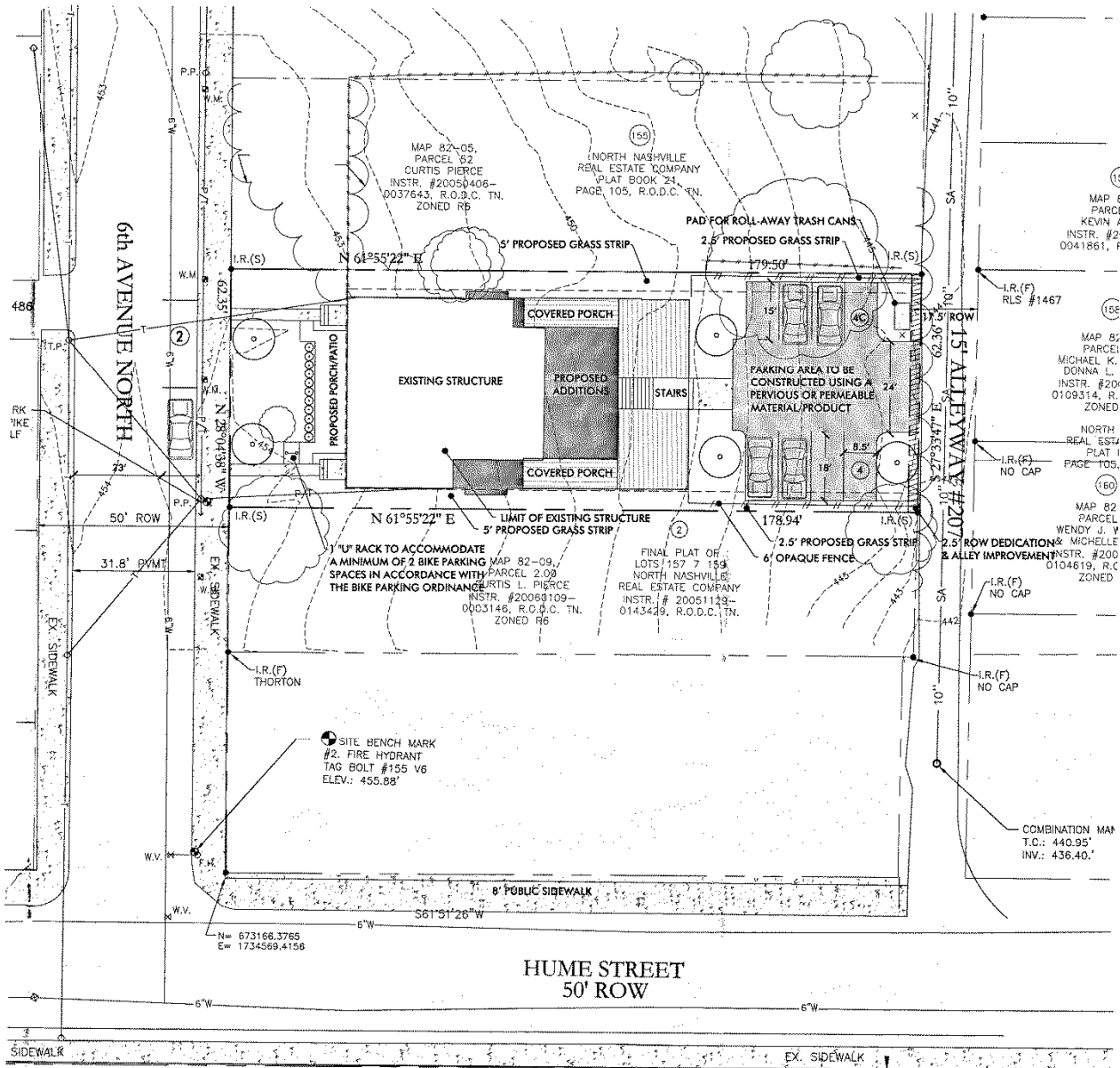
CRITICAL PLANNING GOALS

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

This area is served by adequate infrastructure, such as roads, water and sewer. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure. The request provides for an additional housing option in the area. Additional housing options are important to serve a wide range of people with different housing needs. The proposed plan is adding sidewalks to an area where a strong network does not currently exist. This provides a safe pedestrian environment and encourages walking.



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Proposed Site Plan



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NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 NE policy. The plan provides for an additional housing option for the area.

PLAN DETAILS

The site is located at 1604 6th Avenue North on the east side of 6th Avenue North, just north of Hume Street and south of Garfield Street. The development pattern in the immediate area is a mixture of single-family detached homes, duplexes and multi-family development. The site does not have any environmentally sensitive areas.

Site Plan

The plan would permit up to four multi-family units. The existing structure is noted as being worthy of conservation and the applicant is retaining and updating the existing structure. The existing structure is 2,250 square feet in a one-story. A two-story addition will be added onto the rear of the structure resulting in a total square footage of 5,394 square feet. A surface parking area will be located behind the units and accessed from an existing alley. A total of 6 parking spaces is required per the Zoning Ordinance. Bicycle parking is also being provided. There is an existing sidewalk along 6th Avenue North.

ANALYSIS

The plan preserves the existing structure, therefore maintaining the character and scale of the area, while also providing for additional infill units in an area with existing infrastructure.

FIRE MARSHAL'S OFFICE

N/A

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

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

TRAFFIC AND PARKING RECOMMENDATION

No exception taken



Metro Planning Commission Meeting of 9/25/2014

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) | 0.26 | 7.26 D | 2 U * | 20 | 2 | 3 |

*Based on two 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 (230) | 0.26 | - | 4 U | 32 | 3 | 4 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | + 2 U | +12 | +1 | +1 |

WATER SERVICES RECOMMENDATION

Approved

1. Applicant will need to pay capacity fees before water/sewer connection permits will be issued.

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-O district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-MU district: 0 Elementary 0 Middle 0 High

The proposed SP-R district would not generate any more students than what is typically generated under the existing R6 zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. John Early 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 as it is consistent with the T4-NE policy and meets several critical planning goals.

CONDITIONS

1. Uses in the SP are limited to up to four residential units.
2. On the corrected copy of the SP, update the development summary and parking summary so they are consistent.
3. 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.

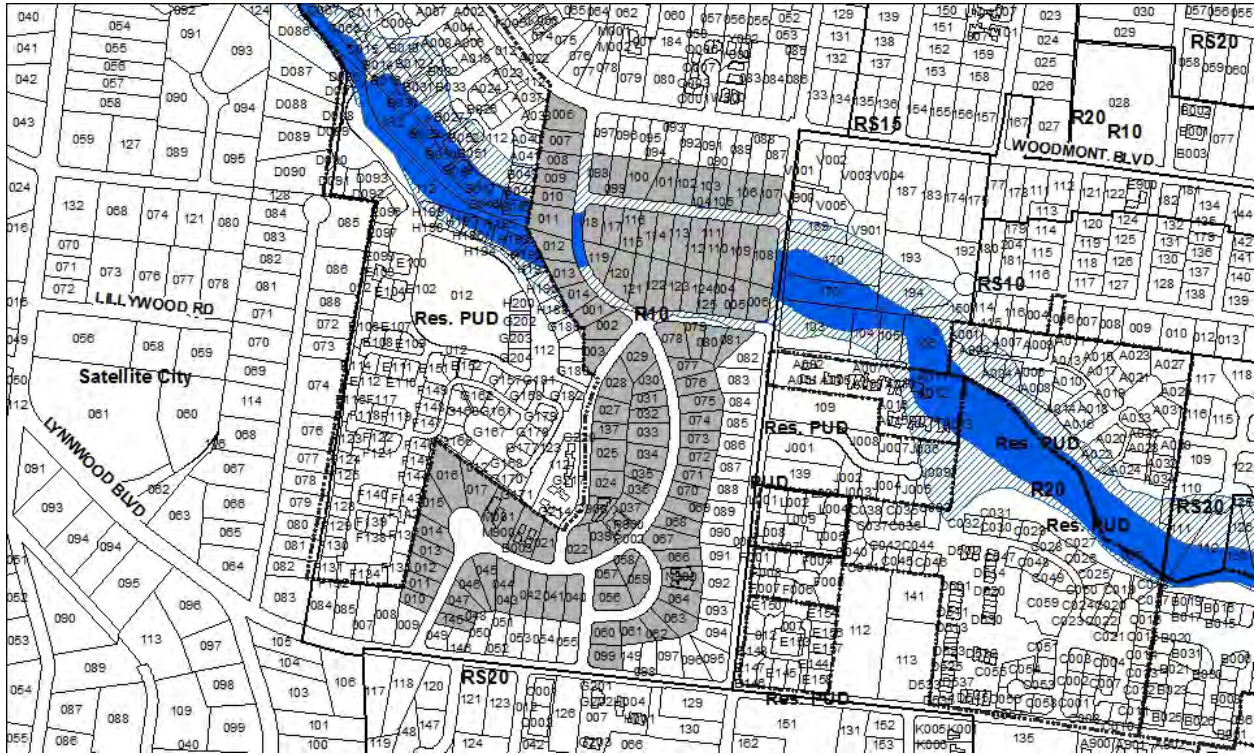


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4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance.
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.



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2014Z-054PR-001

AUBURN LANE, DARTMOUTH AVENUE, TULANE COURT, WOODMONT LANE MASS REZONING

Map Various, Parcel(s) Various

10, Green Hills - Midtown

24 (Jason Holleman); 25 (Sean McGuire)



Project No. 2014Z-054PR-001
Council Bill BL2014-880
Council District 24 – Holleman; 25 - McGuire
School District 6 – Mayes; 7 – Pinkston
Requested by Councilmember Sean McGuire, applicant; various property owners.

Staff Reviewer Swaggart
Staff Recommendation *Disapprove as submitted; Approve with a substitute ordinance.*

APPLICANT REQUEST
Zone change from R10 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS15) zoning for various properties located along Auburn Lane, Dartmouth Avenue, Tulane Court and Woodmont Lane, south of Woodmont Boulevard (approximately 39 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre.

