

# Metropolitan Planning Commission



Staff Reports

**August 25, 2016**



## Metro Planning Commission Meeting of 8/25/2016

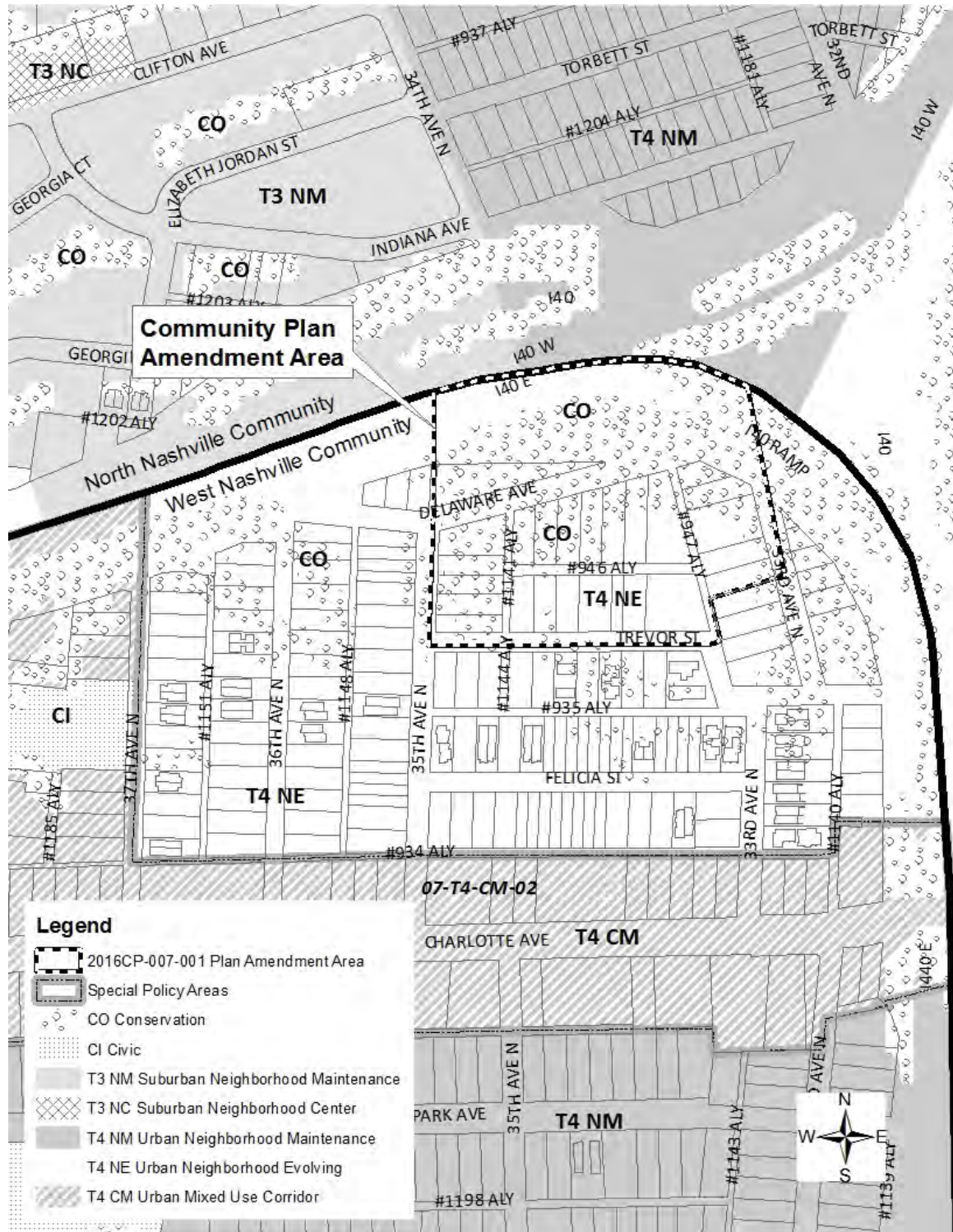
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/25/2016



2016CP-007-001  
WEST NASHVILLE COMMUNITY PLAN AMENDMENT  
Map 92-09, Parcel(s) 155; 273-281; 283-293; 380, 381, and 386  
07, West Nashville  
21 – Edward Kindall



<b>Project No.</b>	<b>Major Plan Amendment 2016CP-007-001</b>
<b>Project Name</b>	<b>West Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2016SP-004-001
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Dale & Associates, applicant; Hill 33, LLC, owner.

**Deferrals** This item was deferred from the June 23, 2016, and July 14, 2016, Planning Commission meetings. A public hearing was held on July 14, 2016.

**Staff Reviewer** Withers  
**Staff Recommendation** *Defer indefinitely.*

**APPLICANT REQUEST**

**Amend West Nashville Community Plan to apply a Special Policy.**

Major Plan Amendment

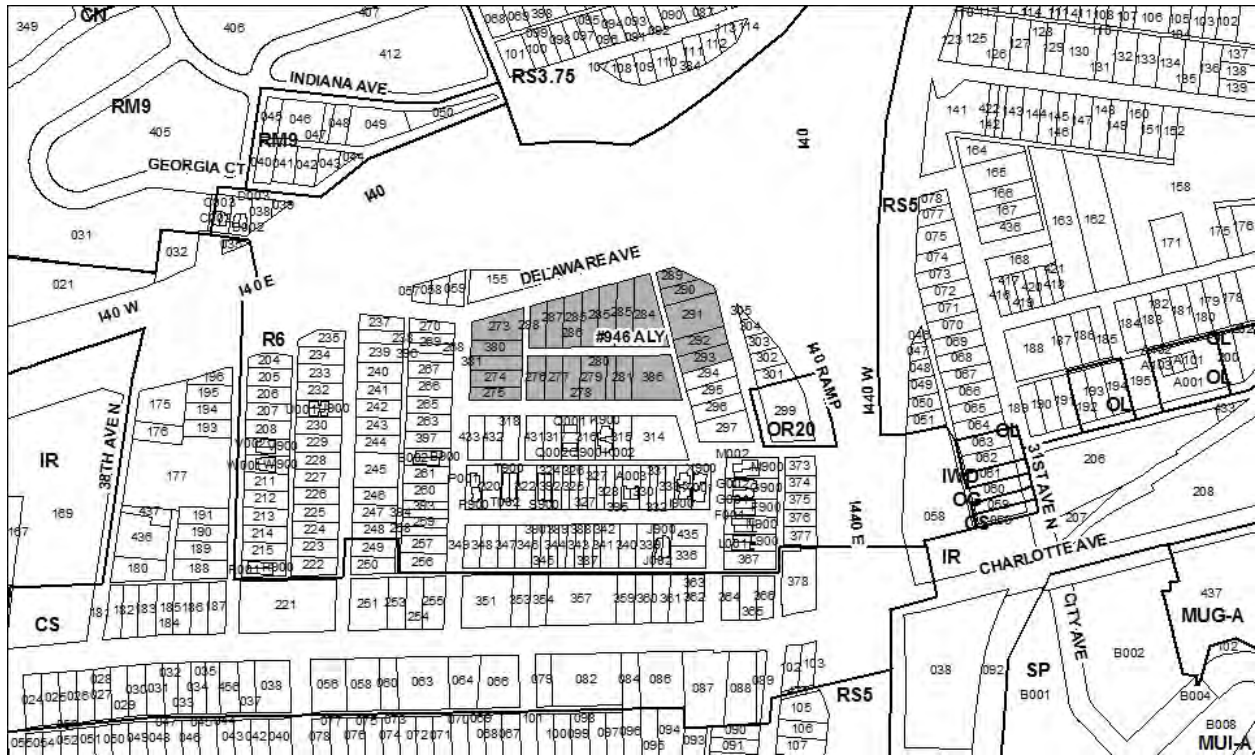
A request to amend the West Nashville Community Plan to apply a Special Policy to support 7 stories as viewed from the interstate but limited to a maximum of 4 stories visible from the remainder of the T4 Neighborhood Evolving Policy Area for 25 properties located along 35th Avenue North, Trevor Street, Delaware Avenue, and 33rd Avenue North, zoned One and Two-Family Residential (R6) (4.83 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral as requested by the applicant.



## Metro Planning Commission Meeting of 8/25/2016



**2016SP-004-001**  
SKY NASHVILLE  
Map 092-09, Parcel(s) 273-281  
07, West Nashville  
21 (Ed Kindall)



**Project No.** Specific Plan 2016SP-004-001  
**Project Name** Sky Nashville SP  
**Associated Case** 2016CP-007-001  
**Council District** 21 – Kindall  
**School District** 5 – Buggs  
**Requested by** Dale & Associates, applicant; Hill 33, LLC, owner.

**Deferrals** This request was deferred from the June 23, 2016, and the July 14, 2016, Planning Commission meeting. A public hearing was held on July 14, 2016.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**

**Zone change to permit a residential development.**

Zone Change

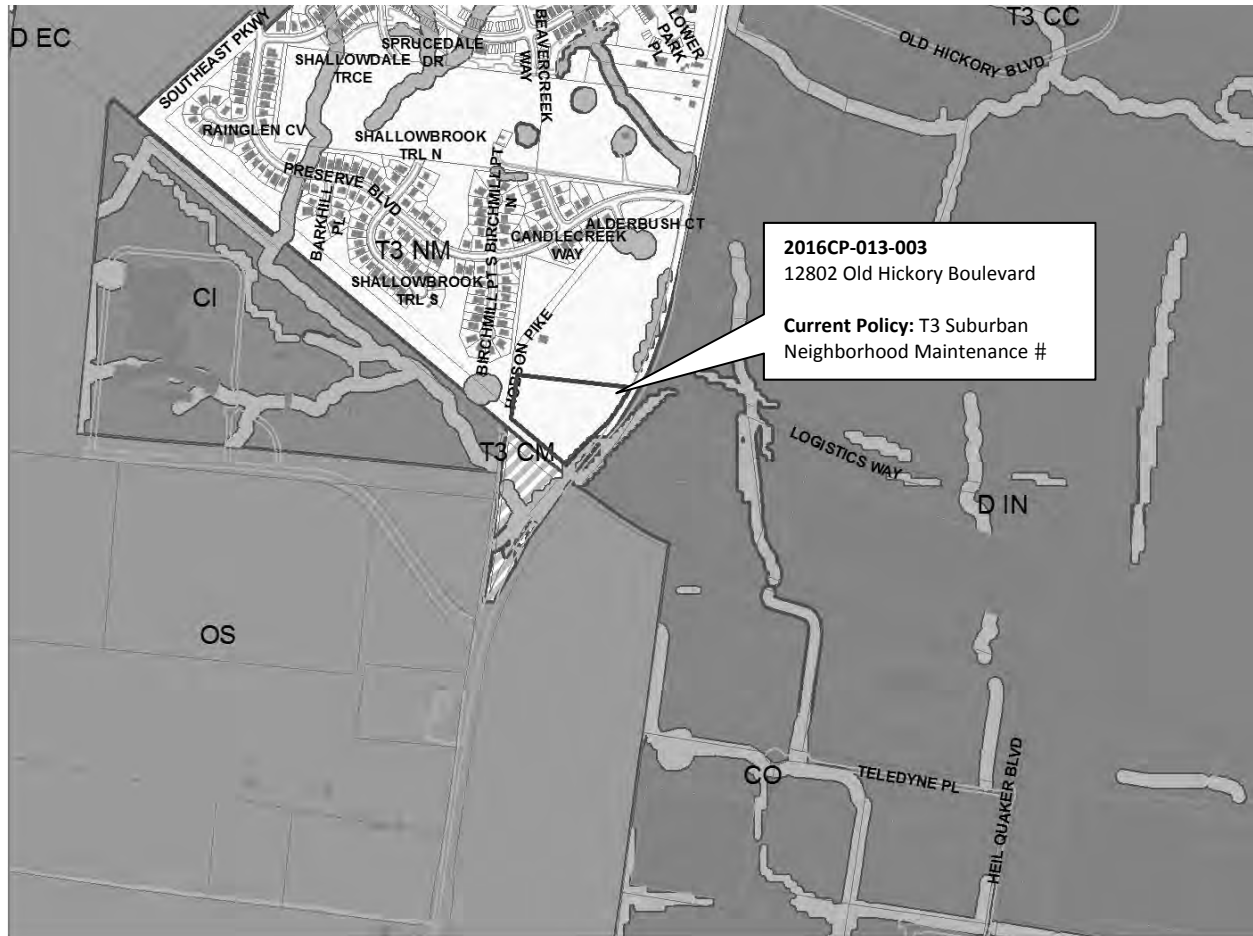
A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Mixed Residential (SP-MR) zoning for various properties located along 33rd Avenue North, 35th Avenue North, Trevor Street, and Delaware Avenue, south of Interstate 40 (4.75 acres), to permit a residential development with a maximum of 141 residential units including 27 detached units and 114 stacked flats.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral as requested by the applicant.



## Metro Planning Commission Meeting of 8/25/2016



### 2016CP-013-003

#### ANTIOCH – PRIEST LAKE COMMUNITY PLAN AMENDMENT

Map 175, Parcel(s) 032

13, Antioch - Priest Lake

32 (Jacobia Dowell)





<b>Project No.</b>	<b>Major Plan Amendment 2016CP-013-003</b>
<b>Project Name</b>	<b>Antioch – Priest Lake Community Plan</b>
<b>Associated Case</b>	2016SP-056-001
<b>Council District</b>	32 – Dowell
<b>School District</b>	06 – Hunter
<b>Requested by</b>	John Gore, Barge Cauthen and Associates, applicant; Tim and Melinda Smith, owners.

**Deferrals** This item was deferred from the August 11, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** McCullough  
**Staff Recommendation** *Disapprove.*

**APPLICANT REQUEST**

**Amend the Antioch Priest-Lake Community Plan by changing from T3 Neighborhood Maintenance to District Industrial.**

Major Plan Amendment

Amend the Antioch Priest-Lake Community Plan by changing from T3 Neighborhood Maintenance to District Industrial for property located at 12802 Old Hickory Boulevard, at the corner of Old Hickory Boulevard and Hobson Pike, (5.13 acres).

**ANTIOCH PRIEST LAKE COMMUNITY PLAN – AMENDMENT**

**Current Policy**

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential neighborhoods. 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. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

**Proposed Policy**

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

**BACKGROUND**

The property is immediately adjacent to a medium density residential subdivision on its western edge. Cane Ridge High School, constructed in 2008, is south of the site and is surrounded by land within an Open Space policy area. The east side of Old Hickory Boulevard is in District Industrial Policy, with several warehouse and distribution facilities of varying sizes.



## **Metro Planning Commission Meeting of 8/25/2016**

The properties west of Old Hickory Blvd. and north of the rail line – including the property under consideration – are in the T3 Suburban Neighborhood Maintenance policy (T3 NM). It is predominately developed with single and multi-family neighborhoods. The campus of Cane Ridge High School is in Civic policy, while properties surrounding the campus are Open Space, with a small area of T3 Suburban Mixed Use Corridor. The T3 Suburban Mixed Use Corridor property is vacant. There are areas of Conservation within each of the policy areas.

In May 2015, Mayor Karl Dean announced the purchase and preservation of approximately 600 acres of land adjacent to Cane Ridge High School for an anchor park for the southeast portion of the county. The critical need for additional open space in this rapidly developing area has been understood in recent years, and was included in the NashvilleNext general plan. This area, which is under Open Space policy, illustrates the city's commitment to improving quality of life in the southeast portion of Davidson County.

### **COMMUNITY PARTICIPATION**

A community meeting was held on August 4, 2016, at the Cane Ridge Elementary School, with no community members, two Planning Staff, and six persons representing the applicant.

### **ANALYSIS**

The subject property fronts onto Old Hickory Boulevard, a three-lane Suburban Mixed Use Arterial-Boulevard, as classified in the Major and Collector Street Plan. Arterial-Boulevards are medium- to high speed, high volume streets that serve longer trips within and between different communities within the city with access provided by driveways, alleys, or frontage roads. These roads are designed to balance access and mobility equally – in that access to property is of equal importance to moving people through an area. Old Hickory Boulevard is also classified as a scenic road, which pass through or connect areas of particular scenic significance or provide linkages between areas of historic, natural, cultural, or recreational importance. A bike lane is planned for this portion of the boulevard. These characteristics of the boulevard indicate that the area is intended for a less dense development pattern, balancing the needs of large trucks traveling to and from the industrial area with the needs of the suburban residential area.

The subject property is adjacent to two residential developments: The Preserve at Old Hickory, and Old Hickory Commons. While there are some instances in which District Industrial policy areas can be located adjacent to T3 Suburban Neighborhood Maintenance policy areas, the placement of these areas is subject to a determination of the potential impact on the neighboring community as well as the availability of land for adequate buffering between the policies. Examples of land uses that are appropriate for District Industrial policy but less likely to be appropriate adjacent to T3 Suburban Neighborhood Maintenance policy areas include: commercial, distribution, manufacturing, production, and storage.

Old Hickory Boulevard currently serves as a dividing line between the Neighborhood Maintenance Policy to the west and District Industrial to the east, creating two distinct development patterns on either side of the scenic boulevard. Additionally, the city's investment in almost 600 acres of land for dedicated open space and to provide an anchor park in the area seems in conflict with the request to move more land into District Industrial policy. There is approximately 2,075 acres of land within the immediate area within District Industrial policy, and while there are a number of large



## **Metro Planning Commission Meeting of 8/25/2016**

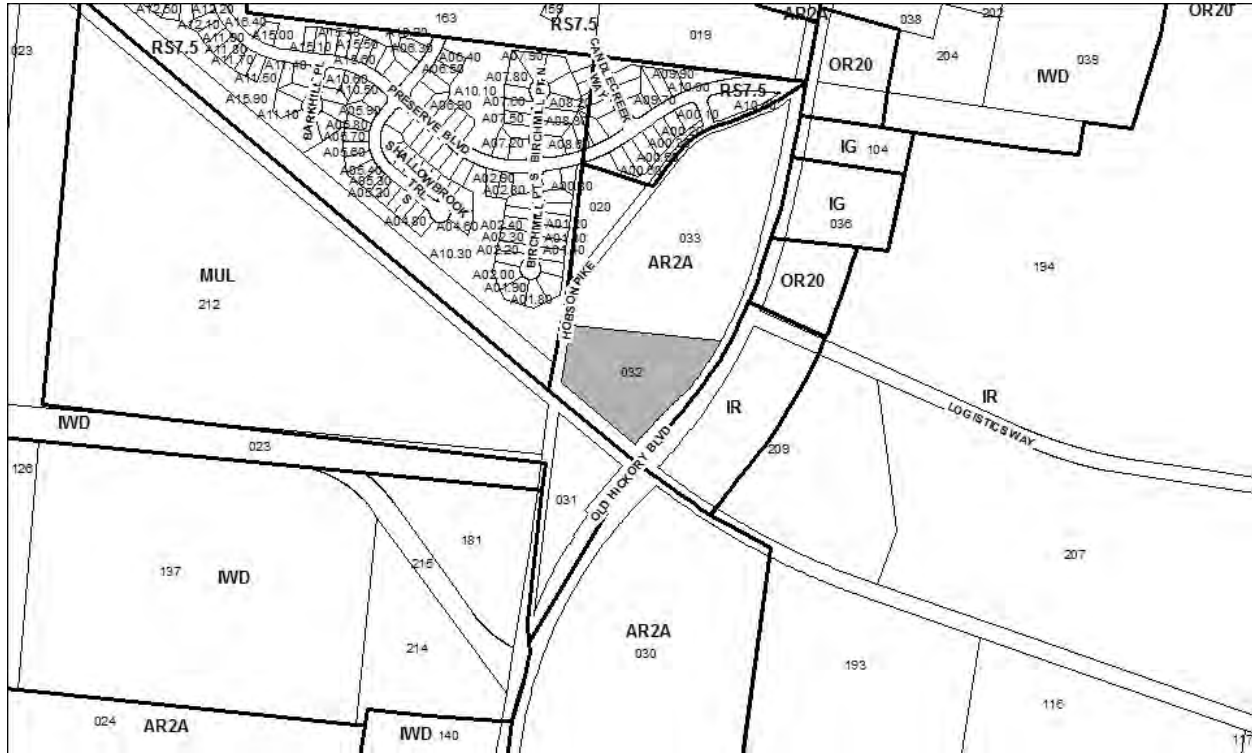
warehouses and distribution facilities within the areas, there are still several vacant parcels in the area of a similar size as the subject property.

### **STAFF RECOMMENDATION**

Staff recommends disapproval of the proposed amendment to the Antioch – Priest Lake Community Plan.



# Metro Planning Commission Meeting of 8/25/2016



**2016SP-056-001**  
COLORBURST SP  
Map 175, Parcel(s) 032  
13, Antioch - Priest Lake  
32 (Jacobia Dowell)



<b>Project No.</b>	<b>Specific Plan 2016SP-056-001</b>
<b>Project Name</b>	<b>Colorburst SP</b>
<b>Associated Case</b>	2016CP-013-002
<b>Council District</b>	32 – Dowell
<b>School District</b>	6 – Hunter
<b>Requested by</b>	Barge Cauthen & Associates, applicant; Tim and Melinda Smith, owners.

**Deferrals** This item was deferred from the August 11, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Disapprove.*

**APPLICANT REQUEST**

**Zone change to permit a building contractor supply use.**

Preliminary SP

A request to rezone from Agricultural and Residential (AR2a) to Specific Plan – Industrial (SP-IND) zoning for property located at 12802 Old Hickory Boulevard, approximately 100 feet southwest of Logistics Way, (5.2 acres), to permit a building contractor supply use.

**Existing Zoning**

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

**Proposed Zoning**

Specific Plan-Industrial (SP-IND) 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 industrial uses.

**CRITICAL PLANNING GOALS**

N/A

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

**Existing Policy**

Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban neighborhoods. 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. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.



# Metro Planning Commission Meeting of 8/25/2016



**Proposed Site Plan**



## Metro Planning Commission Meeting of 8/25/2016

### **Proposed Policy**

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

### Consistent with Policy?

The proposed SP is inconsistent with the existing T3 Neighborhood Maintenance policy as the T3NM policy is a residential policy and does not support industrial uses. The SP is consistent with the requested District Industrial (D IN) policy. However, staff is recommending disapproval of the policy change as Old Hickory Boulevard serves as the dividing line between the existing District Industrial policy to the east and the Neighborhood Maintenance policy to the west.

### **REQUEST DETAILS**

The subject site is located on the west side of Old Hickory Boulevard. A CSX railroad borders the southern property line. Cane Ridge High School is just south of the tracks. The adjacent property to the north is vacant and zoned AR2a, and the property to the west is zoned RS7.5, and is open space for an existing single-family residential development. The property on the opposite side of Old Hickory Boulevard is zoned IR, and includes a warehouse for TCi Tire Centers. There are also other industrial districts and office districts on the east side of Old Hickory Boulevard just north of the site.

### Site Plan

The plan calls for the property to be used for a contractor supply use. The plan includes a one-story, 5,000 square foot office building. It provides an area for parking and vehicular storage. The plan has a 30 foot wide "D" landscape buffer along the northern and western property lines. Access into the site is shown from one drive from Old Hickory Boulevard. The plan limits the hours of operation from 6 AM to 6 PM.

### **ANALYSIS**

The proposed SP rezoning to allow for an industrial use is inconsistent with the T3 Neighborhood Maintenance land use policy and is inconsistent with the existing development pattern and land uses on the western side of Old Hickory Boulevard. Staff is recommending disapproval of the associated policy change, as Old Hickory Boulevard serves as an appropriate dividing line between the existing District Industrial Policy and the existing T3 Neighborhood Maintenance policy. Furthermore, Public Works has not recommended approval of the plan at the time of the staff report.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approved**



## Metro Planning Commission Meeting of 8/25/2016

### WATER SERVICES RECOMMENDATION

#### Approved with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### PUBLIC WORKS RECOMMENDATION

#### Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Submit a dimension site plan, sealed by a professional engineer licensed in the state of Tennessee.
- Indicate the installation of MPW standard ST-324 driveway ramps and standard curb and gutter located on the existing EOP.
- If sidewalks are required, then they should be shown and labeled on the plan per Public Works standards with the required curb and gutter and grass strip to comply with the MCSP. Indicate installation of curb and gutter, grass strip, and sidewalk within ROW.
- Indicate solid waste plan – dumpster and recycling container locations.
- Submit a sight distance evaluation.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approved with conditions

- Provide adequate sight distance at access drive. A TIS may be required prior to final SP.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	5.2	0.5 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Building Contractor Supply	5.2	-	5,000 sq. ft.	254	13	22

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+234	+11	+19





## Metro Planning Commission Meeting of 8/25/2016

### STAFF RECOMMENDATION

Staff recommends disapproval as the proposed zoning is inconsistent with the T3 Neighborhood Maintenance policy and not all agencies have recommended approval.

### CONDITIONS (if approved)

1. Uses are limited to a building contractor supply.
2. Provide eight foot wide sidewalk and six foot planting strip along Old Hickory Boulevard.
3. The maximum floor area for any associated office structure is 5,000 square feet.
4. 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 IWD zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**NO SKETCH**



**Project No.**  
**Council Bill**  
**Council District**  
**School District**  
**Requested by**

**Text Amendment 2016Z-011TX-001**  
BL2016-265  
Countywide  
Countywide  
Councilmember Mina Johnson

**Deferrals**

This request was deferred from the June 23, 2016, the July 14, 2016, and the July 28, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Swaggart  
*Defer to the October 27, 2016, Planning Commission meeting.*

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**APPLICANT REQUEST**

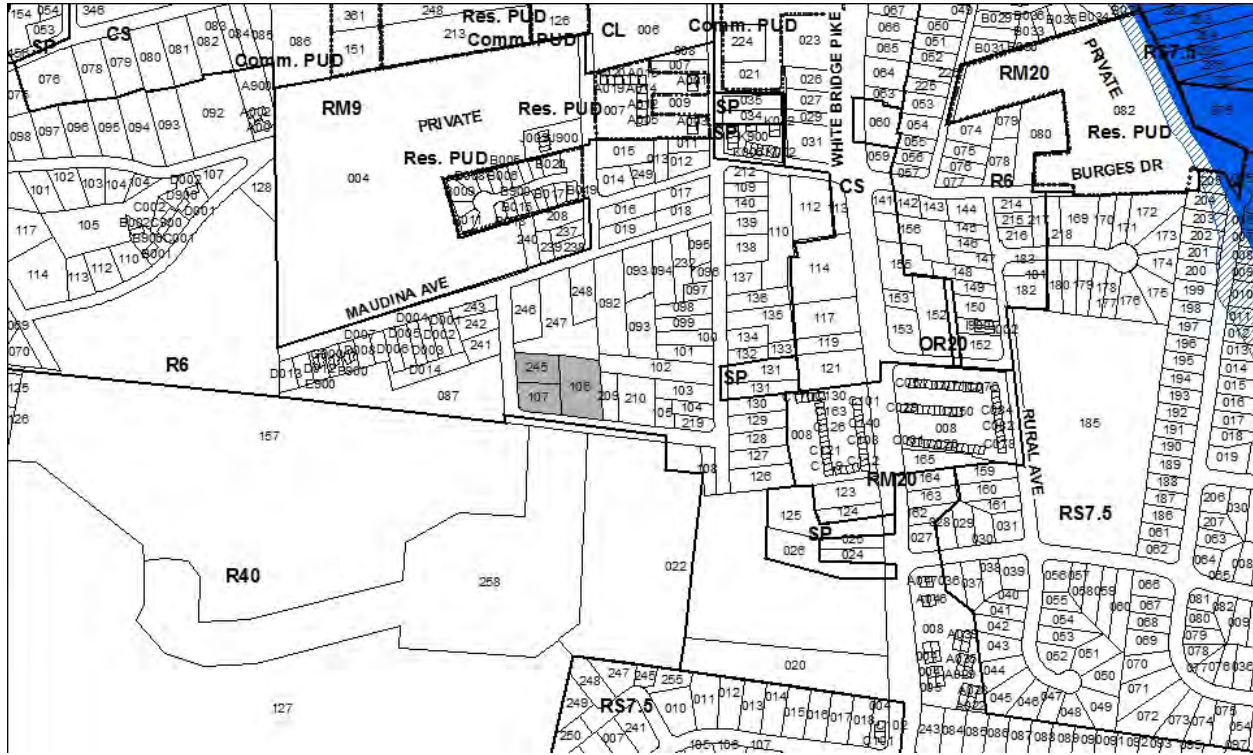
**Amend Chapters 17.40.120 of the Metropolitan Code, Zoning Regulations, pertaining to the inactivity of Planned Unit Developments.**

**STAFF RECOMMENDATION**

Staff recommends deferral to the October 27, 2016, Planning Commission meeting.