According to Metro property records, there are 19 lots that are classified as duplex, condo or zero lot line.

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Does Not Support Infill Development
- Does Not Support a Range of Housing Choices

The request would prohibit additional density in an area served by adequate infrastructure that can accommodate the additional density. 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 zone change would limit residential development within the boundary to single-family detached where detached duplexes are currently permitted. By limiting development to one residential type, this zone change does not support a range of housing choices.

GREENHILLS - MIDTOWN COMMUNITY PLAN

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing



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character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

The policy supports a variety of housing types, including single-family as well as non-single-family. Non single-family residential uses include two family and multi-family uses. The policy promotes development that is primarily consistent with the existing development pattern. The area contains a variety of residential uses which includes single-family, two-family, zero lot line and multi-family (quadplex). The proposed RS15 zoning district would not alter the existing character on the ground, but it would create a situation where the existing legal non-single-family uses would become nonconforming.

ANALYSIS

The proposed RS15 zoning district would limit development in the subject area to only single-family. As outlined in the section regarding Critical Planning Goals, it is not typically appropriate to remove a housing option that supports infill development and provides housing choices. However, in this instance it may be appropriate to rezone a majority of the lots proposed for single-family while keeping the existing zoning in place for some properties.

Metro records indicate that approximately 17% of the lots within the subject area are not single-family (See Map 1). This includes duplex lots, zero lot line lots and residential combo lots (two-family and a quadplex). This indicates that the subject area currently provides some level of housing choice. If the proposed RS15 zoning district is approved, then these existing non-single-family properties would become legally nonconforming. In order to maintain housing choice in the subject area and to avoid creating nonconforming uses, staff is recommending that the zoning not be changed for any property that currently contains a non-single-family use.

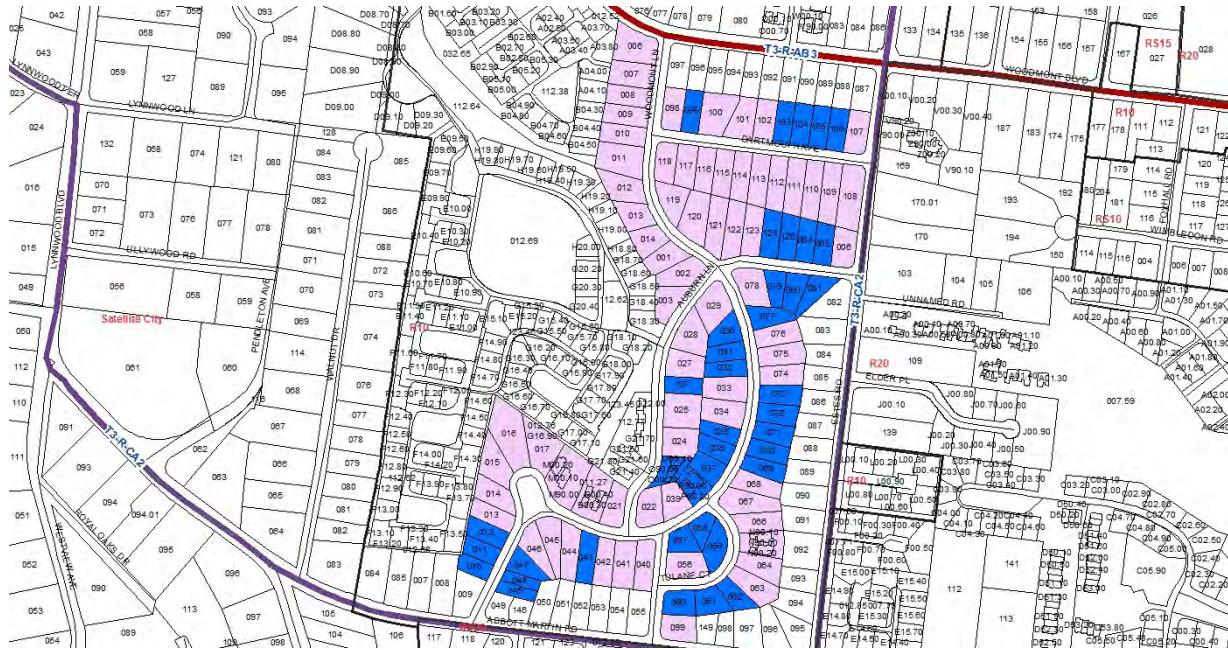


Map 1 (Properties highlighted in yellow are classified as non-single-family)



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The proposed RS15 zoning district requires a minimum 15,000 square foot lot size. Many of the properties proposed to be rezoned to RS15 do not contain 15,000 square feet (See Map 2). If rezoned to RS15 these lots would become legally nonconforming. In order to not create additional non-conforming lots in the subject area, staff recommends that all properties with the exception of lots that are not currently classified as single-family be rezoned to RS10 instead of RS15. Fourteen lots appear to be over 20,000 square feet which does provide adequate area for two lots if one of these lots were to be subdivided. With that said, it is very unlikely that any proposed subdivision of these lots would meet the Subdivision Regulation requirements for infill subdivisions.



Map 2 (Properties highlighted in blue are smaller than 15,000 square feet)

STAFF RECOMMENDED AMENDMENT

Staff recommends the following properties remain R10 since these properties contain non-single-family uses and would become nonconforming if rezoned to a single-family zoning district:

| Parcel | Address | Use |
|----------------|----------------------|--------------|
| 900000011278 | | COMMON SPACE |
| 116120M90000CO | 3805 C WOODMONT LN | COMMON SPACE |
| 116120O90000CO | 3716 C AUBURN LN | COMMON SPACE |
| 116120P90000CO | 3721 C WOODMONT LN | COMMON SPACE |
| 116120N90000CO | 3804 C TULANE CT | COMMON SPACE |
| 11608011000 | 3805 DARTMOUTH AVE | DUPLEX |
| 11612004000 | 3800 WOODMONT LN | DUPLEX |
| 11608011600 | 3817 A DARTMOUTH AVE | DUPLEX |
| 11612000600 | 4000 A AUBURN LN | DUPLEX |
| 11608010800 | 3801 DARTMOUTH AVE | DUPLEX |
| 11612000500 | 4002 A AUBURN LN | DUPLEX |
| 11612013700 | 3708 AUBURN LN | DUPLEX |
| 11612004400 | 3808 WOODMONT LN | DUPLEX |



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| | | |
|----------------|--------------------|-------------------|
| 11608012500 | 4006 A AUBURN LN | DUPLEX |
| 11612000400 | 4004 A AUBURN LN | DUPLEX |
| 11612004100 | 3802 WOODMONT LN | DUPLEX |
| 11608010200 | 3810 DARTMOUTH AVE | DUPLEX |
| 116120P00100CO | 3721 A WOODMONT LN | RESIDENTIAL CONDO |
| 116120P00200CO | 3721 B WOODMONT LN | RESIDENTIAL CONDO |
| 116120B00400CO | 3803 D WOODMONT LN | RESIDENTIAL CONDO |
| 116120B00100CO | 3803 A WOODMONT LN | RESIDENTIAL CONDO |
| 116120B00300CO | 3803 C WOODMONT LN | RESIDENTIAL CONDO |
| 116120B00200CO | 3803 B WOODMONT LN | RESIDENTIAL CONDO |
| 116120M00200CO | 3805 B WOODMONT LN | RESIDENTIAL CONDO |
| 116120O00200CO | 3716 B AUBURN LN | RESIDENTIAL CONDO |
| 116120O00100CO | 3716 A AUBURN LN | RESIDENTIAL CONDO |
| 116120M00100CO | 3805 A WOODMONT LN | RESIDENTIAL CONDO |
| 116120N00100CO | 3804 A TULANE CT | RESIDENTIAL CONDO |
| 116120N00200CO | 3804 B TULANE CT | RESIDENTIAL CONDO |
| 11612004800 | 3822 WOODMONT LN | ZERO LOT LINE |
| 11612014500 | 3824 WOODMONT LN | ZERO LOT LINE |

Furthermore, staff is recommending that the existing single-family properties be rezoned to RS10 since many lots do not contain the minimum 15,000 square foot lot size required by the proposed RS15 zoning district.

STAFF RECOMMENDATION

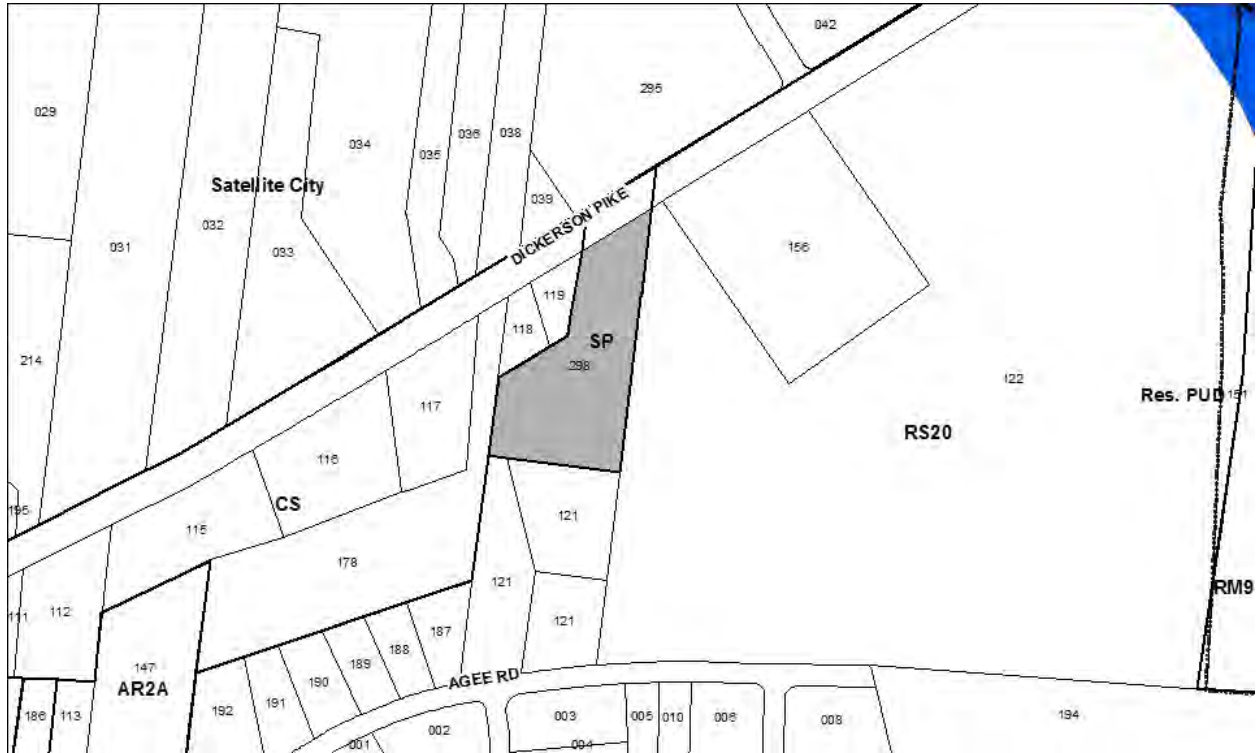
Staff recommends disapproval of the requested zone change as submitted but approval with a substitute ordinance based on the staff recommendation as outlined in this staff report.