# Metro Planning Commission Meeting of 8/25/2016



**2015SP-099-001**  
DEMOSS ROAD SP  
Map 103-02, Parcel(s) 106-107, 245  
07, West Nashville  
20 (Mary Carolyn Roberts)



**Project No.** Specific Plan 2015SP-099-001  
**Project Name** Demoss Road SP  
**Council District** 20 – Roberts  
**School District** 9 – Frogge  
**Requested by** Dale & Associates, applicant; Henry S. Hood, owner.

**Deferrals** This request was deferred from the December 10, 2015, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**

**Zone change to permit up to 14 residential units.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning for properties located at 105 and 107 Demoss Road and Demoss Road (unnumbered), approximately 330 feet south of Maudina Avenue (1.37 acres), to permit up to 14 residential units.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of nine lots with two duplex lots for a total of 11 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.

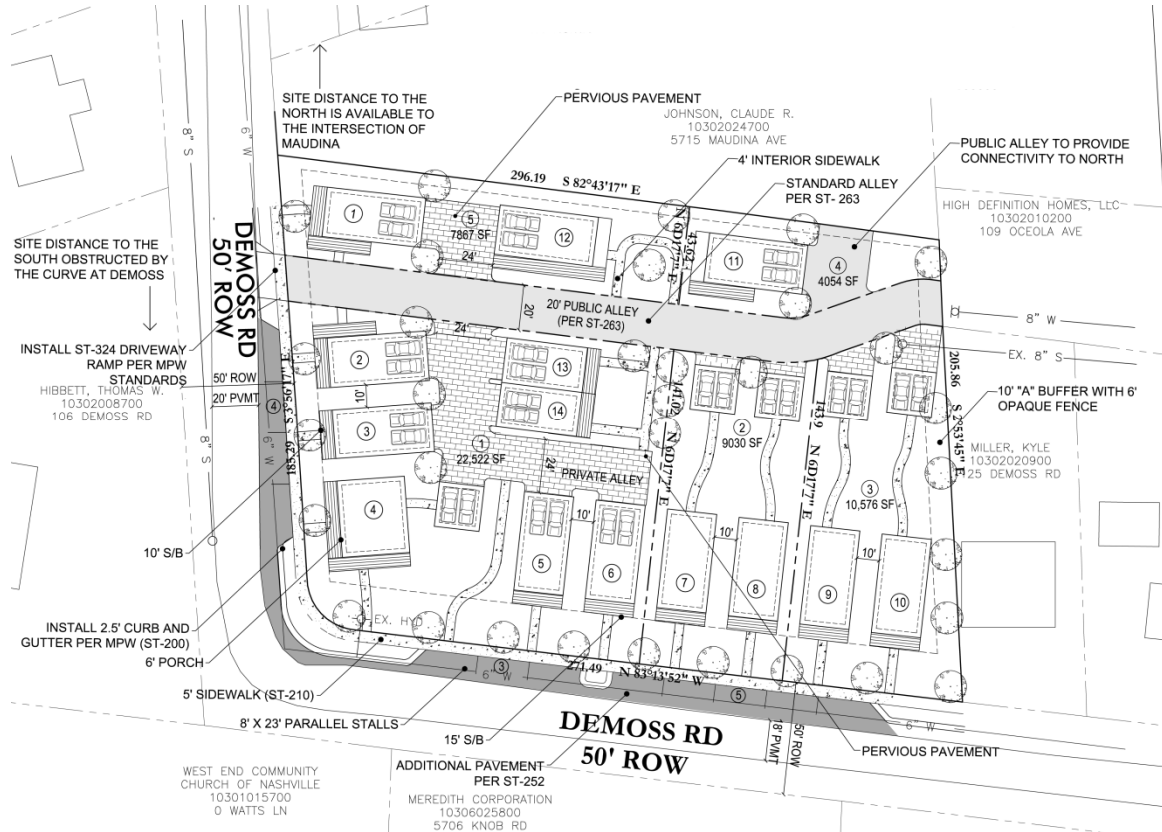
**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods

The proposed development meets several critical planning goals. The surrounding area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development in areas 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 plan calls for adequate public sidewalks as well as internal sidewalks, which foster walkable neighborhoods. The plan also provides an alley connection to a similar project that was previously approved to the east.



# Metro Planning Commission Meeting of 8/25/2016



## Proposed Site Plan



## Metro Planning Commission Meeting of 8/25/2016

### **WEST NASHVILLE COMMUNITY PLAN**

Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

#### Consistent with Policy?

Yes. The proposed SP is consistent with the T3 NE policy. The plan would add an additional housing type in the area while maintaining the existing character by providing similar setbacks to other homes in the area. The plan also works with a previously approved SP to the east. The previous plan included an alley with some alley units. This plan calls for the extension of the alley as well as alley homes similar to the adjacent plan. The plan provides sidewalks along Demoss Road which is consistent with the policy goal of creating walkable neighborhoods.

### **PLAN DETAILS**

The 1.37 acre site is located at the northeast bend of Demoss Road. It consists of two vacant parcels, and one parcel that contains a single-family home.

#### Site Plan

The plan calls for a total of 14 units. Twelve units are detached and two units are attached. The detached units are located along Demoss Road and the proposed alley. The attached units are also located along the alley. The plan requires that all units have raised foundations.

All units are accessed from a new proposed alley. The alley will extend from Demoss Road, to a proposed alley to the east. Each unit is provided a two car garage and formal on street parking is also provided. Sidewalks are provided along Demoss Road.

### **ANALYSIS**

The proposed SP provides a walkable urban design that is consistent with the proposed T4 NE policy and meets several critical planning goals.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES RECOMMENDATION**

#### **Approved with conditions**

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.



## Metro Planning Commission Meeting of 8/25/2016

### PUBLIC WORKS RECOMMENDATION

#### Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Submit copy of recorded ROW dedication prior to building permit signoff by MPW.
- Comply with MPW Traffic Engineer conditions

### TRAFFIC & PARKING RECOMMENDATION

#### Approved with conditions

- Provide adequate curve radius on Demoss Rd with additional pavement for smooth transition thru curve.
- Apply to T&P to restrict on street parking along western lot frontage or provide bulbed in parking.
- Provide adequate sight distance at driveways.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.37	7.26 D	11 U*	106	9	12

\*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 (210)	1.37	-	14U	154	12	17

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 3 U	+48	+3	+5

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP- R zoning district would not generate any additional students than what is typically generated under the existing R6 zoning district. Students would attend Charlotte Park Elementary, H.G. Hill Middle School and Hillwood High School. There is capacity for additional elementary and high school students; however, there is no additional capacity for middle school students. This information is based upon data from the school board last updated March 2016.





## Metro Planning Commission Meeting of 8/25/2016

### **AFFORDABLE AND WORKFORCE HOUSING REPORT**

1. Will this project include any affordable or workforce housing units? It is not intended at this time, but would be available for discussion.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

### **STAFF RECOMMENDATION**

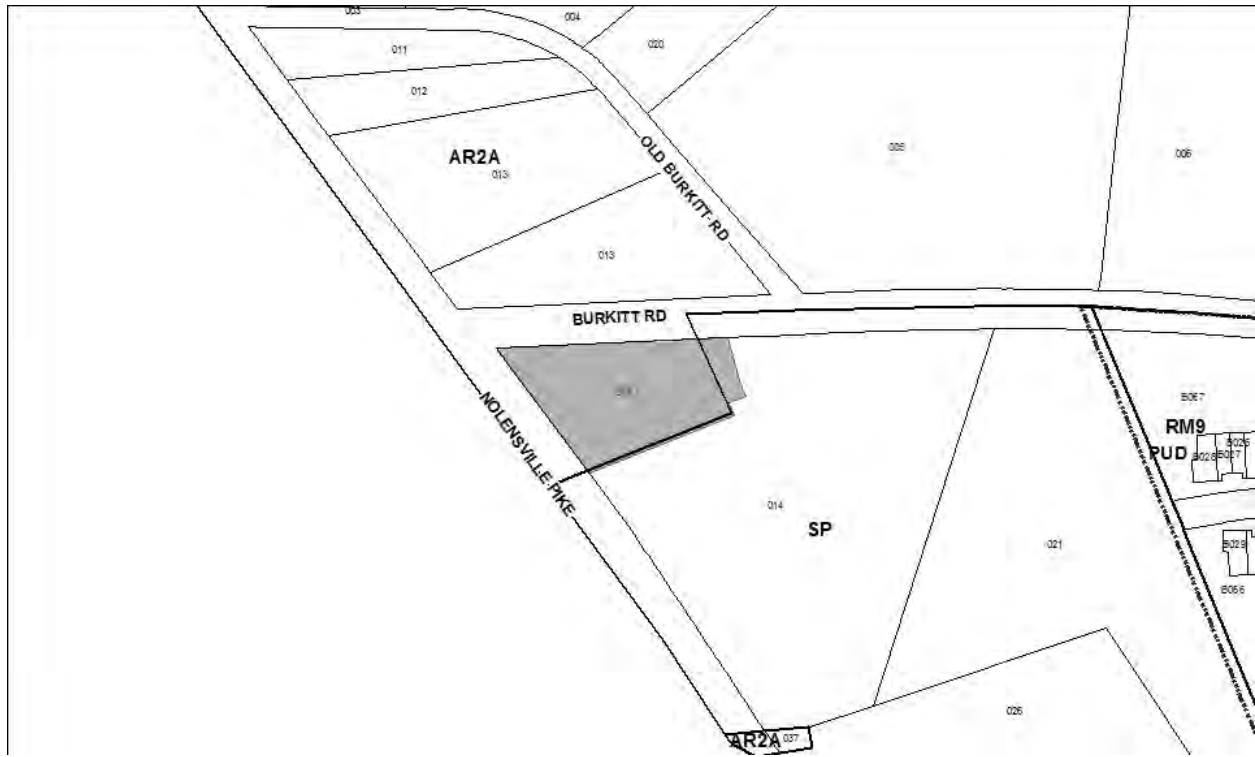
Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Uses in the SP shall be limited to 14 residential units.
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 RM15-A zoning district as of the date of the applicable request or application.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



# Metro Planning Commission Meeting of 8/25/2016



**2016SP-031-001**  
BURKITT ROAD RETAIL SP  
Map 186, Parcel(s) 014  
12, Southeast  
31 (Fabian Bedne)



**Project No.** Specific Plan 2016SP-031-001  
**Project Name** Burkitt Road Retail SP  
**Council District** 31 – Bedne  
**School District** 2 – Brannon  
**Requested by** Southeast Venture LLC, applicant; Magnolia Properties, owners.

**Deferrals** This request was deferred from the May 12, 2016, the May 26, 2016, the June 9, 2016, and the July 14, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer indefinitely.*

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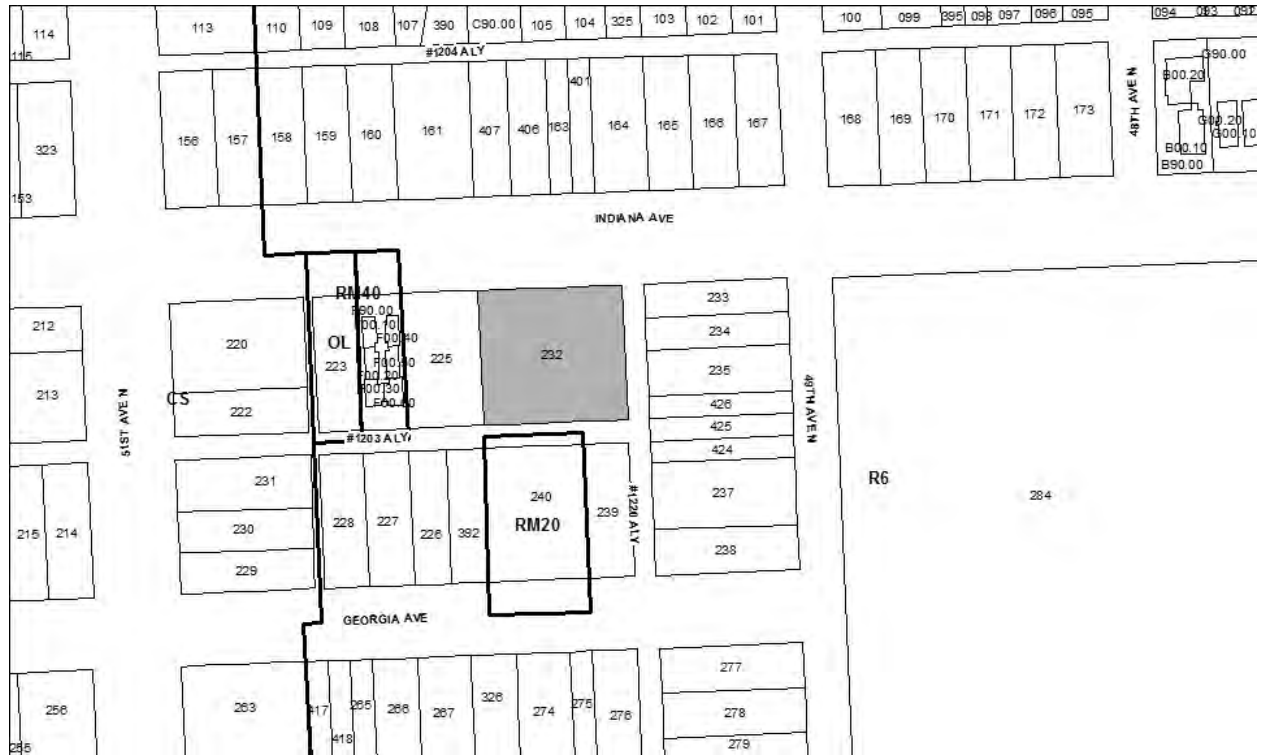
**APPLICANT REQUEST**  
**Zone change to permit a commercial development.**

Preliminary SP  
A request to rezone from Agricultural and Residential (AR2a) to Specific Plan-Commercial (SP-C) for property located at Nolensville Pike (unnumbered), at the southeast corner of Burkitt Road and Nolensville Pike (1.5 acres), to permit a 10,015 square foot commercial development.

**STAFF RECOMMENDATION**  
Staff recommends indefinite deferral as requested by the applicant.



# Metro Planning Commission Meeting of 8/25/2016



**2016NL-001-002**  
ESTEPP LLC NEIGHBORHOOD LANDMARK  
Map 091-11, Parcel(s) 232  
07, West Nashville  
20 (Mary Carolyn Roberts)



**Project No.** Neighborhood Landmark 2016NL-001-002  
**Project Name** Estep LLC Neighborhood Landmark  
**Council District** 20 - Roberts  
**School District** 01 - Gentry  
**Requested by** Jeff Estep, LLC, applicant and owner.

**Deferral** This request was deferred from the August 11, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Deus  
**Staff Recommendation** Approve with conditions.

**APPLICANT REQUEST**

**Permit office and retail uses within the existing structure.**

Neighborhood Landmark Final Site Plan

A request for final site plan approval for property located at 4909 Indiana Avenue, approximately 190 feet southwest of 49th Avenue North, zoned One and Two-Family Residential (R6) (0.55 acres), to permit office and retail uses.

**Existing Zoning**

One and Two-Family Residential Districts (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 6 units.

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

**CRITICAL PLANNING GOALS**

N/A

**HISTORY**

In 2016, Metro Council approved BL2016-766, which created a Neighborhood Landmark Overlay District for property located at 409 Indiana Avenue. This designation recognizes the unique characteristics that a structure has contributed to the community and identifies the feature as a critical component of the neighborhood context and structure.

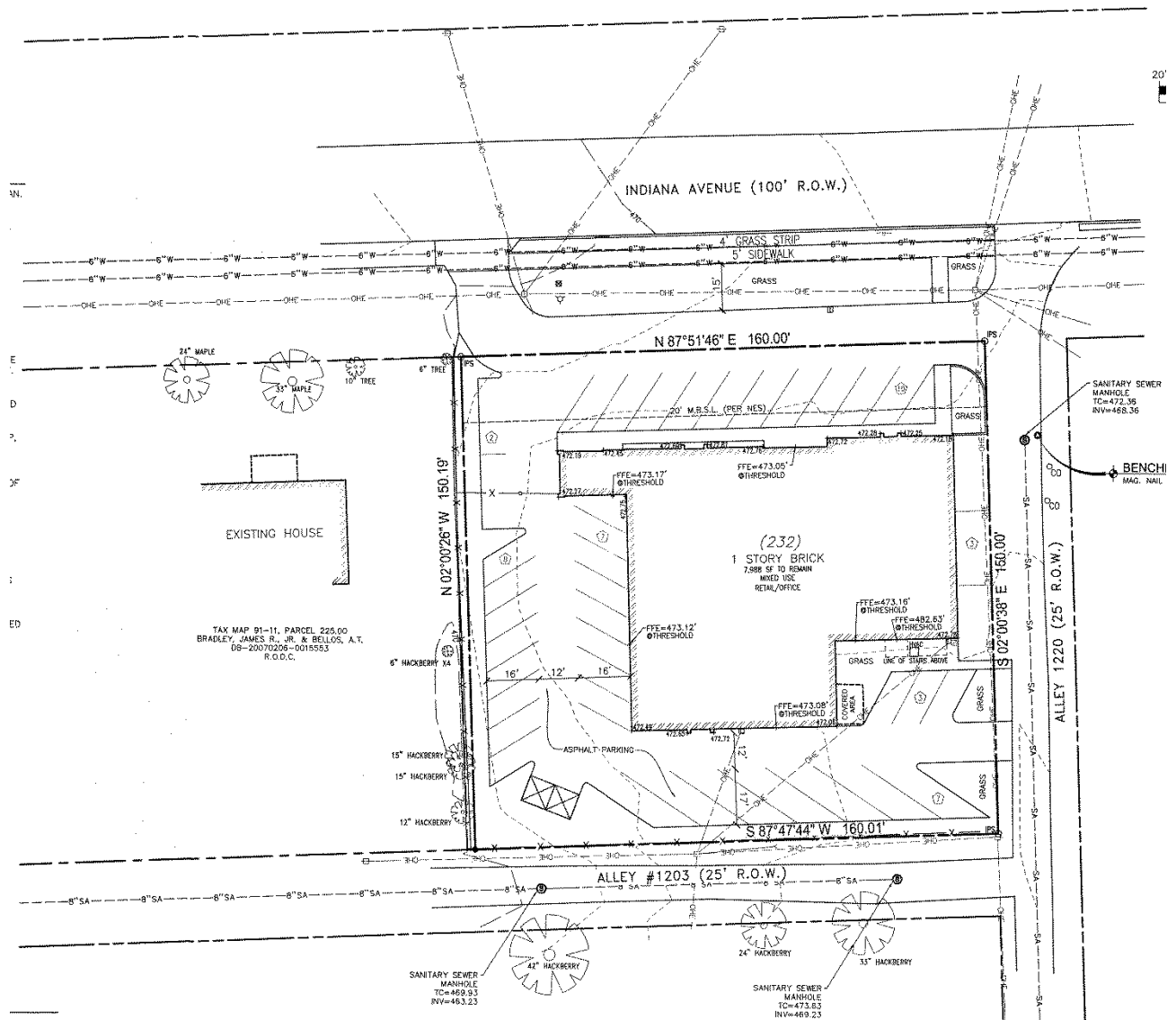
The existing structure was completed in 1955 as the Church of God and served The Nations community for over six decades. In 2016, the property was acquired by a new owner with the intent of preserving the existing structure.

**PLAN DETAILS**

This request proposes to allow for office and retail uses within the existing 7,988 square foot structure.



# Metro Planning Commission Meeting of 8/25/2016



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## Proposed Site Plan



## **Metro Planning Commission Meeting of 8/25/2016**

Currently, the structure is surrounded by asphalt with parking and traffic circulation occurring within the right-of way and modest landscaping throughout the site. The applicant has proposed to redevelop the forty feet of right-of-way from back of curb to the property line which currently consists of a five foot sidewalk with no grass strip and asphalt. The redevelopment would bring the sidewalk to local standards including a five foot sidewalk and four foot planting strip and additionally include a 15 foot green space behind the sidewalk. The applicant has also included a direct pedestrian connection to the public sidewalk from the structure.

There are currently various vehicular access points throughout the property, including three curb cuts along Indiana Avenue. The applicant has proposed to limit vehicular access to one curb cut along Indiana Avenue and the remaining points would come off the adjacent alley (#1220). The applicant is meeting the parking standards of the Zoning Code and parking would be generally located to the side and the rear of the structure. One row of parking is being proposed in the front of the building.

The applicant has also provided appropriate landscape buffer on the western property line to screen the adjacent residentially used property. Additional landscaping is provided throughout the site.

### **ANALYSIS**

A Neighborhood Landmark Development Plan requires approval by the Planning Commission and must comply with design standards to ensure the compatibility of the NL district with surrounding uses.

There are no exterior alterations to the structure being proposed. The applicant is requesting approval of retail and office uses within the existing structure. This request is proposing a maximum of 7,988 square feet of retail and office uses.

The Zoning Code allows land uses not permitted under the underlying zoning district, which in this instance is R6, provided that the Commission determines that they are compatible and sensitive to abutting properties. Staff finds that office and retail are compatible within this Neighborhood Landmark due to the property's proximity to a commercially zoned corridor and the urban character of the overall neighborhood.

This plan meets parking standards and new parking spaces are located in a manner that does not disrupt the continuity of the neighborhood context. As mentioned, generally, parking spaces are being proposed to the rear and side of the existing structure and one row in the front of the building with one access point onto Indiana Avenue and onto an existing alley (#1220). Signage standards shall meet the CN zoning requirements and be limited to 24 square feet; no pole or monument signs are permitted.

This proposal continues to identify the feature as a critical component of the neighborhood and allows the structure to contribute to the surrounding community.

### **FIRE MARSHAL RECOMMENDATION**

N/A



## **Metro Planning Commission Meeting of 8/25/2016**

### **STORMWATER RECOMMENDATION**

#### **Approved**

- SW Review during building permit application.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approved**

### **WATER SERVICES RECOMMENDATION**

#### **Approved**

- As the required capacity fees have been paid, MWS recommends approval of the latest Final Site Plan revision (stamped received July 27, 2016).

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Retail/office uses shall be limited up to a maximum of 7,988 square feet.
2. Prior to issuance of a Use and Occupancy (U&O) permit, sidewalk shall be modified to a 5 foot sidewalk and a 4 foot planting strip along Indiana Avenue.
3. Vehicular access along Indiana Avenue shall be limited to the one existing curb cut shown on the site plan.
4. There shall be no pole or monument signs, all other signs shall meet the CN zoning requirements and be limited to 24 square feet.
5. The building permit plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/25/2016



**2016S-062-001**  
NOLAN COURT SUBDIVISION  
Map 161-04, Parcel(s) 065  
12, Southeast  
27 (Davette Blalock)



**Project No.** 2016S-062-001  
**Project Name** Nolan Court Subdivision  
**Council District** 27 – Blalock  
**School District** 2 – Brannon  
**Requested by** HFR Design, Inc., applicant; Nolan Capital, LLC, owner.

**Deferrals** This request was deferred from the March 24, 2016, and the April 14, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Disapprove.*

**APPLICANT REQUEST**

**Create four lots.**

Final Plat

A request for final plat approval to create four lots on properties located at 5114 Nolensville Pike and Raywood Lane (unnumbered), approximately 440 feet north of April Lane, zoned Commercial Service (CS) and Single-Family Residential (RS10) (1.35 acres).

History

This request was last deferred from the April 14, 2016, Planning Commission meeting at the applicant. The lot layout has not changed, but the applicant has proposed conditions for the plat in an attempt to make the proposed lots harmonious with surrounding lots. These conditions are outlined in the analysis section of this report.

**Existing Zoning**

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

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

**CRITICAL PLANNING GOALS**

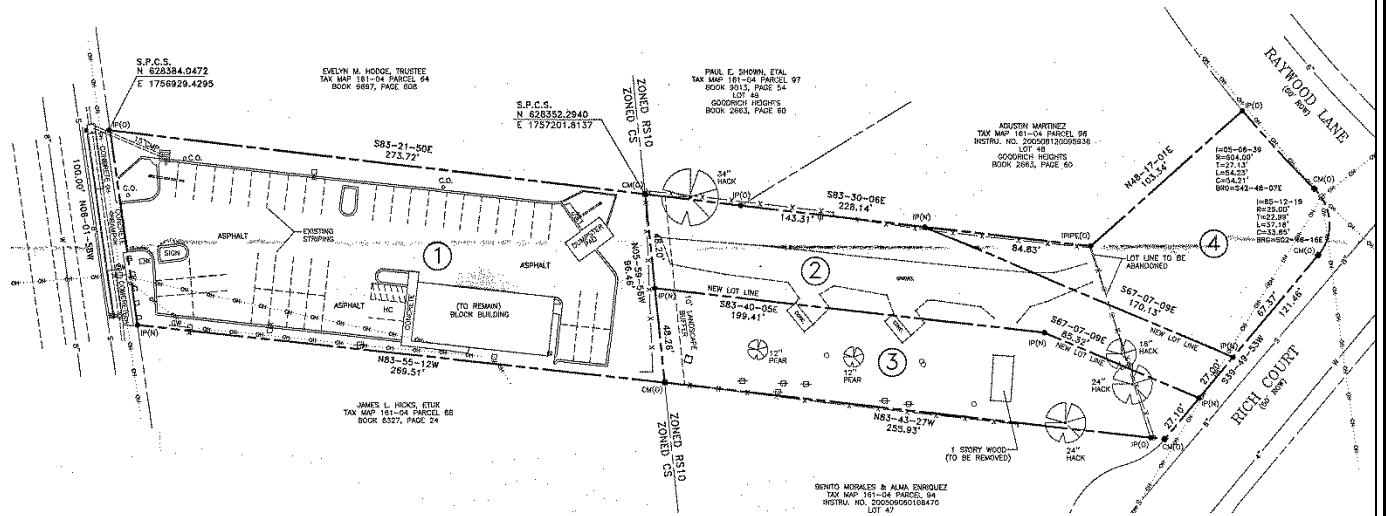
N/A

**PLAN DETAILS**

The request is for final plat approval to create four lots from two existing parcels totaling approximately 1.14 acres. One of the existing parcels fronts Nolensville Pike, and the second parcel, which is a reserve parcel, is located at the southwest corner of Raywood Lane and Rich Court. The parcel that fronts Nolensville Pike is split-zoned with the front portion zoned CS and the back portion zoned RS10. As proposed, Lot 1 fronts onto Nolensville Pike and is zoned CS. The other three lots front onto Raywood Lane or Rich Court and are zoned RS10.



# Metro Planning Commission Meeting of 8/25/2016



Proposed Site Plan



## Metro Planning Commission Meeting of 8/25/2016

Section 3-5.2 of the Subdivision Regulations requires that newly created lots in residential areas that are previously subdivided and predominately developed must be comparable to surrounding lots in regards to area and frontage. The proposed lot that fronts onto Nolensville Pike and is zoned CS does not have to meet this requirement. The three lots within the RS10 district along Raywood Lane and Rich Court do not meet the compatibility requirement. The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations, under which the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria, if the subdivision can provide for harmonious development within the community. As proposed, the lots will have the following area and frontages:

- Lot 1 (Nolensville Pk.): 25,951 Sq. Ft., (0.59 Acres), and 100 Ft. of frontage;
- Lot 2 (Rich Court): 11,324 Sq. Ft., (0.0.26 Acres), and 27 Ft. of frontage.
- Lot 3 (Rich Court): 11,816 Sq. Ft., (0.0.27 Acres), and 27 Ft. of frontage.
- Lot 4 (Corner of Raywood Lane and Rich Court): 10,011 Sq. Ft., (0.23 Acres), and 76 Ft. of frontage on Raywood Lane and 90 Ft. on Rich Court

Sidewalks are required along Raywood Lane and Rich Court and the plat identifies the required five foot sidewalk on the plat. The plat also contains a note that indicates that no building permits can be issued until the required sidewalk is constructed or a payment in-lieu of construction of the sidewalk has been made. Since Lot 1 is zoned CS, sidewalks are not required with this subdivision plat, but would be required at the time of development per Metro Zoning Code requirements.

### **ANALYSIS**

#### Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Neighborhood Maintenance policy area. Lot 1 is zoned CS and is within a T3 CM policy is not required to meet the lot comparability requirements. Staff reviewed the final plat for the three residential lots within the T3 NM policy against the following criteria as required by the Subdivision Regulations:

#### Zoning Code

All three lots meet the minimum standards of the RS10 zoning district.

#### Street Frontage

All three lots have frontage on a public street.

#### Density

The T3 NM policy does not specify density limitations.

#### Community Character

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.

The minimum lot frontage for any new lot along Raywood Lane is 90.3 feet, and 41.3 feet along Rich Court which are 70% of the average of the parcel frontage of the surrounding parcels. Lot 4 has 76 feet of frontage along Raywood Lane and 90 feet of frontage along Rich Court. Lot 1 has



## Metro Planning Commission Meeting of 8/25/2016

sufficient frontage along Rich Court, but it does not meet the community character for lot frontage along Raywood Lane.