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2014Z-055PR-001

Map 033, Parcel(s) 298

02, Parkwood - Union Hill

10 (Doug Pardue)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2014Z-055PR-001 |
| Council District | 10 – Pardue |
| School District | 3 - Speering |
| Requested by | Dale and Associates, applicant; Nelson Holt, owner. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Zone change from SP-MU to MUL-A

Zone Change

A request to rezone from Specific Plan-Mixed Use (SP-MU) to Mixed Use Limited-A (MUL-A) zoning for property located at 1170 Dickerson Pike, 1,750 feet north of West Campbell Road (approximately 3.23 acres).

Existing 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.

Approved SP,

The current SP was approved by the Planning Commission on October 11, 2007, and was passed by the Council on third reading on November 20, 2007. That ordinance changed the zoning from RS20 to SP-MU to permit 12,000 square feet of light-manufacturing/ assembly with outdoor storage, and 1,864 square feet of general office, and to allow for future uses consistent with MUL zoning district.

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

N/A

PARKWOOD – UNION HILL COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed MUL-A district allows uses that are consistent with the T3 Suburban Mixed Use Corridor land use policy.



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FIRE MARSHAL RECOMMENDATION

- N/A

PUBLIC WORKS RECOMMENDATION

- N/A

TRAFFIC AND PARKING RECOMMENDATION

Conditions of Approval

- Traffic study may be required at the time of development

STORMWATER RECOMMENDATION

No agency review required

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Retail (814) | 3.23 | - | 13,400 SF | 611 | 18 | 54 |

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) | 3.23 | 1.0 F | 140,698 SF | 8479 | 189 | 800 |

Traffic changes between maximum: **SP-MU** and proposed **MUL-A**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | + 127,298 SF | +7868 | +171 | +746 |

The proposed MUL-A zoning district would not change the amount of students that the current zoning of SP-MU would generate.

STAFF RECOMMENDATION

Staff recommends approval.



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2014Z-056PR-001

Map 082-09, Parcel(s) 222

08, North Nashville

19 (Erica S. Gilmore)



| | |
|-----------------------------|------------------------------------|
| Project No. | Zone Change 2014Z-056PR-001 |
| Council District | 19 – Gilmore |
| School District | 1 – Gentry |
| Requested by | Norma Crow, applicant and owner. |
| Staff Reviewer | Sajid |
| Staff Recommendation | <i>Approve</i> |

APPLICANT REQUEST

Zone change from IR to MUL-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited-A (MUL-A) zoning for property located at 1307 2nd Avenue North, approximately 145 feet north of Monroe Street and located within the Germantown Historic Preservation Overlay District (0.23 acres).

Existing Zoning

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

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
- Supports a Range of Housing Choices
- Promotes Compact Building Design
- Supports a Variety of Transportation Choices

The proposed MUL-A district promotes walkable neighborhoods by incorporating design elements to create a streetscape that enhances the pedestrian experience. MUL-A also would expand the range of housing choices in the area by permitting mixed use and encourage compact building design by allowing more flexibility to build up rather than out. In addition, existing infrastructure is available at the subject property which supports infill development.

NORTH NASHVILLE COMMUNITY PLAN

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 nonresidential 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.



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Consistent with Policy?

The proposed MUL-A district permits a mixture of uses and is appropriate in this location at this time because it moves the area closer to the goals of the policy.

HISTORIC ZONING RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Conditional if approved

- Traffic study may be required at time of development.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Warehousing (150) | 0.23 | 0.6 F | 6,011 SF | 22 | 2 | 2 |

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 (814) | 0.23 | 1 F | 10,018 SF | 467 | 16 | 46 |

Traffic changes between maximum: **IR** and proposed **MUL-A**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +445 | +14 | +44 |

SCHOOL BOARD REPORT

Projected student generation existing IR district: 0 Elementary 0 Middle 0 High

Projected student generation proposed MUL-A district: 0 Elementary 0 Middle 0 High

The proposed MUL-A district would not generate any more students than what is typically generated under the existing IR zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. John Early 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

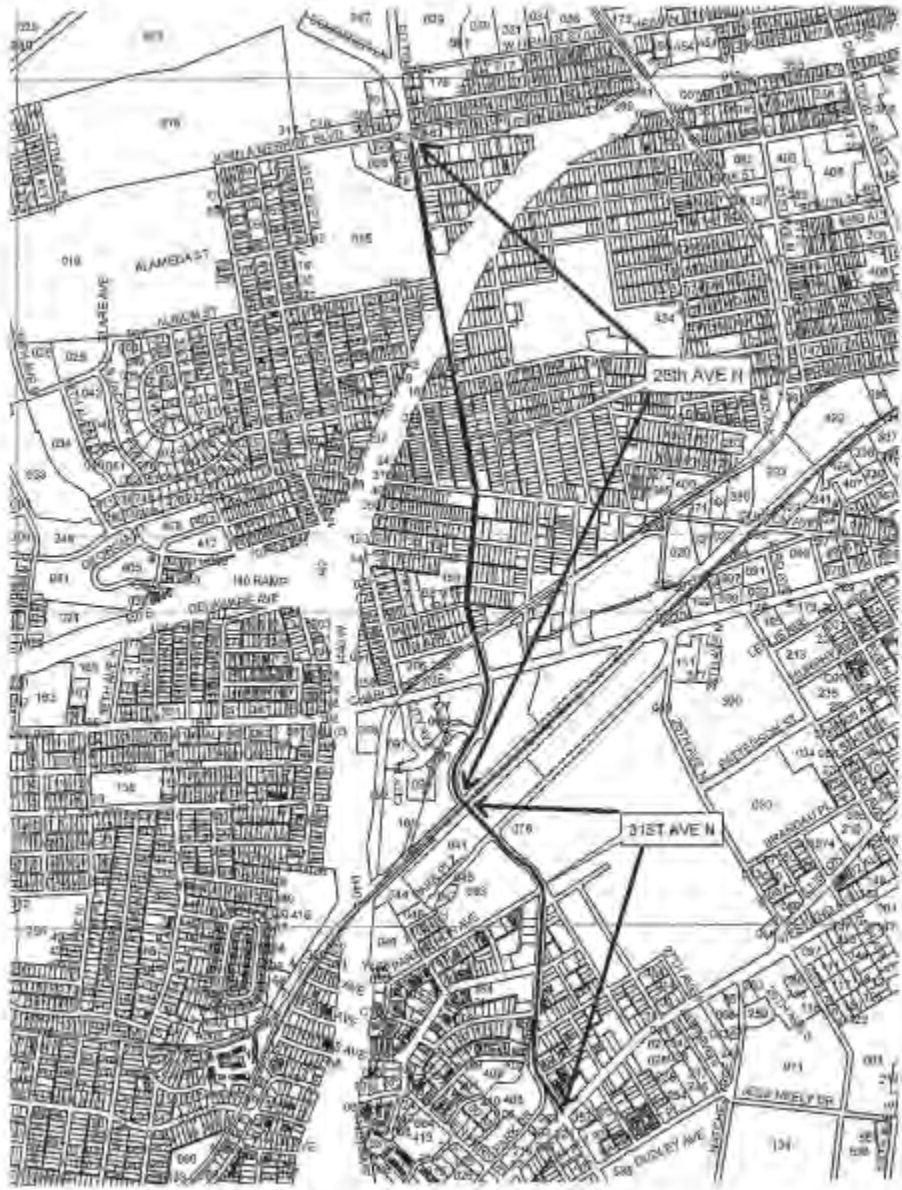
Staff recommends approval of the zone change.



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2014M-004SR-001

28TH AVENUE NORTH/31ST AVENUE NORTH RENAMING TO ED TEMPLE BOULEVARD

Map Various, Parcels Various

21 (Edith Taylor Langster)



Project No. 2014M-004SR-001
Project Name 28th Avenue North/31st Avenue North
Renaming to Ed Temple Boulevard
Council Bill BL2014-860
Council District 21 – Langster
School District 1 – Gentry, 5 – Kim, 8 – Pierce
Requested by Councilmembers Jerry Maynard and Lonnell Matthews,
 applicants

Staff Reviewer Logan
Staff Recommendation *No recommendation*

APPLICANT REQUEST

Rename 28th Ave. N and 31st Ave. N to Ed Temple Boulevard.

Street Renaming

A request to amend Section 13.08.015 of the Metropolitan Code pertaining to the naming of streets, and to amend the Geographic Information Systems Street and Alley Centerline Layer for the Metropolitan Government of Nashville and Davidson County by renaming a portion of 28th Avenue North and 31st Avenue North as "Ed Temple Boulevard".

STREET RENAMING PROCEDURE

Street names can only be changed by the Metro Council through the adoption of an ordinance. The Planning Department is required to notify all property owners on the portion of the street proposed for renaming of the proposed name change and to give owners the opportunity to provide written comments in support of or in opposition to the proposed name change. Properties having mailing addressed on the section of roadway to be renamed will continue to receive mail using the old street name for one year, so residents and businesses will have one year in which to notify person and entities they correspond with of the change in address.

Ed Temple Boulevard currently extends from Clarksville Pike to Jefferson Street in North Nashville. Ed Temple became the women’s track coach at Tennessee State University in 1950, where he gave the team the name “the Tigerbelles”. While Ed Temple was coach, the Tigerbelle athletes won 34 team titles and 23 Olympic medals, including 13 gold medals, making Coach Temple the most successful USA Track & Field (USATF) coach at the Olympic level. Ed Temple served as the U.S. Olympic Head Women’s Track Coach at the 1960 Olympics in Rome and the 1964 Olympics in Tokyo, and served as an Assistant Coach on the 1980 Olympic team. Coach Temple has been inducted into the United States Olympic Hall of Fame and the USATF Hall of Fame, and was given the first annual USATF Legend Coach Award in 2014. As a celebration of the 50th Anniversary of the 1964 Tokyo Olympic Games, Councilmembers Jerry Maynard and Lonnell Matthews requested to rename portions of 28th Avenue North and 31st Avenue North as “Ed Temple Boulevard” so as to make Ed Temple Boulevard extend continuously from Clarksville Pike southward to West End Avenue.

There are 308 properties adjacent to the approximately 1.85 mile segment that is proposed to be renamed. 235 of these properties will need to change their address, while 73 of these properties



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have addresses on another street. Of the 235 properties that will need to change their address, 3 are civic uses (Religious Institution, Park or Library), 19 are commercial uses and 213 are residential uses. Some of these properties may have more than one address, such as apartment buildings and shopping centers.

The Metro Code currently prohibits naming a street after a living person. The existing portion of Ed Temple Boulevard was named prior to this section in the Metro Code. BL2014-860 would also amend the text of Chapter 13 to allow a street to be named for a living person, if the renaming results in the extension of an existing street already named for a living person.

The Planning Commission does not make recommendations to Metro Council for amendments to Chapter 13 of the Metro Code.

PLANNING DEPARTMENT RECOMMENDATION:

Planning staff recommends that the Planning Commission make no recommendation to the Metro Council. The various reviewing agencies have not stated any compelling reasons for approving or denying the name change. Nor does the name change further public policy goals related to planning.

EMERGENCY COMMUNITION CENTER RECOMMENDATION:

Approved

“Looking at the names themselves, one name really isn’t preferable to another. The one advantage that would occur if this were to go through would be that instead of two names (28th/31st), you would only have one (Ed Temple) which would be more streamlined and could potentially be less confusing. I say potentially for a couple of reasons. First, there are many instances in Nashville of street names changing in this manner such as Granny White and 12th or Blakemore and Wedgewood. These road changes really don’t seem to cause many issues as people generally know where they are and accurately give out correct addresses when calling Dispatch. There have been a couple of instances where someone uses the wrong street near this change or a building uses the wrong street and we recommend to them that they change the street they use in order to allow for better routing. Second and more importantly, however, understand that a change of this magnitude will be accompanied by a transition period. Remember that if the name changes, all of the property owners with 28th Av N and/or 31st Av N addresses will need to be notified individually of this change and each of those owners in turn will need to go about ensuring that all of their mail is updated with the new address. Even if everyone is notified, there will still be confusion, probably for years judging by changes like this that have happened in the past and/or because somebody either refuses to change or doesn’t care to or even is just used to thinking about this stretch as 28/31 rather than Ed Temple. Many citizens see changing their address as a headache and we have gotten complaints in the past when we have made these requests. Once this change is made, it will take some time before all the addresses have changed and the citizens get used to this change. This change will be similar to what occurred when 8th Av N became Rosa L Parks Blvd so if there was any problems during this transition, they will most likely occur during this name change should it happen.

Our perspective on this change is that regardless of what happens, we will ensure that our data is updated. If this change is made, in addition to updating the streets and addresses, we will also be adding aliases that will ensure that any calls which use the old street name will be properly handled



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and dispatched. We don't really see much of an operational reason that the name should be changed other than again, to have the affected stretch to go under one name and not two. A visitor to Nashville taking this road could also become confused going from 28th to 31st because they would know any better but you could say that about any road continuance in the city. However, 28/31 and Ed Temple are both acceptable names and we don't have any strong feelings toward using one or the other. Let me know if you have any questions." From: *Todd Almon, Information Systems Analyst Technology Department, Emergency Communications Center*

METRO HISTORICAL COMMISSION RECOMMENDATION

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

The City of Nashville moved to a numerical system of naming streets in late 1904. On December 23, 1904, Mayor Albert S. Williams approved the renaming of the names of streets running north and south on the west side of the river to a consecutive numerical order. For example, Front Street became First Avenue, Market Street became Second Avenue, College Street became Third Avenue, and so on to Thirtieth Avenue. The new street names included Twenty-Eighth Avenue, "Streets now known as Beck, Euclid, Clare, Barrow, Archibald, Palmer, and West Harton shall be called Twenty-eighth Avenue."¹ For some citizens, the change marked a progressive move forward for the city. For others, as one council member expressed during the third reading of the bill before the City Council, "the wholesale changing of street names was too radical." The bill ultimately passed 18 to 3.²

The city intended to continue this numerical system as it opened new streets or annexed new areas: From and after the passage of this ordinance all streets running north and south, that may be opened or that may be brought into the city limits, shall be numbered consecutively, commencing with the number following that number which has already been given the last street that has been thus numbered. Of these streets, herein referred to, those on the west side of the river shall be called "avenues," and those on the east side of the river shall be called "streets." Such streets and avenues shall be called "North" and "South," according as they are north and south of Main Street on the east side of the river, and according as they are north or south of Broadway. Such streets and avenues shall be marked by erecting posts and signs with the names thereof upon them. (February 9, 1906; May 25, 1906).³

These ordinances and others demonstrate the city's efforts to plan for future annexations. On September 1, 1906, the annexation bill of 1905, passed by the Tennessee General Assembly, became effective. "Greater Nashville" celebrated its growth from a city of about 9 square miles to a territory totaling over sixteen square miles with an organized city-wide sounding of factory whistles and ringing of fire bells. At a ceremony hosted by the Board of Trade, Leland Hume, president of the Board of Trade, presented a commemorative key to the city to Mayor T. O. Morris.

¹ Hill McAlister and Edward J. Smith, *Digest of the Ordinances of the City of Nashville: To Which Are Prefixed the State Laws Incorporating and Relating to Said City, With an Appendix Containing Various Grants, Contracts and Franchises*. Nashville: Brandon Print. Co., 1908, 334.

² *Nashville American*, December 23, 1904.

³ McAlister and Smith, 334-335.



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Additionally, the Ryman Auditorium hosted a celebratory program just a few days later. The annexation created four new wards: Twenty-Two through Twenty-Five.⁴

The newly renamed “numbered” streets, including Twenty-Eighth Avenue, appear on the Map of Nashville, Tennessee (published by Marshall & Bruce, Co., and engraved by M. M. Gardner) found in the 1906 City Directory. Euclid Avenue, the street which will eventually become the segment of Thirty-First Avenue North under consideration for this bill, also appears on the map and runs north of West End Avenue.

Euclid Avenue appears again on the 1908 Atlas of the City of Nashville. Euclid begins at West End Avenue and ends at the “Car Shops” for the Nashville, Chattanooga & St. Louis Railway Company property near Centennial Park. Other segments of Thirty-First Avenue also appear on the map, including Thirty-First Avenue South running south from West End Avenue to Blakemore.⁵ On the same map, Twenty-Eighth Avenue North is visible all the way from West End Avenue to the corporation line where it intersects with Centennial Avenue to the west (today’s John A. Merritt Blvd) and Jefferson Street to the east. It then continues north to Bosley Road, which does not exist today.⁶

At this time, Historical Commission staff has not been able to pinpoint the exact date when Euclid Avenue was renamed Thirty-First Avenue North. Euclid Avenue appears on the Map of West End Park recorded on July 22, 1893 in Plat Book 161, Page 47 (RODC), and again on November 22, 1910 in Plat Book 322, Page 139 (RODC). Euclid Avenue appears once again in the same location adjacent to West End Park in the 1914 Sanborn Map (Fig. 1).⁷

⁴ The Act, approved by Governor John I. Cox on April 13, 1905, extended Nashville’s corporate limits to the “lines and territory” of the First Civil District of Davidson County. McAlister and Smith, 126. *Nashville Banner*, September 1, 1906.

⁵ G.M. Hopkins Company, Philadelphia, PA, Sheets 25A and 26A. 31st Avenue South is slightly visible south of West End Avenue. The 1908 Hopkins map is available online through the Nashville Public Library’s Digital Collections.

⁶ G. M. Hopkins Company, Philadelphia, PA, Sheets 25A and 30A.

⁷ 1914 Sanborn Map, Vol. 4, site map and Sheet 483. 31st Avenue South appears south of West End and segments of 31st Avenue North appear between Charlotte Pike and Centennial Boulevard.