The minimum lot frontage for any new lot along Rich Court is 41.3 feet which is 70% of the average of the parcel frontage of the surrounding parcels. Lot 2 and Lot 3 have approximately 27 feet of frontage along Rich Court, and therefore, they do not meet the community character for lot frontage.

<b>Lot Frontage Analysis (Raywood Lane)</b>	
Minimum Proposed	76'
<b>70% of Average</b>	<b>90.3'</b>
Smallest Surrounding Parcel	75'

<b>Lot Frontage Analysis (Rich Court)</b>	
Minimum Proposed	27'
<b>70% of Average</b>	<b>41.3'</b>
Smallest Surrounding Parcel	27'

2. Lot size: The proposed lots must have a lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater.

The minimum lot area for any new lot along Raywood Lane is 17,685 square feet, which is 70% of the average of the parcel area of the surrounding parcels. Lot 4 is 10,011 square feet in size, and does not meet the community character for lot area along Raywood Lane.

The minimum lot area for any new lot along Rich Court is 10,916 square feet, which is 70% of the average of the parcel area of the surrounding parcels. The minimum lot area for Lot 2 and Lot 3 is 11,816 square feet; therefore, the lots meet the community character for lot area on Rich Court.

Lot 4 is 10,011 square feet in size, and therefore, it does not meet the community character for lot area along Rich Court.

<b>Lot Area Analysis (Raywood Lane)</b>	
Minimum Proposed	10,011 sq. ft.
<b>70% of Average</b>	<b>17,685 sq. ft.</b>
Smallest Surrounding Parcel	16,988 sq. ft.

<b>Lot Area Analysis (Rich Court)</b>	
Minimum Proposed	11,324 sq. ft.
<b>70% of Average</b>	<b>10,916</b>
Smallest Surrounding Parcel	10,890

3. Street setback: Per the Zoning Code, the street setback shall be a contextual setback that considers the minimum setbacks of houses on surrounding lots on the same block face.

Lots along Raywood Lane include platted front setbacks. The existing lot adjacent to Lot 4 has a 50 foot platted setback. As proposed Lot 4, which is located along Raywood Lane does not include a 50 foot setback, and is not consistent with the setback requirement.

Due to the narrowness and configuration of Lots 2 and 3 along Rich Court it is likely that any home on these lots would have to be setback further than the existing homes on Rich Court and would not be consistent with the development pattern.



## Metro Planning Commission Meeting of 8/25/2016

4. Lot orientation: Lots shall be consistent with the surrounding parcels.

The lot configuration for Lot 2 and Lot 3, which are located along Rich Court, would permit homes to be oriented to Rich Court. Lot 4, which is located at the corner of Raywood Lane and Rich Court, could have a home oriented to Raywood Lane, consistent with the neighboring home to the north. The home on the opposite corner of Raywood Lane and Rich Court is oriented to the corner. A home on Lot 4 facing the corner would be more consistent with the existing development pattern. If Lot 4 were to meet the platted setback of the adjacent home to the north, then the setbacks would likely not permit a home to be oriented to the corner consistent with the orientation of the home on the opposite corner.

### Agency Review

All agencies have recommended approval.

### Harmony of Development

The proposed subdivision for lots two, three and four do not meet the Community Character criteria. However, the Planning Commission may grant approval if it determines that the subdivision provides for the harmonious development of the community. The applicant has proposed the following conditions/notes on the plat:

1. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to between the primary structure and the street.
2. Shared access shall be provided for lots two and three by a single driveway not to exceed 14 feet in width. A second drive onto Rich Court shall not be permitted.
3. A raised foundation of 18"- 36" is required for all residential structures.
4. Height is limited to two stories in 35 feet.
5. Lot 4 is to be oriented to the corner of Raywood Lane and Rich Court.

Staff does not find that the proposed conditions make the lots harmonious with the surrounding lots.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

#### **Conditions if approved**

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local.
- Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
- Construction plans must also be submitted that address any related drainage improvements, grading, utility relocation(s), and tree removal. A permit is required from The Department of Public Works prior to commencing any work within the right-of-way.



## **Metro Planning Commission Meeting of 8/25/2016**

### **STORMWATER RECOMMENDATION**

**Approved**

### **TRAFFIC & PARKING RECOMMENDATION**

**No exception taken**

### **WATER SERVICES RECOMMENDATION**

**Approved**

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the request does not meet the infill subdivision requirements as outlined in Section 3-5 of the Subdivision Regulations.

### **CONDITIONS (if approved)**

1. Add the following note to the plat: "The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone."
2. A platted setback of 50' along Raywood Lane shall be shown on the plat.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/25/2016



**2016S-136-001**  
2811 WIMBLETON  
Map 117-09, Parcel(s) 046  
10, Green Hills - Midtown  
25 (Russ Pulley)



**Project No.** Concept Plan 2016S-136-001  
**Project Name** 2811 Wimbledon  
**Council District** 25 - Pulley  
**School District** 08 - Pierce  
**Requested by** Dale & Associates, Inc., applicant; Elliott Jones, owner.

**Deferrals** This request was deferred from the July 14, 2016, the July 28, 2016, and the August 11, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Sharp  
**Staff Recommendation** *Disapprove.*

**APPLICANT REQUEST**

**Create two lots.**

Concept Plan

A request for concept plan approval to create two lots on property located at 2811 Wimbledon Road, at the southeast corner of Wimbledon Road and Hilldale Drive, zoned One and Two-Family Residential (R10) and One and Two-Family Residential (R20) (1.78 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 including 25 percent duplex lots. *R10 would permit a maximum of 7 lots with 1 duplex lot for a total of 8 units.*

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. The R20 zoning covers only a small area of the southernmost lot.

**CRITICAL PLANNING GOALS**

N/A

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

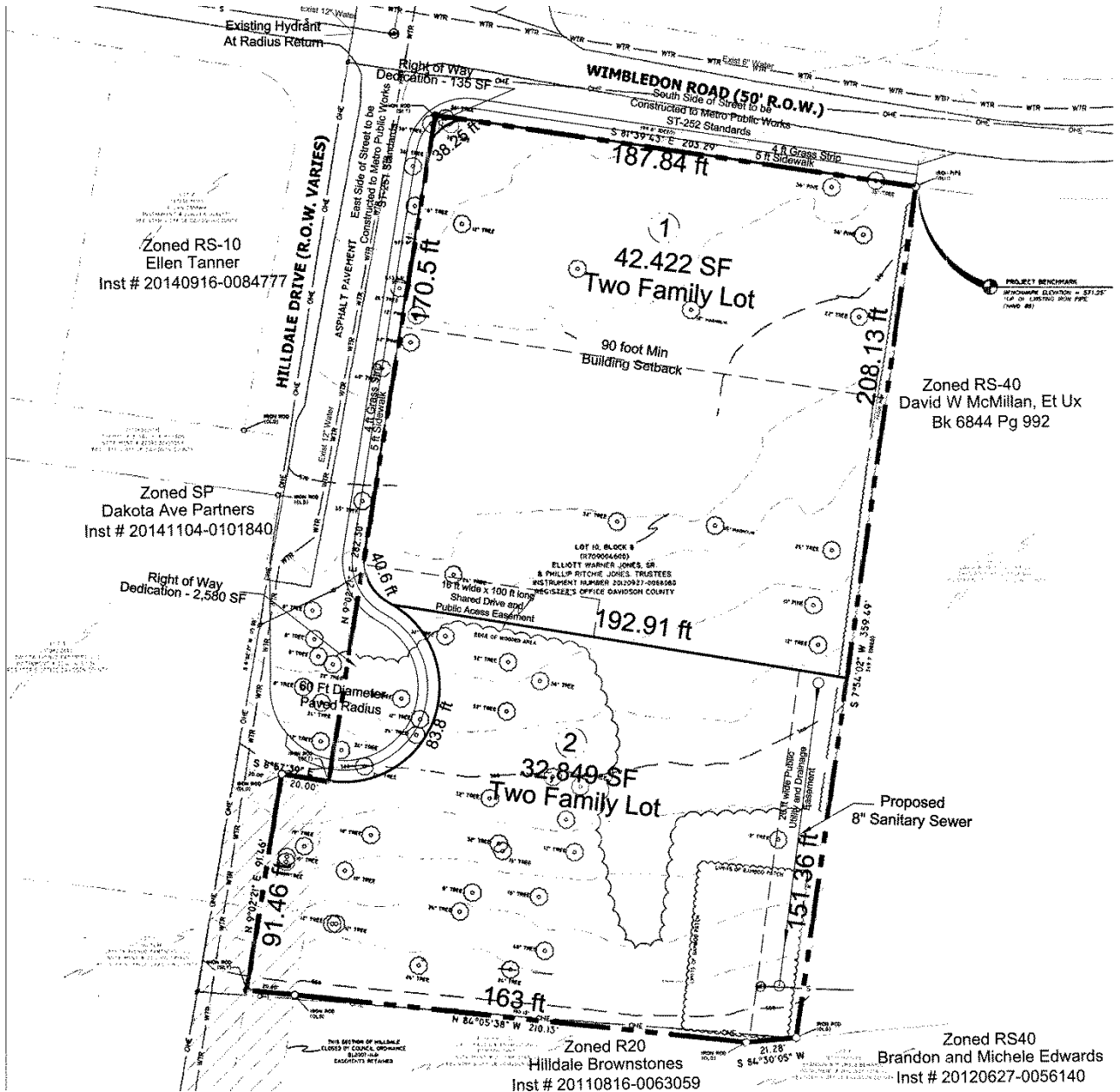
T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

**PLAN DETAILS**

This request is for concept plan approval to create two lots on property located at 2811 Wimbledon Road, at the southeast corner of Wimbledon Road and Hilldale Drive. Section 3-5.2 of the Subdivision Regulations require that newly created lots in areas that are previously subdivided and predominately developed must be comparable to the surrounding lots in regards to frontage and



# Metro Planning Commission Meeting of 8/25/2016



Proposed Subdivision



## Metro Planning Commission Meeting of 8/25/2016

area. The proposed Lot 1 fronts Wimbledon Road and meets compatibility. Proposed Lot 2 does not have surrounding parcels to be compared with as it fronts Hilldale Drive and the blockface ends both to the north and the south directly on either side of the existing lot.

The applicant requests approval under Section 3-5.2 of the Subdivision Regulations, which states that where the surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility.

The existing lot is 77,986 square feet (1.78 acres). 2,695 feet are proposed to be dedicated as right-of-way.

The two proposed lots are as follows:

- Lot 1: 42,422 sq ft and 187.84 feet of frontage on Wimbledon Road
- Lot 2: 32,849 sq ft and 175 feet of frontage on Hilldale Drive

An existing home is located on the property; if the concept plan is approved, the home would be removed prior to final plat recordation. Both lots would take access from Hilldale Drive, which is to be improved to meet Metro Public Works standards. Lots 1 and 2 would have a shared access drive. There are no sidewalks along either Wimbledon Road or Hilldale Drive. If approved, the applicant has chosen to construct sidewalks along the property on Wimbledon Road and Hilldale Drive and have them accepted by Public Works.

### **ANALYSIS**

#### Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outline the criteria for reviewing infill subdivisions located within an Urban Neighborhood Maintenance policy area. The intent of the Subdivision Regulations for subdivisions proposed in areas under the Neighborhood Maintenance policy area is to consider the established development pattern when reviewing infill subdivisions. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

#### Zoning Code

Both lots meet the minimum standards of the R10 zoning district. Lot 2, which is partially in the R20 zoning district, meets the minimum standards of the R20 zoning district.

#### Street Frontage

Both lots would have frontage on a public street.

#### Density

The T3 Suburban Neighborhood Maintenance policy no longer includes density limitations.

#### Community Character

1. Lot frontage: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For corner lots, such as 2811 Wimbledon Road, only the blockface to which the proposed lots are to be oriented shall be used. Lot 2 orients Hilldale Drive and does not have surrounding parcels with which to compare lot frontage. Lot 1



## Metro Planning Commission Meeting of 8/25/2016

fronts Wimbledon Road and meets compatibility. Along Wimbledon Road, lots created must have frontage at least equal to 164 feet. Lot 1 meets the lot frontage requirements:

<b>Lot 1 Frontage</b>	
Proposed Frontage	187.84 ft
<b>Minimum Frontage</b>	<b>164 ft.</b>
70% Average	154.7 ft.

<b>Lot 2 Frontage</b>	
Proposed Frontage	175 ft.
Minimum Frontage	Not available
70% Average	Not available

2. Lot size: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than the smallest surrounding lot, whichever is greater. For corner lots, such as 2811 Wimbledon Road, only the block face to which the proposed lots are to be oriented shall be used. Lot 2 orients Hilldale Drive and does not have surrounding parcels with which to compare lot area. Lot 1 fronts Wimbledon Road and meets compatibility. Along Wimbledon Road, lots created must have at least 34,549 square feet. Lot 1 meets the lot area requirements:

<b>Lot 1 Size</b>	
Proposed Size	42,422 SF
Minimum F Size	21, 926 SF
<b>70% Average</b>	<b>34,549 SF</b>

<b>Lot 2 Size</b>	
Proposed Size	32,849 SF
Minimum Size	Not available
70% Average	Not available

3. Street setback: Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. For a corner lot, both block faces shall be used. It is important to note that while the compatibility of lot frontage and lot size is determined based on one block face (the block face which the lots orient), both block faces are evaluated in regards to street setbacks. The minimum required street setback in the R10 zoning district along local streets (Wimbledon Road and Hilldale Drive are local streets) is 20 feet. There are no other lots along Hilldale Drive that can be evaluated. However, the two eastern parcels abutting Lot 1 along Wimbledon Road have an average street setback of 90 feet. Therefore, the minimum required street setback for Lot 1 is less than the average of the street setback of two abutting parcels to the east on Wimbledon Road. A minimum building setback line of 90 feet (the average street setback) is therefore required along Wimbledon Road. This required setback is shown on the proposed plat.
4. Lot orientation: Orientation of the propose lots shall be consistent with the surrounding parcels. For a corner lot, both block faces are evaluated. It is important to note that while the compatibility of lot frontage and lot size is determined based on one block face (the block face which the lots orient), both block faces are evaluated in regards to lot orientation. Lot 2 does not have surrounding parcels to be compared with. Lot 1 orients Wimbledon Road and is consistent with the surrounding parcels.

### Analysis

Lot 2 of the proposed subdivision does not have surrounding lots with which to be compared. The Planning Commission may grant approval if it determines that the subdivision is generally compatible with the larger area. Staff does not find that the proposed subdivision is generally in character with the surrounding development pattern east of Hilldale Drive and south of Wimbledon



## **Metro Planning Commission Meeting of 8/25/2016**

Road. The existing lot continues the development pattern of the properties along the same block-face to the east along Wimbledon Road. Hilldale Drive separates the existing lot from properties to the west where smaller subdivisions are more typical.