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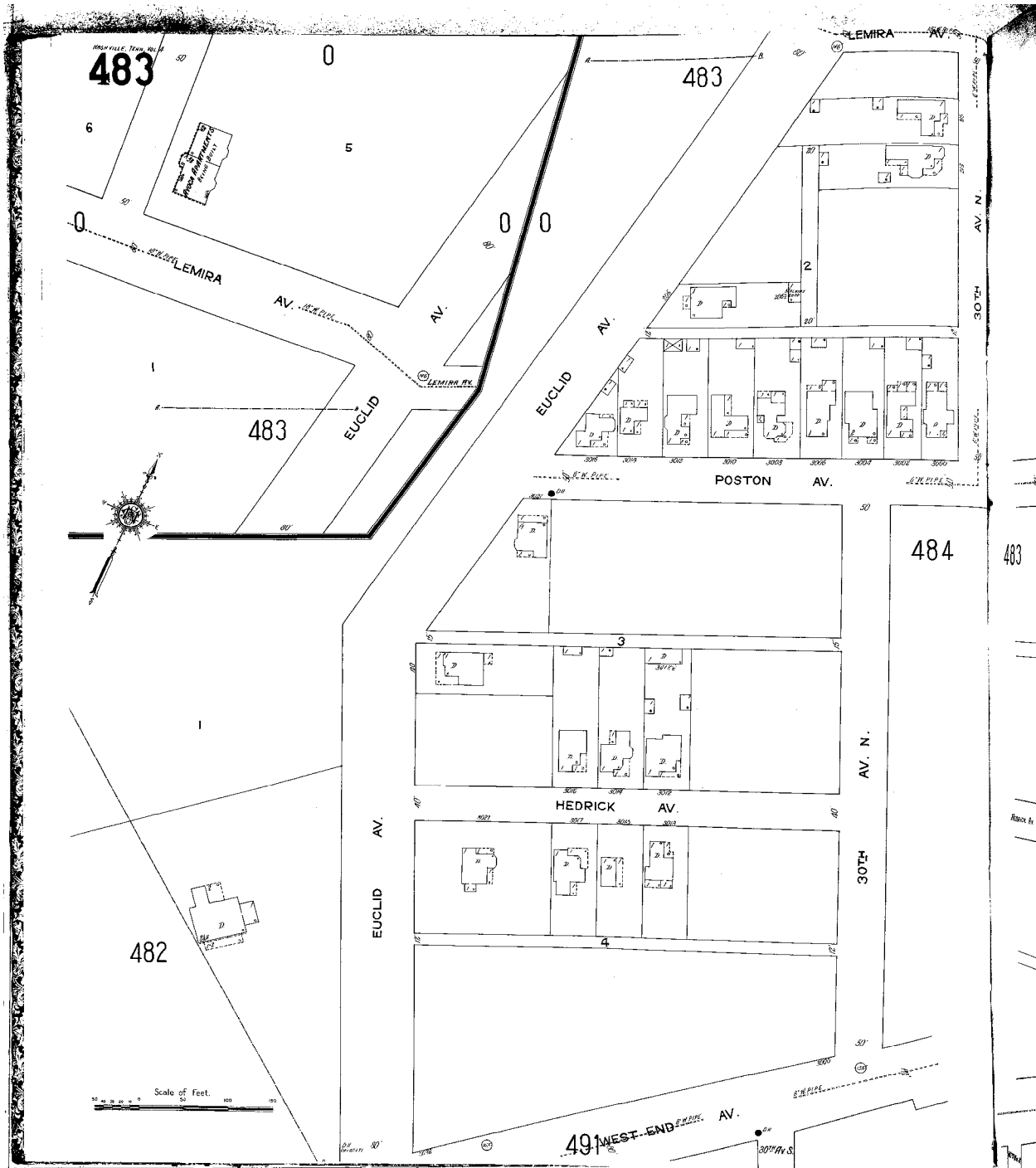


Figure 1. 1914 Sanborn Map, Vol. 4, Sheet 483.

The Revised Map of West End Park recorded on March 3, 1915 in Plat Book 421, Pages 82 and 83 (RODC) shows the street as “31st or Euclid Ave.” To further confuse matters, both Euclid and Thirty-First Avenue North appear in the city directories for the years 1914 – 1918, and the descriptions for both streets appear to describe one and the same street. By 1921, the matter is less confusing. The 1920-1921 City Directory, issued January 20, 1921, does not contain an entry for Euclid Avenue. In summary, the Historical Commission staff believes the City Council changed



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the name of Euclid Avenue to Thirty-First Avenue North sometime between 1908 and 1920, most likely around 1915.

Additional Information:

The buildings along the portion of Twenty-Eighth Avenue North in question represent a variety of construction dates, ranging from about 1920 to 2008. Most of the buildings were constructed before 1970 and many of those buildings were built between 1930 and 1940. Notable addresses on Twenty-Eighth Avenue North include Hadley Park and the Hadley Park Branch Library, located at 1037 and 1039 Twenty-Eighth Avenue North. The park and library branch are significant in Nashville's African-American history. Hadley Park was the first public park established for African-Americans in Nashville and possibly the United States. The Park Board purchased 34 acres for the park in May 1912 for \$20,000 and the City Council dedicated it on July 4, 1912. The Hadley Park Branch Library opened in 1952, also with a mission to serve African-American library patrons.

Thirty-First Avenue North contains a large number of multi-family housing units. Most of these buildings have construction dates within the past decade (2004-2014). A small number of apartments were built in the 1950s and the 1970s. The street also contains a house built in 1918 and a duplex from 1930." From, Scarlett Miles, Metro Historical Commission."

NASHVILLE ELECTRIC SERVICE RECOMMENDATION

Approved

PARKS DEPARTMENT RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved

STAFF RECOMMENDATION

Planning staff recommends that the Planning Commission make no recommendation to the Metro Council.

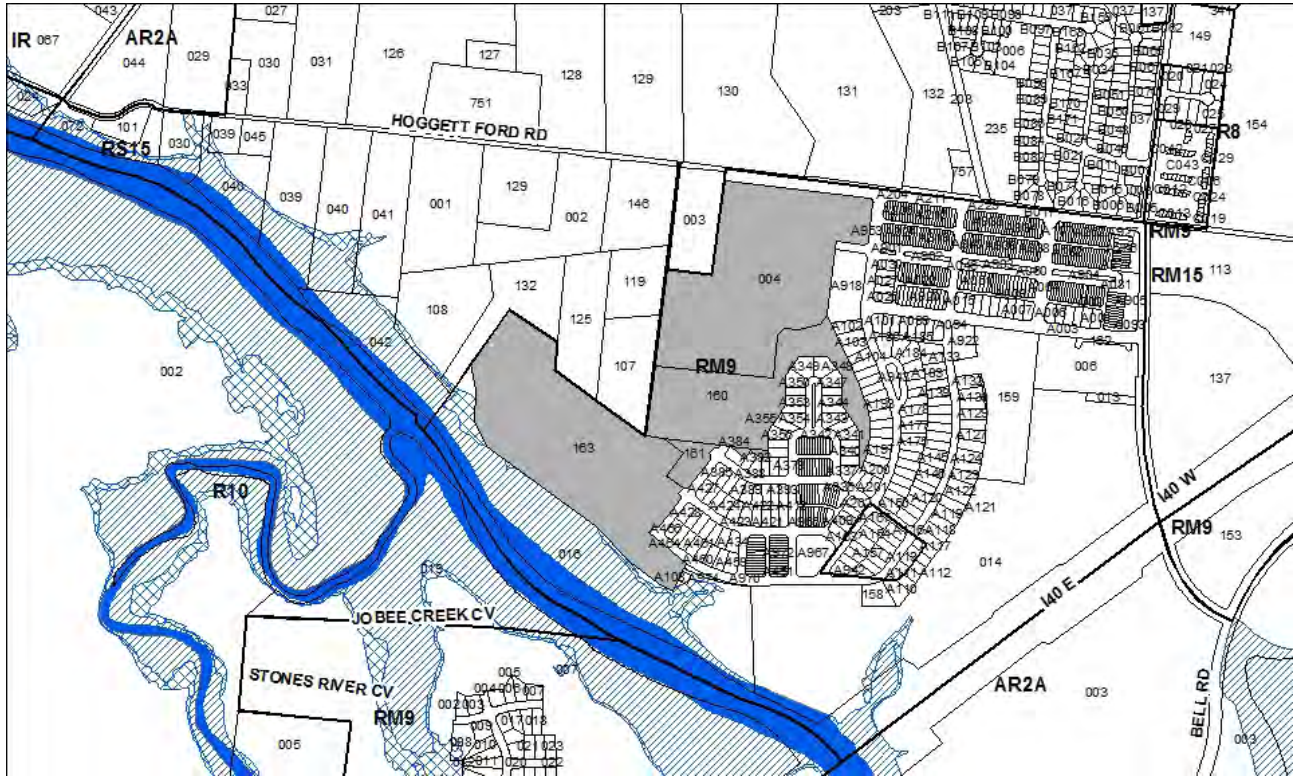


PLANNING COMMISSION ACTIONS

- **Planned Unit Developments (Final)**
- **Subdivision (Final)**



Metro Planning Commission Meeting of 9/25/2014



2004UD-002-006

VILLAGES OF RIVERWOOD, PH 5, 6 and 7

Map 097-00, Parcel(s) 004, 160, 161, 163

14, Donelson - Hermitage

14 (James Bruce Stanley)



Project No. 2004UD-002-006
Project Name Villages of Riverwood, Ph 5, 6 and 7
Council District 20 – Baker
School District 9 - Frogge
Requested by Ragan-Smith Associates Inc., applicant; Beazer Homes Corp., owner.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the October 9, 2014, Planning Commission meeting if recommendations are not received from Water Services and NES prior to the meeting. If recommendations of approval are received, staff recommends approval with conditions.*

APPLICANT REQUEST

Revise a portion of the Urban Design Overlay for Phases 5, 6 and 7 and for final site plan for Phase 6.

Revise Preliminary Plan and Final Site Plan

A request for revision to preliminary UDO for Phases 5, 6 and 7 and final site plan approval for Phase 6 only 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).

Existing Zoning

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre.

VILLAGES OF RIVERWOOD UDO

In 2004, the preliminary Villages of Riverwood Urban Design Overlay (UDO) was approved by Metro Council. The plan included a total of 1,978 dwelling units and 65,000 square feet of mixed-use development, including the possibility of office and retail, and a future assisted-living facility.

The residential portion of the plan is comprised of single-family detached units, townhouse units, and stacked flats. The southernmost portion of the site, adjacent to the Stones River, is planned to include a 776-unit assisted living facility. Final site plan approvals have been granted for other phases of this UDO.