### **FIRE MARSHAL RECOMMENDATION**

**N/A**

### **STORMWATER RECOMMENDATION**

**Approved**

### **PUBLIC WORKS RECOMMENDATION**

**Approved**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approved**

### **WATER SERVICES RECOMMENDATION**

**Approved with conditions**

- Approved as a Concept Plan only. Public sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval.

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the proposed subdivision does not provide for harmonious development within the community.



# Metro Planning Commission Meeting of 8/25/2016



**2016S-152-001**  
INGLEWOOD ESTATES  
Map 072-03, Parcel(s) 024-025  
05, East Nashville  
07 (Anthony Davis)





**Project No.** 2016S-152-001  
**Project Name** Inglewood Estates  
**Council District** 07 - A. Davis  
**School District** 03 - Speering  
**Requested by** Michael J. Moore, applicant; Keith T. Cole, owner.

**Deferrals** This request was deferred from the August 11, 2016, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Disapprove.*

**APPLICANT REQUEST**

**Create three lots.**

Final Plat

A request for final plat approval to create three lots on property located at 1126 Stratford Avenue, at the southwest corner of Stratford Avenue and Katherine Street, zoned Single-Family Residential (RS7.5) (0.51 acres).

**Existing Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

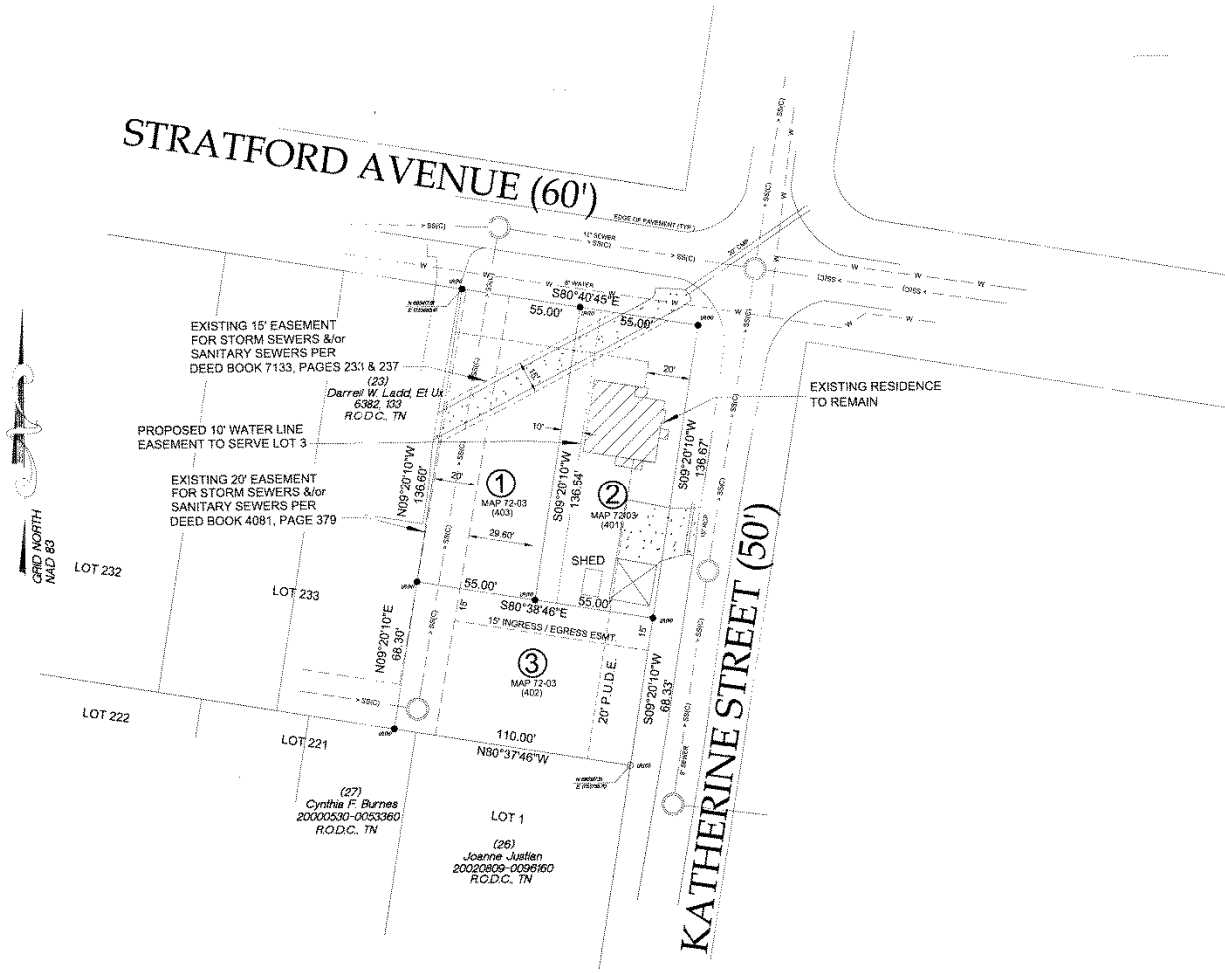
**PLAN DETAILS**

The request is for final plat approval to create three lots from two parcels on property located at 1126 Stratford Avenue. The plat proposes to create Lot 1 and Lot 2 with frontage on Stratford Avenue and Lot 3 with frontage on Katherine Street. Lot 3 has a 15 foot ingress/egress easement from Katherine Street. Lot 2 has existing access on Katherine Street.

Lot 1 and Lot 2 have an existing 15 foot easement for sanitary and stormwater running diagonally across the lots. An existing 20 foot easement for sanitary sewer is located along the western side of proposed Lot 1 and Lot 3. The plat also establishes public utility and drainage easements and access easements. The required easements on the proposed lots drastically limits future building envelopes.



# Metro Planning Commission Meeting of 8/25/2016



**Proposed Site Plan**



## Metro Planning Commission Meeting of 8/25/2016

There is not an existing sidewalk along Katherine Street and Stratford Avenue. The proposed lots have the following square footage:

- Lot 1: 7,514 SF (0.17 acres)
- Lot 2: 7,514 SF (0.17 acres)
- Lot 3: 7,514 SF (0.17 acres)

### ANALYSIS

#### Lot Compatibility

Section 3-5.4 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within a Designated Historic District. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

#### Designated Historic Districts

The subject property is located within the Inglewood-Place Neighborhood Conservation Overlay District which is a historic district adopted by Metro Council.

#### Zoning Code

All lots meet the minimum standards of the RS7.5 zoning district.

#### Historic Zoning Commission Staff Recommendation

Recommend disapproval based on the fact that the existing easements and proposed easements do not leave a buildable area on one of the 3 lots where a building could meet the neighborhood conservation zoning overlay design guidelines and the new lot oriented to the side street will not be deep enough to accommodate a new building that meets the design guidelines and accommodate off-street parking in a manner that meets the design guidelines. MHZC staff is available to explore alternative solutions.

#### Agency Review

Historic Zoning Commission staff have recommended disapproval and Water Services has returned the plat at this time.

The Metropolitan Historical Commission or its designee shall provide a recommendation for the consideration of the Commission as to whether or not the proposed subdivision is consistent with the historical development pattern of the district and compatible with the character of the district in terms of lot size, lot frontage and orientation. Historic Zoning Commission Staff has reviewed the proposed subdivision and recommends disapproval, therefore staff recommends disapproval of the subdivision.

### PUBLIC WORKS RECOMMENDATION

#### **Approved with conditions**

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local.



## **Metro Planning Commission Meeting of 8/25/2016**

- Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

### **STORMWATER RECOMMENDATION**

**Approved**

### **TRAFFIC & PARKING RECOMMENDATION**

**No exceptions taken**

### **WATER SERVICES RECOMMENDATION**

**Returned**

- need to pay capacity fees

### **STAFF RECOMMENDATION**

Staff recommends disapproval.

### **CONDITIONS (if approved)**

1. Sidewalks are required along Stratford Avenue and Katherine Street. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
  - a. Submit a bond application and post a bond with the Planning Department,
  - b. Construct sidewalk and have it accepted by Public Works,
  - c. Submit contribution in-lieu of construction to the Planning Department. The rate of \$96 per linear foot of total frontage area will require a \$30,240 contribution to Pedestrian Benefit Zone 2-A.
  - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
  - e. Add the following note to the plat: "No building permit is to be issued on any of the proposed lots until the required sidewalk is constructed per the Department of Public Works specifications." Sidewalk shall be shown and labeled on the plan per Public Works Standards with the required curb and gutter.
2. Access for Lot 1, Lot 2 and Lot 3 shall be limited to the 15 foot ingress/egress easement along the northern property line on Lot 3.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 8/25/2016



### **2016S-160-001**

REDIVISION OF LOT 1 RESUB LOT 12 OF GEORGE BURRUS SUBDIVISION OF LOT 81  
MAPLE HOME TRACT  
Map 061-11, Parcel(s) 171  
05, East Nashville  
08 (Nancy VanReece)



**Project No.** 2016S-160-001  
**Project Name** Resubdivision of Lot 1 Resub lot 12 of George Burrus Subdivision of Lot 81 Maple Home Tract  
**Council District** 08 - VanReece  
**School District** 03 - Speering  
**Requested by** Chapdelaine & Associates, applicant; Strive Properties, owner.

**Deferrals** This request was deferred from the August 11, 2016, Planning Commission meeting. A public hearing was held on August 11, 2016.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the September 8, 2016, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Request for final plat approval to create two lots.**

Final Plat

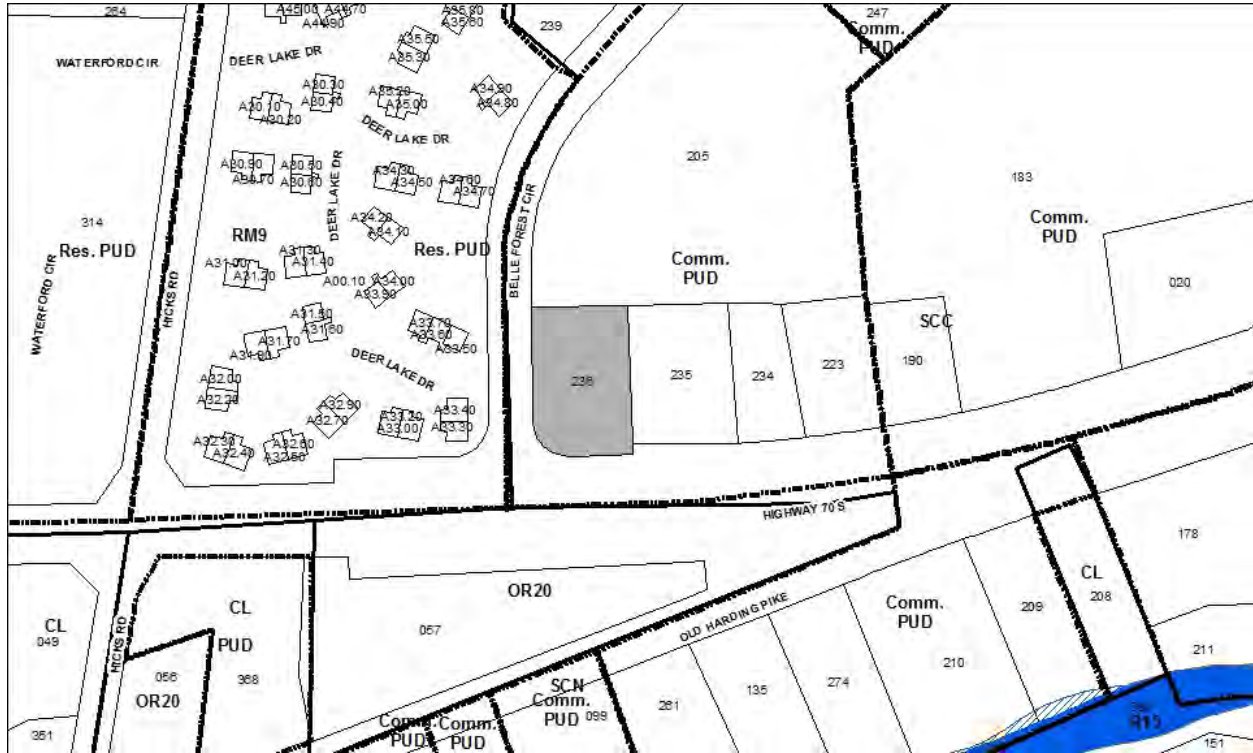
A request for final plat approval to create two lots on property located at 1003 Curdwood Boulevard, at the northeast corner of Burrus Street and Curdwood Boulevard, zoned Single Family Residential (RS7.5), (0.35 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the September 8, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 8/25/2016



**195-76P-001**  
**BELLE FOREST RETAIL**  
Map 142, Parcel(s) 236  
06, Bellevue  
22 (Sheri Weiner)





**Project No.** **Planned Unit Development 195-76P-001**  
**Project Name** **Belle Forest Retail**  
**Council District** 22 – Weiner  
**School District** 09 – Frogge  
**Requested by** DBS & Associates Engineering, Inc., applicant; P & M Investments Company, LLC, owner.

**Deferrals** This request was deferred from the August 11, 2016, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the September 8, 2016, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Revise the preliminary plan for a portion of a planned unit development to permit 6,000 square foot retail building.**

Revise Preliminary PUD

A request to revise the preliminary plan for a portion of a Planned Unit Development Overlay District for property located at 7134 Highway 70 S, at the corner of Belle Forest Circle and Highway 70 S (0.59 acres), zoned Shopping Center Community (SCC), to permit a 6,000 square foot retail building.

**STAFF RECOMMENDATION**

Staff recommends deferral to the September 8, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 8/25/2016



**80-72P-001**

**APACHE TRAIL COMMERCIAL**

Map 148-10, Parcel(s) 136

12, Southeast

30 (Jason Potts)



**Project No.** **Planned Unit Development 80-72P-001**  
**Project Name** **Apache Trail Commercial**  
**Council District** 30 – Potts  
**School District** 2 – Brannon  
**Requested by** Music City Electrical Engineering, LLC, applicant; Hafiz Yafai, owner.