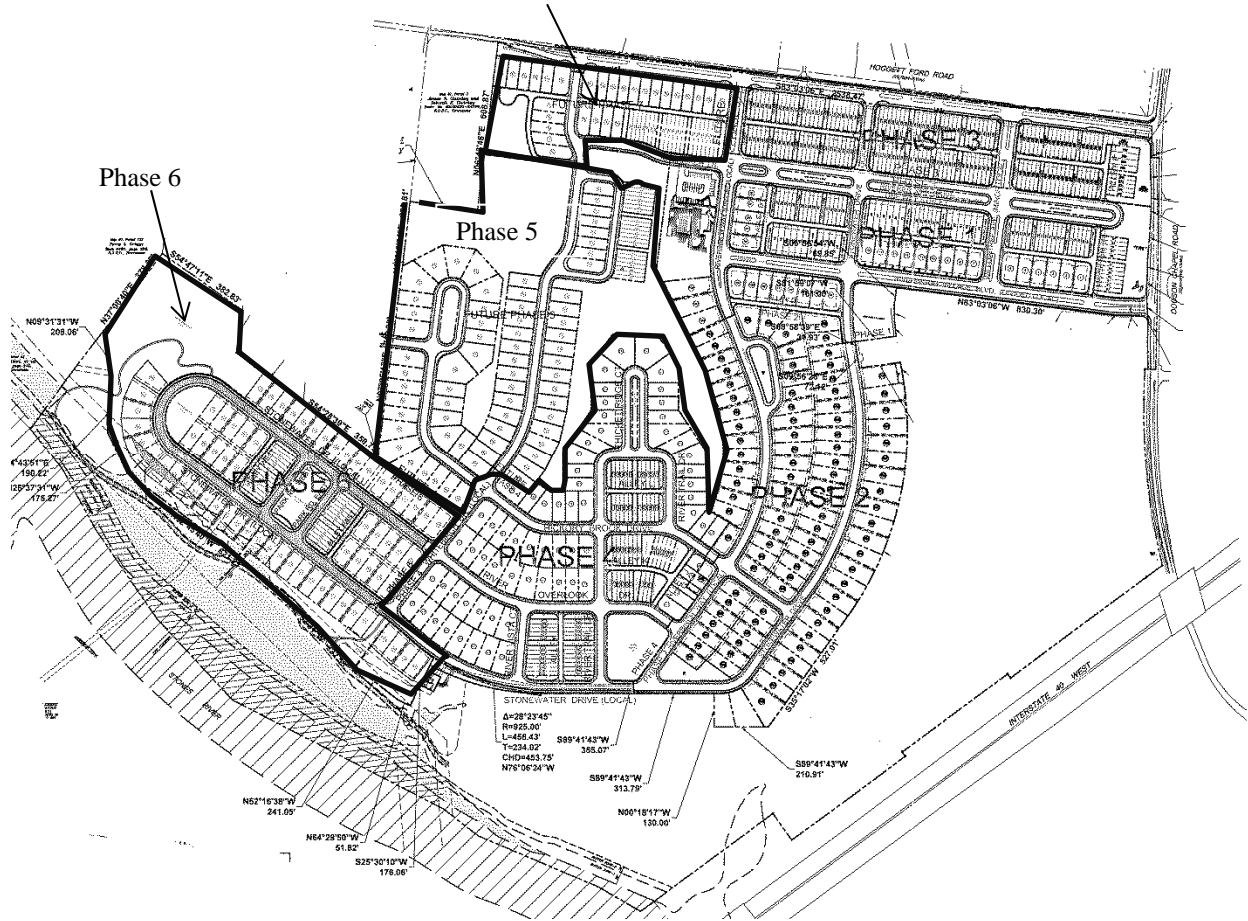
SITE PLAN

The site plan shows a revision to phases 5, 6 and 7 of the Urban Design Overlay. The application is only for a final approval for phase 6. Final site plan for phases 5 and 7 are not included in this application and will happen in the future.

This final site plan for Phase 6 is located along the southwestern edge of the UDO boundary. Access to this area is provided by Whitebirch Drive that connects to Hoggett Ford Road, along the north side of the other phases. The preliminary plan limits the overall number of single-family



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Proposed UDO Plan



Metro Planning Commission Meeting of 9/25/2014

dwelling within the UDO boundary to 702; Phases 5 – 7 reduce the total amount housing units in the UDO to 694 units. The preliminary plan limits the overall number of townhome style dwelling units within the UDO boundary to 291; Phases 5-7 increase the total to 337 total units. The overall unit mix is to vary by 15%.

The following table illustrates the proposed changes for the Villages of Riverwood - Phases 5, 6, and 7.

| | | Phase 5 | Phase 6 | Phase 7 | Total Housing Type |
|-------------|-------------------------|-----------|------------|-----------|--------------------|
| 2004 | Single Family | 61 | 83 | 46 | 190 |
| | Townhome | 16 | 45 | 0 | 61 |
| | 2004 Total (251) | 77 | 128 | 46 | 251 |
| 2014 | Single Family - General | 68 | 67 | 28 | 163 |
| | Townhome | 21 | 24 | 20 | 65 |
| | 2014 Total (228) | 89 | 91 | 48 | 228 |
| | Total Change | +12 | -37 | +4 | -23 |

The revision to preliminary UDO for Phases 5 and 7 and final site plan and construction plans for Phase 6 has a slightly different design layout than what was previously approved. These changes are minor and allow the same access points within the UDO to remain the same, providing interconnectivity between the phases.

With approval of the final site plan for Phase 6, easements for the greenway trail will be dedicated and the developer will build a greenway trail along the Stones River, to the southwest of Phase 6. The greenway trail will provide connections into Phase 6. On the final site plan for Phases 5 and 7 all proposed greenway easements and open spaces will be identified to provide interconnectivity between the phases.

FIRE MARSHAL RECOMMENDATION

Approved with Conditions

- Grade (slightly over 10%) approved by T. Wallace. This subdivision has submitted engineering data that supports the approval for construction of homes up to 3,600 sq. ft. Any home over 3,600 sq. ft. will require an independent permit review by the Fire Marshal's Office. 1,000 gpm @ 20 psi required, 1,918 gpm @ 20 psi provided per Metro Water 1/31/12.

PARKS RECOMMENDATION

Approved with Conditions

- A greenway/conservation easement acceptable to Metro Parks shall be recorded prior to the issuance of any building permits in Phase 6. The greenway/conservation easement shall include all of the floodway and floodway buffer area between the trail and the river and including the trail area.



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NES RECOMMENDATION

Recommendation will be provided at the meeting if it is received prior to the meeting.

STORMWATER RECOMMENDATION

Approved

WATER RECOMMENDATION

Returned

- Awaiting approved construction plans for Phase 6 before we can issue approval. (Waiting on Approved Construction plans, specifically for Phases 6B and 6C)

PUBLIC WORKS RECOMMENDATION

Approved with Conditions

- Complete roadway repairs on Riverwood Village Blvd prior to recording final plats in Phase 6.

TRAFFIC & PARKING

No exception taken

STAFF RECOMMENDATION

Defer to the October 9, 2014, Planning Commission Meeting if recommendations are not received from Water Services and NES prior to the meeting. If recommendations of approval are received, staff recommendations approval with conditions. The proposed modification is consistent with the intent of the UDO.

CONDITIONS

1. A greenway/conservation easement acceptable to Metro Parks shall be recorded prior to the issuance of any building permits in Phase 6. The greenway/conservation easement shall include all of the floodway and floodway buffer area between the trail and the river and including the greenway.
2. Provide access easements for all greenway connection points to public rights-of-way.
3. Dedicated Conservation Greenway Public Access Trail Easement Areas shall be dedicated with the final plat for Phase 6.
4. If the greenway in phase 6 is not constructed prior to the approval of a final plat for phase 5 or 7, whichever comes first, the greenway in phase 6 shall be bonded with phase 5 or 7, whichever comes first.
5. 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.
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 UDO 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



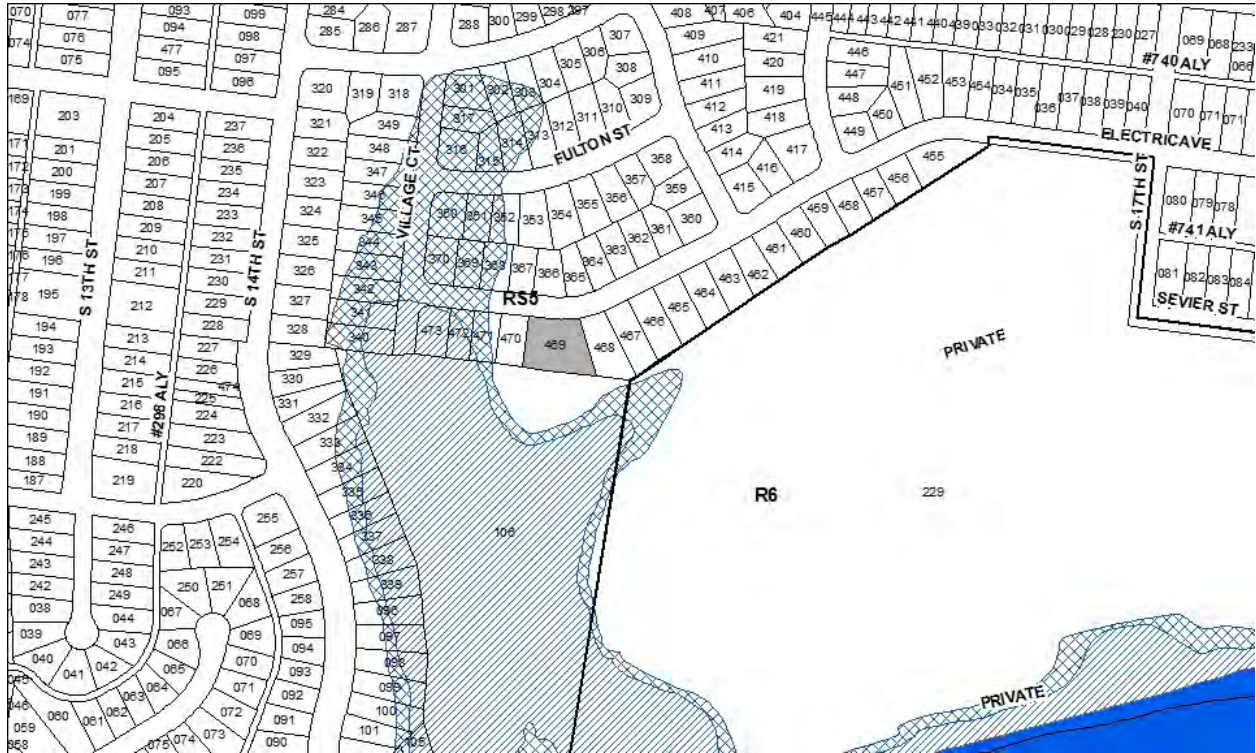
Metro Planning Commission Meeting of 9/25/2014

permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

9. Prior to any additional development applications for this property, and in no event later than 120 days after the effective date of the enacting ordinance, the applicant shall provide the Planning Department with a corrected copy of the preliminary UDO plan. If a corrected copy of the preliminary UDO plan incorporating the conditions of approval therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the preliminary UDO plan shall be presented to the Metro Council as an amendment to this UDO ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.



Metro Planning Commission Meeting of 9/25/2014



2014S-143-001
EAST SIDE ESTATES
Map 094-01, Parcel(s) 469
05, East Nashville
06 (Peter Westerholm)



| | |
|-----------------------------|---|
| Project No. | Subdivision 2014S-143-001 |
| Project Name | East Side Estates |
| Council District | 6 – Westerholm |
| School District | 5 – Kim |
| Requested by | Mark Devendorf, applicant; Eric Lesueur, owner. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Defer to the October 9, 2014, Planning Commission meeting.</i> |

APPLICANT REQUEST

Final plat to create three residential lots.

Final Plat

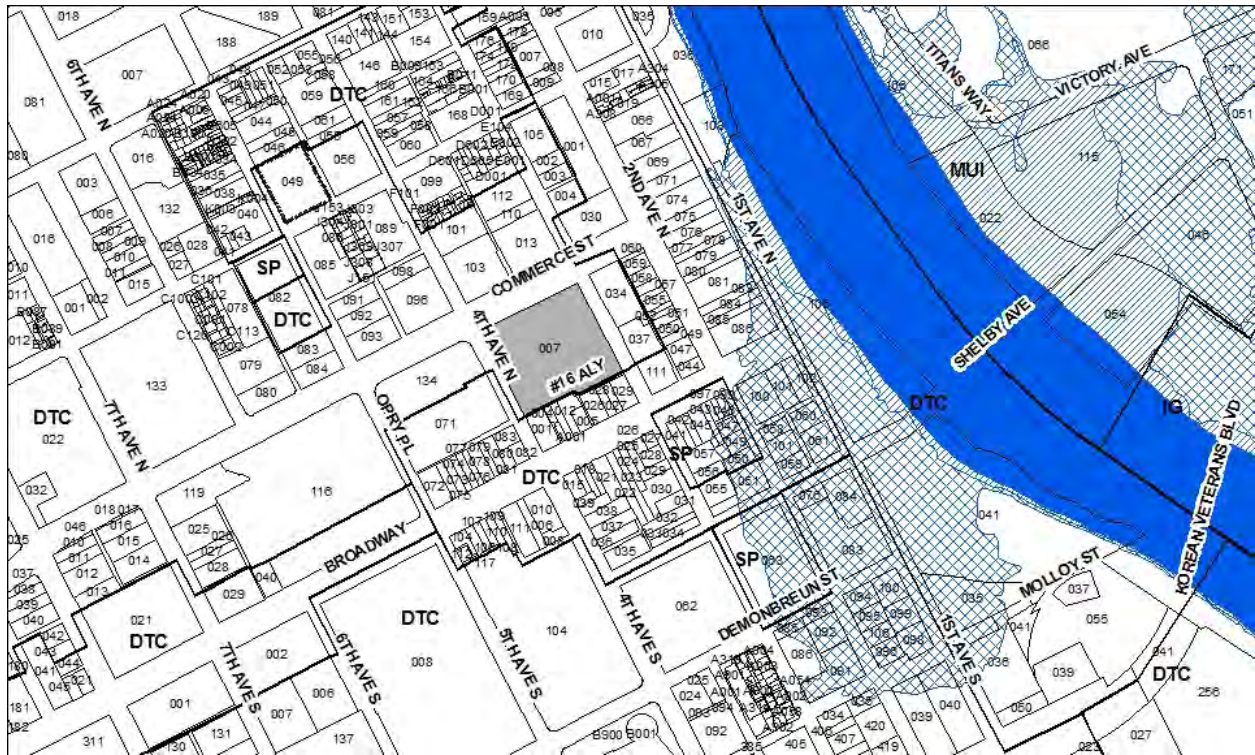
A request for final plat approval to create three lots on properties located at 1422 Electric Avenue, approximately 275 feet east of Village Court, zoned Single-Family Residential (RS5) (0.39 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the October 9, 2014, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 9/25/2014



2014DT-001-001
US BANK (DTC SIGNAGE MODIFICATION APPEAL)
Map 093-06-2, Parcel(s) 007
09, Downtown
19 (Erica S. Gilmore)



| | |
|-----------------------------|---|
| Project No. | DTC Signage Modification Appeal 2014DT-001-001 |
| Project Name | US Bank Skyline Signs – AT&T Building |
| Council District | 19 – Gilmore |
| School District | 5 – Kim |
| Requested by | Joslin Sign Company, applicant; US Bank, Prefco XIV Limited Partnership, et al, owners. |
| Staff Reviewer | Collins |
| Staff Recommendation | <i>Disapprove</i> |

APPLICANT REQUEST

Appeal the denial of a sign modification to the Downtown Code Sign Standards.

Modification Appeal

A request to appeal the modification denial, and to approve a signage modification for property located at 333 Commerce Street, at the southeast corner of 4th Avenue North and Commerce Street, within the Capital Mall Redevelopment District and the Core subdistrict of the Downtown Code (DTC), to allow two skyline signs on both the northeast and southwest facades of the AT&T building, and to exceed the permitted skyline sign square footage for each referenced facade, where no more than one skyline sign per façade is permitted, and 720 square feet is the maximum skyline sign square footage permitted on each facade.

Existing Zoning

Downtown Code (DTC) is a zoning district designed for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown. It provides for and encourages a mix of compatible land uses that provide opportunities to live, work, and shop within the neighborhoods of Downtown.

Core Subdistrict is a sub-district in the DTC that comprises the core of Nashville’s central business district. It is the densest neighborhood in downtown and allows the greatest height allowances. Pedestrian comfort and safety should be prioritized with an interesting sidewalk realm, activity on the ground level of buildings, and controlled vehicular access.

Modifications to the DTC Standards

- All sign modifications are considered Major Modifications per the DTC Sign Standards. In addition, two additional types of modifications for signage related permits may be requested: Modifications for Exceptional Design and Modifications for Tourist Oriented Businesses.
- Major Modifications may be approved by the DTC DRC. Within MDHA redevelopment districts, the MDHA DRC shall act as the DTC DRC.
- Any determination made by the DTC DRC or the MDHA DRC regarding standards of the DTC may be appealed to the Planning Commission.



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MODIFICATION APPEAL DETAILS

Modification Disapproved by MDHA Capitol Mall Design Review Committee:

The site is located within the MDHA Capitol Mall Redevelopment District. Any proposed modification to the DTC Sign Standards requires review from the applicable MDHA Design Review Committee per the DTC. The request to allow two additional skyline signs (332 SF each) on the northwest and southeast facade of the building, and to exceed the permitted skyline sign square footage for those façades, was considered and disapproved by the MDHA Capitol Mall Design Review Committee on July 1, 2014. The signage proposal exceeds the permitted number of skyline signs on a given facade and would exceed the maximum allowable square footage. The proposal did not consist of an exceptional design that warranted approval.

DTC Sign Standards Intent:

- Establish reasonable and improved standards for Downtown business identification;
- Encourage creative and innovative approaches to regulating signs consistent with the principles of the Downtown Community Plan;
- Promote economic vitality in Downtown;
- Enhance the overall visual environment in Downtown by discouraging signs that contribute to the visual clutter of the streetscape;
- Ensure signs are designed for the purpose of identifying a business in an attractive and functional manner; and
- Ensure signs reinforce the existing and envisioned character and are complementary to the architectural design of Downtown.

Modifications for Exceptional Design:

Creative signage that does not fit the specific regulations of this Sign Standards may be considered by the appropriate reviewing body, based on its merits, as they relate to all of the following design criteria:

- architecture
- the configuration or location of the building or property
- building scale
- legibility
- technical competence and quality in design, construction and durability

Applications for this type of Modification require submittal of a common sign plan for the property in question. Approval of any related structures (i.e. canopy) will require review by all applicable agencies. Exceptional design modifications shall not permit electronic changeable copy where it is otherwise not permitted.



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Skyline Sign Standards:

Permitted Number of Signs: “No more than one skyline sign per facade is allowed. However, additional skyline signs may be allowed as a Modification for Exceptional Design”

Permitted Area: For buildings 201’ in height or taller: 720 square feet in area for a skyline sign on a given façade.

Section V: Sign Standards

Skyline Sign

Description

A building sign is attached flat to or mounted away from the building facade. Sign may be parallel to the building facade or vertical. Located on the upper band of a building.

General Standards

- A skyline sign is only allowed on buildings greater than 75 feet in height.
- A skyline sign must be located within the top third of the building.
- No portion of a skyline sign may extend above the roof line or above a parapet wall of a building with a flat roof.
- No more than one skyline sign per facade is allowed. However, additional skyline signs may be allowed as a Modification for Exceptional Design. See additional information on page 104.
- Raceways are not permitted on skyline signs.
- A skyline sign can be internally (but not externally) illuminated in accordance with page 118.