**Deferrals** This request was deferred from the August 11, 2016, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the September 8, 2016, Planning Commission meeting.*

---

**APPLICANT REQUEST**

**Revise the preliminary plan for a portion of a planned unit development to permit a 2,520 square foot addition to an existing structure for additional storage area.**

Revise Preliminary PUD

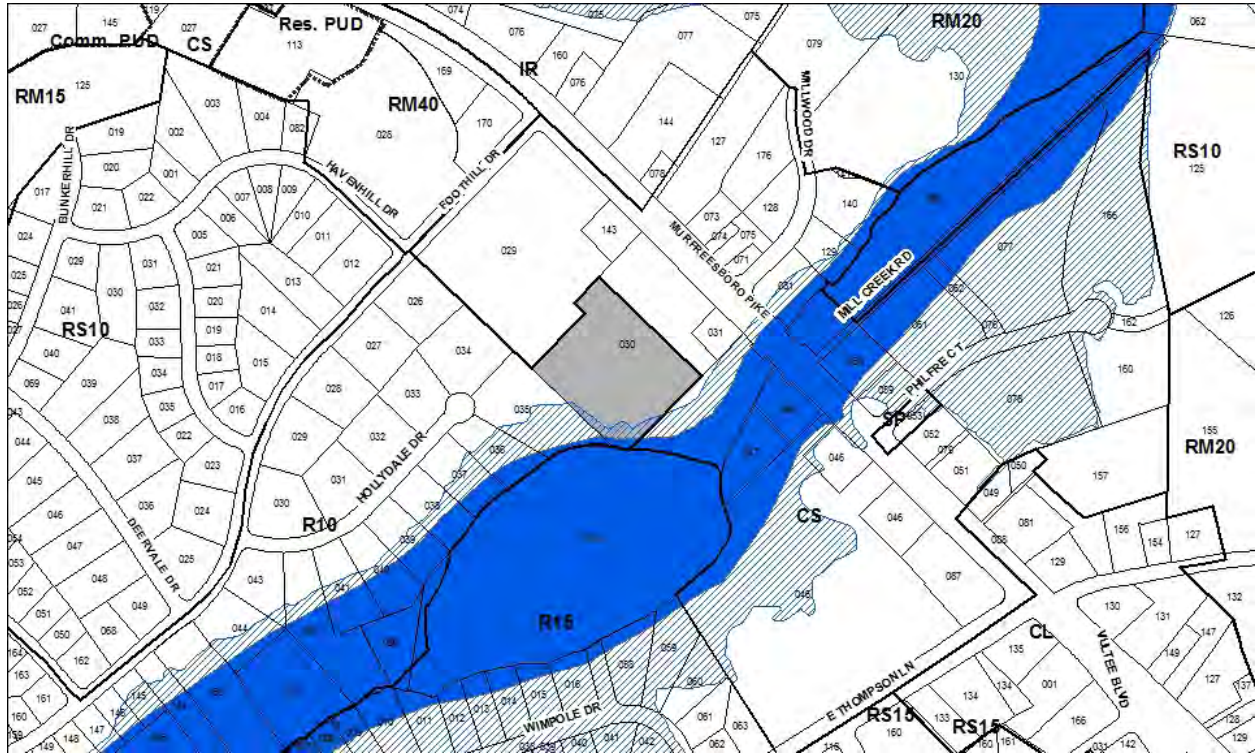
A request to revise the preliminary plan for a portion of a Planned Unit Development located at 3901 Apache Trail, at the southwest corner of Apache Trail and Haywood Lane (0.70 acres), zoned One and Two-Family Residential (R10), to permit a 2,520 square foot addition to an existing structure for additional storage area.

**STAFF RECOMMENDATION**

Staff recommends deferral to the September 8, 2016, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 8/25/2016



**2016Z-044PR-001**  
Map 106, Part of Parcel 030  
11, South Nashville  
16 (Mike Freeman)



**Project No.** **Zone Change 2016Z-044PR-001**  
**Council District** 16 - Freeman  
**School District** 7 - Pinkston  
**Requested by** Tune, Entrekin & White, applicant; The Likes Family Trust, owner.

**Deferrals** This item was previously deferred from the May 12, 2016, and June 23, 2016, and the July 14, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**  
**Zone change from R10 to CS.**

Zone Change

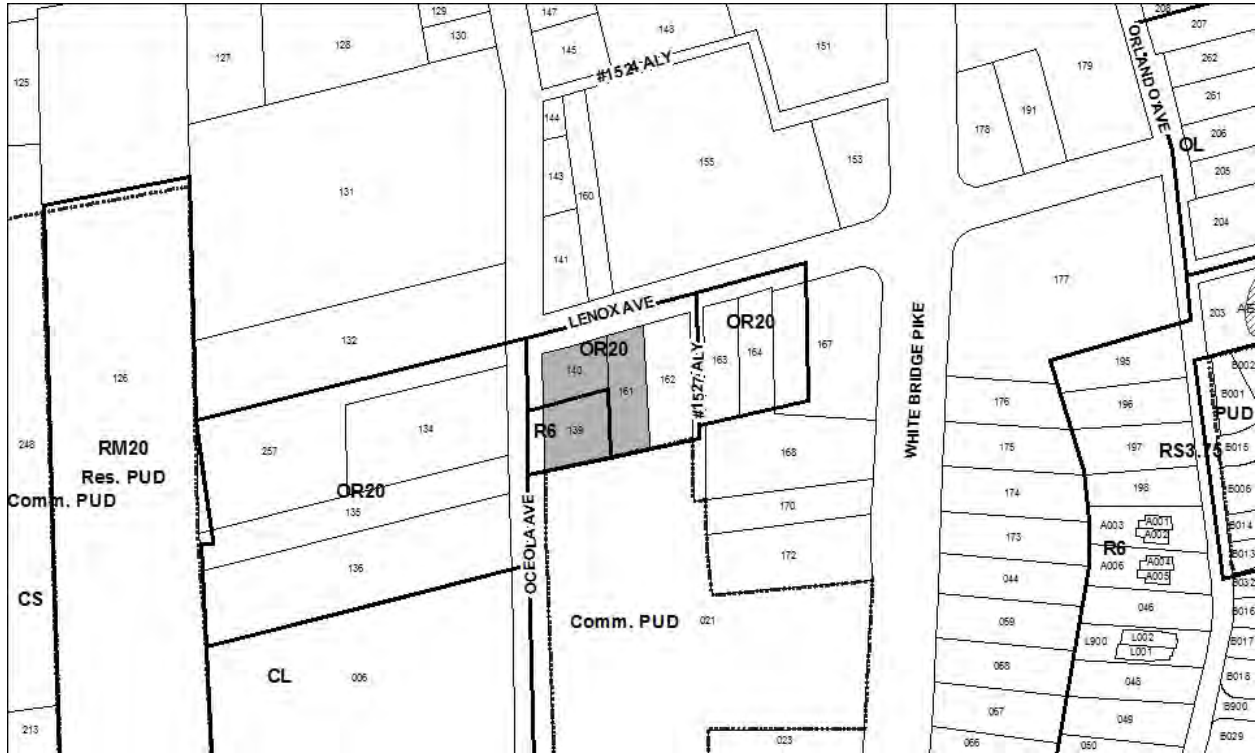
A request to rezone from One and Two-Family Residential (R10) to Commercial Services (CS) zoning for a portion of property located at 981 Murfreesboro Pike, at the southwest side of the intersection of Millwood Drive and Murfreesboro Pike (4.06 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 8/25/2016



## 2016Z-053PR-001

Map 091-14, Parcel(s) 139-140, 161

07, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Zone Change 2016Z-053PR-001</b>
<b>Council District</b>	20 - Roberts
<b>School District</b>	09 - Frogge
<b>Requested by</b>	Fulmer Engineering, LLC, applicant; 5623 Lenox Partners and Angela Stephens, owners.

**Deferrals** This request was deferred from the May 26, 2016, the June 9, 2016, the June 23, 2016, the July 14, 2016, and the August 11, 2016, Planning Commission meetings. The public hearing was not held.

<b>Staff Reviewer</b>	Sharp
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from OR20 and R6 to MUL-A.**

Zone Change

A request to rezone from Office/Residential (OR20) and One and Two-Family Residential (R6) to Mixed Use Limited-Alternative (MUL-A) for properties located at 228 Oceola Avenue, 5623 Lenox Avenue, and Lenox Avenue (unnumbered), at the southeast corner of Lenox Avenue and Oceola Avenue (0.55 acres).

**Existing Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *The OR20 portion of the site would permit a maximum of seven units.*

One and Two-Family Residential (R6) is 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. *The R6 portion of the site would permit one lot for a potential total of two units.*

**Proposed Zoning**

Mixed Use Limited-Alternative (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 a Variety of Transportation Choices
- Supports Infill Development

This request creates an opportunity for infill urban development, filling in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. The site is in close proximity to existing transit routes along Lenox Avenue, Oceola Avenue, Charlotte Pike, and White Bridge Pike, providing an access framework for residents and visitors to new destinations on these properties.



## **Metro Planning Commission Meeting of 8/25/2016**

### **WEST NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.

#### Consistent with Policy?

Yes. The rezoning to MUL-A is consistent with the T4 Urban Mixed Use Neighborhood policy. The existing R6 zoning does not permit the mixture of uses envisioned by this policy, and the existing OR20 zoning does not require the pedestrian-friendly design standards that the policy encourages and that MUL-A zoning provides upon a property's redevelopment. A rezoning to MUL-A would complement the mixed-use zoning and mixture of land uses present along Oceola Avenue and Lenox Avenue and promoted by the T4 Urban Mixed Use Neighborhood policy. Permitted uses under MUL-A zoning include office, residential, restaurant, and retail uses, and the design standards of this zoning district foster a pedestrian-oriented streetscape.

### **ANALYSIS**

The request to rezone includes three adjacent properties at the corner of Oceola and Lenox Avenues. The proposed MUL-A zoning would contribute to the mixture of uses within this area and accessible to the wider neighborhood, including a strong mix of office and commercial uses. This rezoning request offers potential for infill development to occur in a way that would enhance transportation choices by placing a potential residential and mixed use development in close proximity to Charlotte Pike and White Bridge Pike, arterial boulevards with bus service. Additionally, bus service directly passes the site on Lenox Avenue. MUL-A design standards would orient future development to address the public realm while visually minimizing automobile parking, further contributing to an urban, publicly accessible streetscape conducive to policy goals. The existing OR20 and R6 zoning does not offer this potential.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

N/A

### **WATER SERVICES RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

- Traffic study may be required at time of development.





## Metro Planning Commission Meeting of 8/25/2016

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)	.2	7.26 D	2 U	20	2	3

\*Based on two two-family lots.

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.35	0.8 F	12,196 SF	264	35	35

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)	0.37	1 F	16, 117 SF	728	21	61

Traffic changes between maximum: **R6, OR20 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+444	-16	+23

### METRO SCHOOL BOARD REPORT

**Projected student generation existing OR20 and R6 districts: 1 Elementary 1 Middle 0 High**  
**Projected student generation proposed MUL-A district: 2 Elementary 2 Middle 1 High**

The proposed MUL-A zoning district could be expected to generate three additional students. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School is identified as being over capacity by the Metro School Board. There is additional capacity within this school cluster. This information is based upon data from the school board last updated March 2016.

### AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

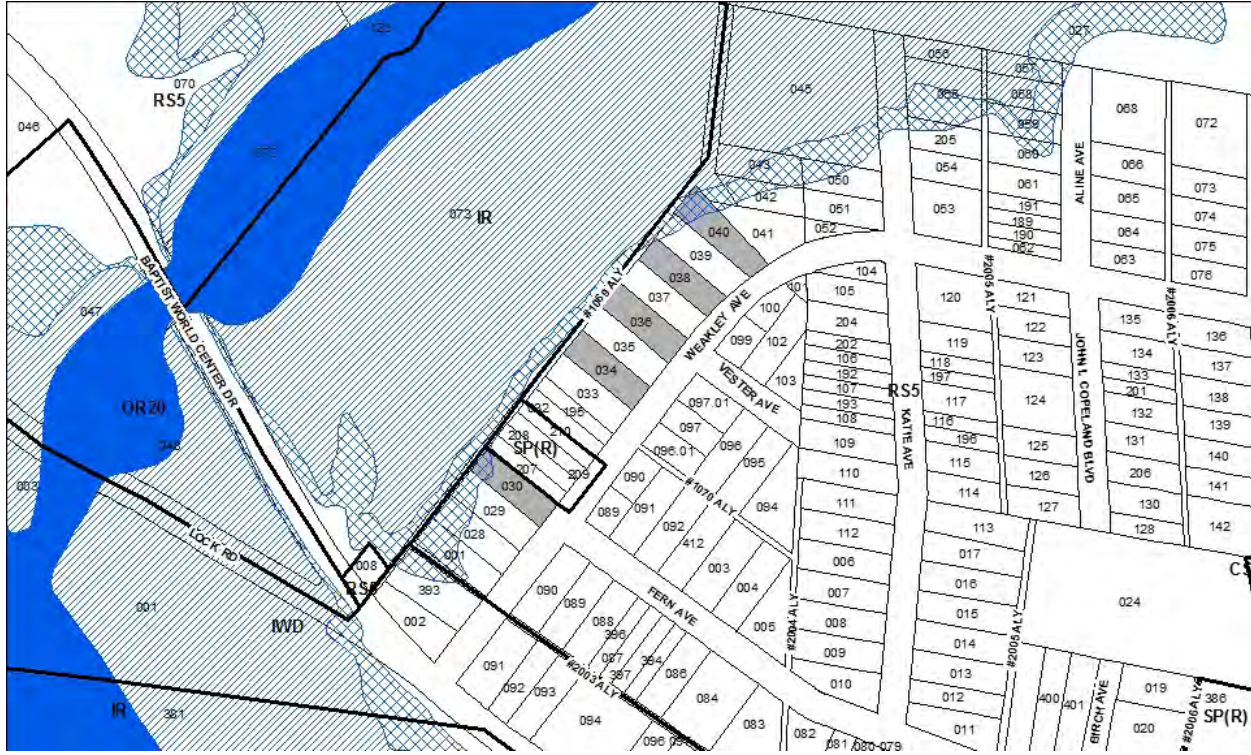
1. Will this project include any affordable or workforce housing units? The unit mix has not been finalized; however, preliminary assessment indicates affordable units are not feasible for this project given some of the financial factors.
2. If so, how many and what is the percentage of the entire development? Not determined.
3. How will you enforce the affordability requirements? Not applicable.
4. Have any structures been demolished in the last 12 months? No.

### STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with policy and supports several critical planning goals.



# Metro Planning Commission Meeting of 8/25/2016



## 2016Z-083PR-001

Map 071-10, Parcel(s) 030, 034, 036, 038, 040

03, Bordeaux - Whites Creek

02 (DeCosta Hastings)



**Project No.** **Zone Change 2016Z-083PR-001**  
**Council District** 2 - Hastings  
**School District** 1 - Gentry  
**Requested by** Councilmember DeCosta Hastings, applicant; various owners.