Design Standards

- Ⓐ Area (max) See pages 109-110
- Ⓑ Height (max) 14 feet
- Ⓒ Width (max % of facade length) 60%



Skyline Signs - area determined by average height of building

| | |
|-----------------|-----------------|
| 75' to 100' | 480 square feet |
| 101' - 200' | 600 square feet |
| 201' and taller | 720 square feet |



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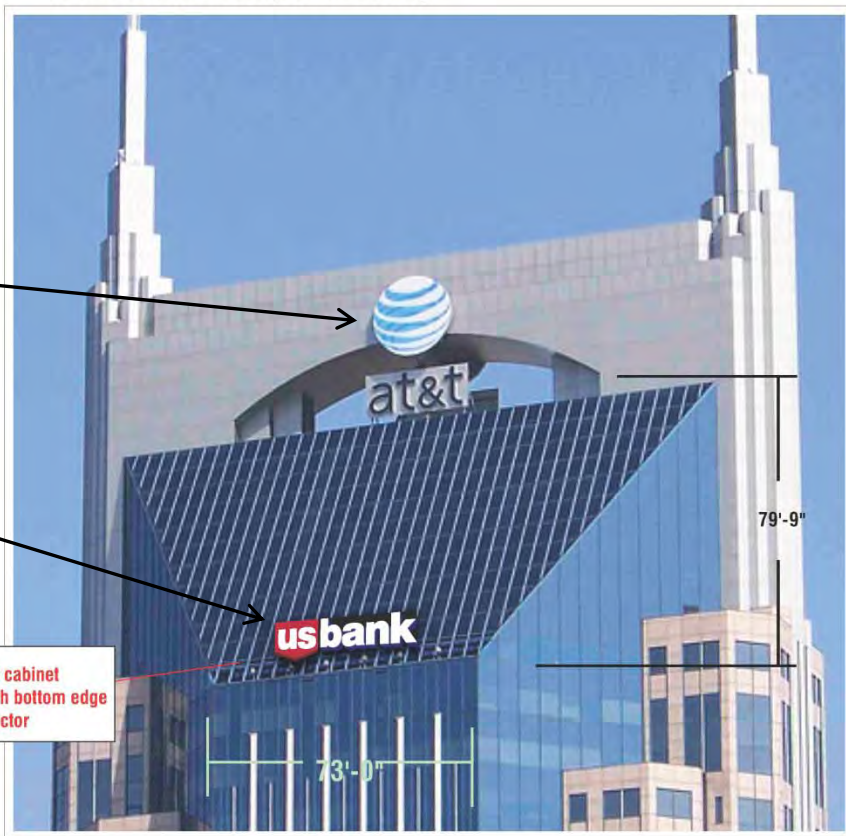
Signage Modification Proposal

The applicant is requesting approval to allow two skyline signs on both the northeast and southwest facades of the AT&T Building, and to exceed the permitted skyline sign square footage of 720 SF for the northeast and southwest facades each. The existing AT&T skyline signs are to remain in place, and are approximately 728 SF each, located on the uppermost band of both the northeast and southwest facades of the building. The applicant is requesting to install two “US Bank” skyline signs of approximately 332 SF each, beneath the AT&T signs on both the northeast and southwest facades, as depicted in the graphics below.

PRESENTATION PURPOSES ONLY
Drawing not intended for manufacturing purposes at this time

Northeast and Southwest facades

PROPOSED SIGNAGE - 8'-0" letters



Approx. 728 SF sign existing

Additional 332 SF sign requested

baseline of cabinet to align with bottom edge of ice deflector

| | | | | | | | | | | | |
|---|---|-----------------------|--------------------------------|-------------|--------|-------|---------|-------|-----------------------------|------------|---|
| CLIENT: | usbank. | PAGE NUMBER: | 2 | TICKET NO.: | 241739 | DATE: | 5/22/13 | DATE: | 11/8/13 Viv 11/11/13 Viv | REVISIONS: | Reduced to 200 square foot sign Revised to show 8 ft sign option |
| ADDRESS: | DOWNTOWN NASHVILLE 333 COMMERCE ST. NASHVILLE, TN | PROJECT MANAGER: | BRIAN DENAMEN | DESIGNER: | Viv | | | | | | |
| | | ELECTRONIC FILE NAME: | USB\2013\TN\DOWNTOWN NASHVILLE | | | | | | | | |
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Metro Planning Commission Meeting of 9/25/2014

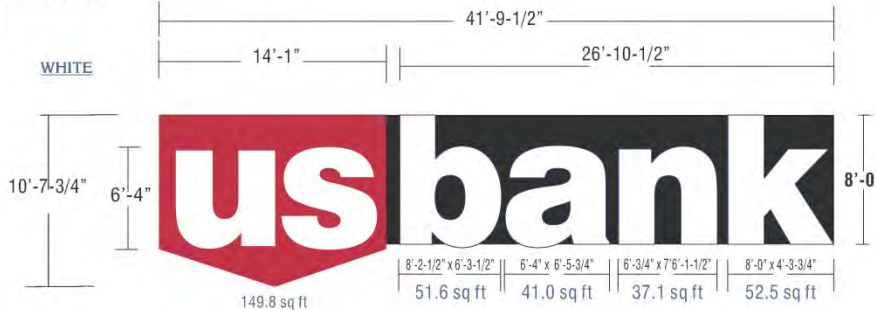
LED ILLUMINATED CHANNEL LETTERS

SCALE: 3/16" = 1'-0"

Shield: 149.8 Square Feet
bank: 182.2 Square Feet
Total: 332.0 Square Feet

PRESENTATION PURPOSES ONLY
Drawing not intended for manufacturing purposes at this time.

8'-0" letters



LED ILLUMINATED CHANNEL LETTERS:

FAB'D BACKER: 12" deep fabricated backer cabinet with 2" x 2" x 1/8" sq. tube alum. structure - Cabinet to be manufactured in sections as required - All painted Matte Black. INTERNAL ENGINEERING REQUIRED FOR FABRICATION DETAILS!

CABINET: 8" deep extruded aluminum w/ .050 alum. back & 1-1/2" internal angle iron structural framework; Bleed retainer system; Cabinet painted Matthews Red

FACE: 3M Panaflex material w/ surface applied Trans. Red vinyl overlay; 'us' copy to show thru White

FACES: 3/16" White polycarbonate

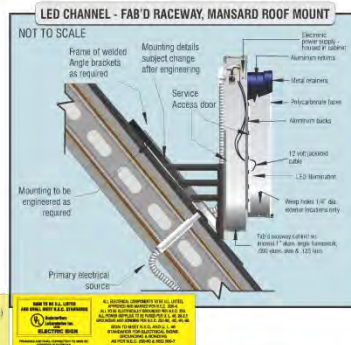
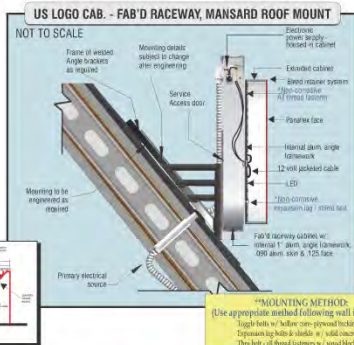
TRIMCAP: 1" metal retainers painted Matthews Blue

RETURNS: 8" deep .063 alum. - painted Matthews Blue

BACKS: .090 alum. - pre-painted White

ILLUMINATION: White GE Tetra PowerMax WHPMS2-65K led's as required Power supplies to be housed within backer cabinet

MOUNTING: Letters thru bolted to backer cabinet Backer cabinet installed on building using mansard brackets as required - painted to match building - ALL DETAILS TO FOLLOW!



COLOR MATCHING

- Pantone 2748 Blue Matthews MP10918.
- Pantone 193 Red Matthews N9305P 3M 3632-83
- FAB'D BACKER: Flat Black



8959 TYLER BLVD.
MENTOR, OHIO 44060
PH. 440-209-6200
FAX 440-209-6277
www.mcsign.com

| CLIENT: | PROJECT NUMBER: | TICKET NO.: | DATE: | DATE: | REVISIONS: |
|---|--------------------------------|-------------|---------|-------------|----------------------------------|
| us bank | 1 | 241739 | 5/22/13 | 11/8/13 Yiv | Reduced to 200 square foot sign. |
| ADDRESS: | PROJECT MANAGER: | DESIGNER: | | | |
| DOWNTOWN NASHVILLE 333 COMMERCE ST. NASHVILLE, TN | BRIAN DENAMEN | Viv | | | |
| | ELECTRONIC FILE NAME: | | | | |
| | USB-2013-TN-DOWNTOWN NASHVILLE | | | | |

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Sign On.
Partner with the best.

CLIENT SIGNATURE & APPROVAL DATE:

ANALYSIS

The Modification request would result in two highly visible skyline signs on both the northeast and southwest façades of the building, where only one is permitted. The existing AT&T skyline signs already use all of the allowable square footage of 720 SF for each respective façade. Adding an additional 332 SF of skyline signage, per respective façade, only further clutters the building's architecture and Nashville's skyline.

The modification request was disapproved by the MDHA DRC on July 1st, 2014, as the proposed additional skyline signs of 332 SF each on the northeast and southwest façades, only moves further away from the intent of the DTC Sign Standards. The DTC Sign Standards Intent includes enhancing the visual environment of Downtown, and ensuring signs are complementary to the architectural design of Downtown. The proposed additional signage would result in increased visual cluttering that detracts from both the individual building's architecture, as well as the city's skyline as a whole.

Alternatively, the proposed skyline signs could be located on the northwest and southeast façades that do not already have skyline signage on them, as permitted in the DTC. These unsigned façades would be the appropriate location for the additional skyline signs. Additionally, to staff's knowledge no downtown building has more than one skyline sign on a given façade. Approval of this modification may create a precedent for future modification approvals of multiple skyline signs per building façade.



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STAFF RECOMMENDATION

Staff recommends disapproval. The request of the Modification appeal is inconsistent with the DTC Sign Standards, the MDHA DRC decision for disapproval, and the intent of the DTC Sign Standards to enhance the visual environment of Downtown and for signage that is complementary to Downtown's architecture. In addition, staff has determined that the proposed skyline signage does not rise to the level of an Exceptional Design modification.

CONDITIONS IF APPROVED

1. No further Skyline Signs shall be permitted on any of the building's façades.
2. No further square footage for Skyline Signs shall be permitted for the building.