**Deferrals** This item was deferred from the July 14, 2016, the July 28, 2016, and the August 11, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**  
**Zone change from RS5 to R6.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-family Residential (R6) zoning for properties located at 503, 507, 513, 523 Weakley Avenue and Weakley Avenue (unnumbered), approximately 500 feet northeast of Baptist World Center Drive (0.93 acres).

**Existing Zoning**

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

**Proposed Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 5 lots with 5 duplex lots for a total of 10 units.*

**CRITICAL PLANNING GOALS**

- Supports Infill Development

This request creates an opportunity for infill urban development, filling in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure.

**BORDEAUX-WHITES CREEK COMMUNITY PLAN**

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to



## Metro Planning Commission Meeting of 8/25/2016

take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

### Consistent with Policy?

Yes. The proposed R6 zoning district is consistent with the existing T4 Urban Neighborhood Evolving policy, which encourages a mixture of housing types within the neighborhood. The rezoning would allow a different housing type within an existing urban neighborhood that would provide housing choice at an appropriate scale within an interior neighborhood.

### History

This request was originally submitted as a zone change request from RS5 to RM20-A. Staff recommended disapproval. This item was deferred from the July 14, 2016, July 28, 2016, and the August 11, 2016, Planning Commission meetings. No public hearing was held. The applicant has changed the zone change request from RM20-A to R6 zoning.

### **ANALYSIS**

The five parcels proposed for a zone change are generally located east of Baptist World Center Drive along Weakly Avenue within a T4 Urban Neighborhood Evolving policy. The T4 Neighborhood Evolving Policy is applied in areas where development and infill produce a different character that includes increased housing diversity and connectivity.

The proposed R6 zoning district would allow for a mixture of housing types that are appropriate on smaller residential lots, interior to a neighborhood. This could include single-family residential, two-family residential, as well as detached accessory dwelling units.

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions if approved**

- A traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.93	8.7 D	8 U	77	6	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential (210)	0.93	7.26 D	10 U	96	8	11



## Metro Planning Commission Meeting of 8/25/2016

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+19	+2	+2

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS5: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed R6-A district: 1 Elementary 1 Middle 1 High**

The proposed R6 is expected to generate the same amount of students that would be generated by the existing zoning. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated March 2016.

### **AFFORDABLE AND WORKFORCE HOUSING REPORT**

Not applicable. This request was made by Councilman DeCosta Hastings and includes properties owned by various property owners, which may develop at different times. Since there is not a developer applicant, it cannot be determined how these are proposed to be developed. No structures have been demolished in the last 12 months.

### **STAFF RECOMMENDATION**

Staff recommends approval as the proposed zoning is consistent with land use policy for the area and provides an opportunity for additional housing types.



# Metro Planning Commission Meeting of 8/25/2016



**2016Z-086PR-001**

Map 071-08, Parcel(s) 090-093, 095-097  
05, East Nashville  
05 (Scott Davis)



**Project No.** Zone Change 2016Z-086PR-001  
**Council District** 5 – S. Davis  
**School District** 3 – Speering  
**Requested by** Councilmember Scout Davis, applicant; various owners.

**Deferrals** This request was deferred from the July 14, 2016, and the August 11, 2016, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** Approve.

**APPLICANT REQUEST**

**Zone change from RS10 to R6-A.**

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential - Alternative (R6-A) zoning for property located at 2003, 2005, 2007, 2009, 2011, 2013, and 2015 Overby Road, approximately 230 feet north of East Trinity lane (1.08 acres).

History

This application was originally submitted to change the zoning of only 2007 Overby to RM40-A. The application was amended to add additional properties and change the request to R6-A. New notices were sent to surrounding property owners as required by Metro Zoning requirements.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of seven units. This is based on the current lot configuration.*

**Proposed Zoning**

One and Two-Family Residential - Alternative (R6-A) 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, and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *Under the existing parcel configuration, R6-A would permit a maximum of seven lots with seven duplex lots for a total of 14 units.*

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.



## Metro Planning Commission Meeting of 8/25/2016

Consistent with Policy?

Yes. The proposed R6-A zoning district provides for a transition from the T4 Residential Corridor policy south of the site adjacent to East Trinity Lane. It also provides standards to foster an urban design consistent with the urban transect. On August 11, 2016, the Planning Commission also recommended that Council approve R6-A district for a large area on the opposite side of Overby Road. It passed second reading at Council on July 5, 2016.

**FIRE MARSHAL RECOMMENDATION**

N/A

**STORMWATER RECOMMENDATION**

N/A

**WATER SERVICES RECOMMENDATION**

N/A

**PUBLIC WORKS RECOMMENDATION**

N/A

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	1.08	4.3 D	4 U	39	3	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential* (210)	1.08	40 U	14 U	134	11	15

Traffic changes between maximum: **RS10** and **R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+10 U	+95	+8	+10





## **Metro Planning Commission Meeting of 8/25/2016**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R6-A district: 4 Elementary 3 Middle 3 High**

The proposed R6-A zoning district would generate ten additional students than what is typically generated under the existing RS10 zoning district. Students would attend Tom Joy Elementary, Jere Baxter Middle School and Maplewood High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated March 2016.

### **AFFORDABLE AND WORKFORCE HOUSING REPORT**

Not applicable. This request was made by Councilman Scott Davis and includes properties owned by various property owners, which may develop at different times. Since there is not a developer applicant, it cannot be determined how these are proposed to be developed. No structures have been demolished in the last 12 months.

### **STAFF RECOMMENDATION**

Staff recommends approval of the proposed R6-A zoning district as it is consistent with policy.



**NO SKETCH**



<b>Project No.</b>	<b>Text Amendment 2016Z-017TX-001</b>
<b>Council Bill</b>	BL2016-349
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Burkley Allen
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

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**APPLICANT REQUEST**

**Amend Title 17 of the Metropolitan Code, Zoning Regulations pertaining to public notice for revisions of design guidelines in historic overlays.**

**ZONING TEXT AMENDMENT**

An Ordinance amending section 17.40.720 of the Metropolitan Code of Laws pertaining to notice by mail for revision of design guidelines in historic overlays.

**CRITICAL PLANNING GOALS**

N/A

**PROPOSED AMENDMENT**

The proposed amendment pertains to public notification for revisions to previously adopted design guidelines for existing historic overlay districts. Section 17.40.410 – Powers and duties, requires that the historic zoning commission adopt all design guidelines for any proposed historic overlay district or expansion of a historic overlay district. This section also requires that notification be sent to property owners within a proposed historic overlay district or expansion of a historic overlay district where design guidelines will be adopted. Notification must meet the zoning requirements of Article XV. Public Notification, specifically 17.40.720 – Notice by mail. This section requires that notification be sent to all property owners within the boundary of any proposed historic overlay district or proposed expansion of a historic overlay district where design guidelines will be adopted within 21 days of such meeting. It further requires that property owners within 600 feet of any proposed historic overlay district or proposed expansion of a historic overlay district where design guidelines will be adopted be notified.

The amendment would distinguish notification requirements between the adoption of new design guidelines required with a new historic overlay district or expansion of a historic overlay district, and revisions to existing design guidelines. It would specify that property owners within 150 feet of an overlay boundary where revisions to existing guidelines are proposed be notified of the proposed revisions. Currently property owners within 600 feet must be notified.

**ANALYSIS**

Staff has no issues with the proposed amendment. The proposal only impacts revisions to existing guidelines, and not the adoption of new guidelines associated with proposals for new historic overlay districts or the expansion of a historic overlay district. Changes to guidelines primarily impact property owners within a historic overlay district and not property owners outside of the overlay. The amendment would still require that property owners within 150 feet of an overlay where there is a proposal to revise guidelines be notified. Staff finds that this is sufficient since revisions do not pertain to properties outside of the overlay.



## Metro Planning Commission Meeting of 8/25/2016

### STAFF RECOMMENDATION

Staff recommends approval.

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### ORDINANCE NO. BL2016-349

An ordinance amending section 17.40.720 of the Metropolitan Code of Laws pertaining to notice by mail for revision of design guidelines in historic overlays (Proposal Number 2016Z-017TX-001).

WHEREAS, the Metropolitan Zoning Code Section 17.40.720(A) provides that no public hearing shall be conducted unless, at least twenty-one days prior to the public hearing, the owner(s) of the subject property and all other property owners within the distances prescribed have been given written notice by mail of the time, date, and place of the public hearing; and,

WHEREAS, state law requires that design guidelines be based on the Secretary of Interior's Standards; and,

WHEREAS, the design guidelines have the flexibility to allow the MHZC to make decisions on a property-by-property basis; and,

WHEREAS, the Metropolitan Historic Zoning Commission is currently required to give notice to all property owners within six hundred feet of an historic overlay to revise the existing design guidelines; and,

WHEREAS, the Metropolitan Historic Zoning Commission wishes to amend this section of the Metropolitan Code of Laws so that all property owners within one hundred and fifty feet of an historic overlay are provided written notice by mail of the time, date, and place of the public hearing when there is a revision of the existing design guidelines in historic overlays.

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

Section 1. The Metropolitan Code of Laws § 17.40.720 is hereby amended by adding a new section (B), and renumbering the existing sections in accordance with the new section as follows:

B. For the revision of existing design guidelines for historic overlays, property owners within one hundred and fifty feet shall be provided written notice.

Section 2. This ordinance shall take effect from and after its final passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

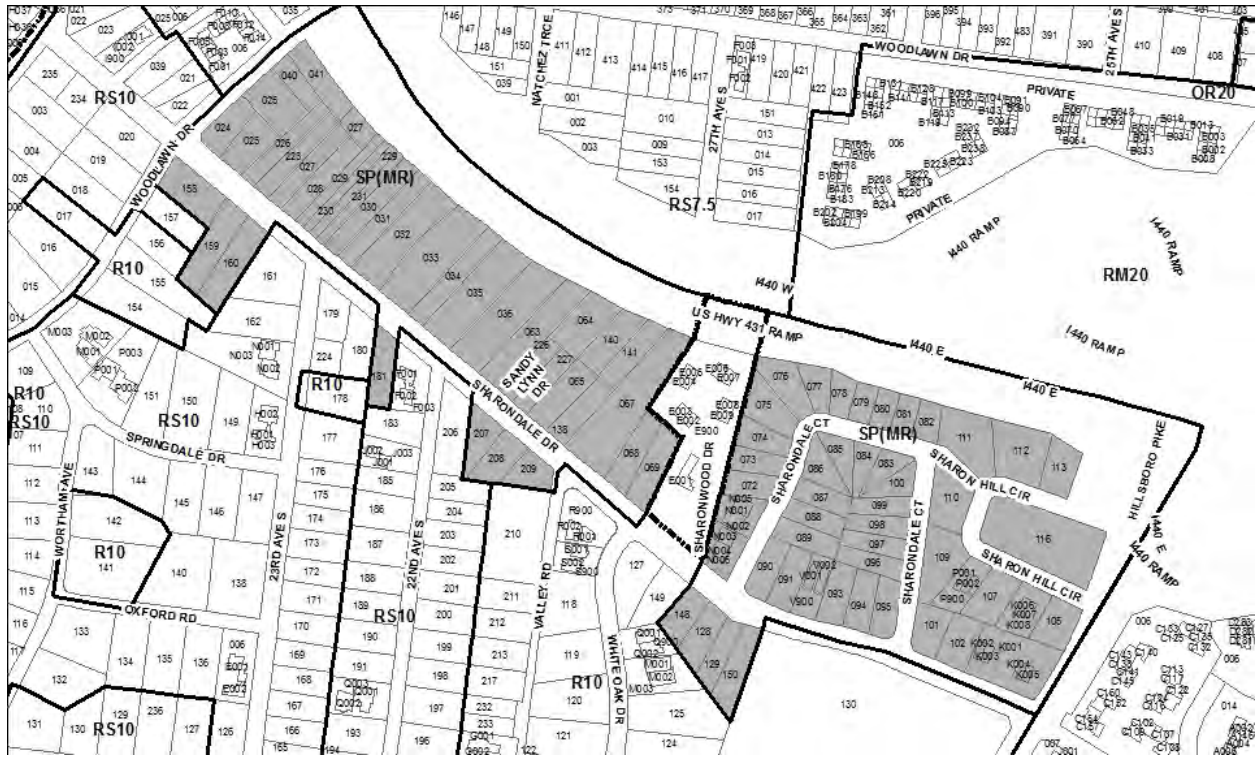
Sponsored by: Burkley Allen, Brett Withers



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/25/2016



**2007SP-065-001**  
SHARONDALE DRIVE SP (AMENDMENT)  
Various Maps, Various Parcel(s)  
10, Green Hills - Midtown  
25 (Russ Pulley)



<b>Project No.</b>	<b>Specific Plan 2007SP-065-001</b>
<b>Project Name</b>	<b>Sharondale Drive SP (Amendment)</b>
<b>Council District</b>	25 - Pulley
<b>School District</b>	08 - Pierce
<b>Requested by</b>	Councilman Pulley, applicant; various property owners.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Clarify measurement of height language for new structures.**

Amendment to SP

A request to amend the Sharondale Drive Specific Plan District for various properties located along Sharondale Drive, Sharondale Court, and Sharon Hill Circle between Woodlawn Drive and Hillsboro Pike (29.44 acres) to clarify the measurement of maximum height for new buildings.

**Existing Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**HISTORY**

The Sharondale Drive Specific Plan (BL2007-1485) was originally approved by Metro Council in 2007. Various properties (29.44 acres) were rezoned from One and Two-Family Residential (R10) to SP for the purpose of limiting the amount of allowable duplexes to 33% for certain properties and providing standards for square footage, height and maximum lot coverage.

**ANALYSIS**

This amendment would clarify the height language included within the original ordinance. The current language is:

*“The maximum height for any building on a lot in the SP is 3 stories and 30 feet. Maximum height shall be measured from either the natural grade or, if present, from the ceiling of an exposed basement not more than seven (7) feet above the natural grade. The natural grade shall be determined based upon the average elevation of the four most exterior corners of the structure, to the eave or to the roof deck of a flat roof. Natural grade is the base ground elevation prior to grading.”*

The clarified language is:

*“The maximum height for any building is 3 stories in 30 feet. Maximum height shall be measured from either the natural grade or, if present, from the ceiling of an exposed basement not more than seven (7) feet above the natural grade to the roofline. The natural grade shall be determined based*



## Metro Planning Commission Meeting of 8/25/2016

*upon the average elevation of the four most exterior corners of the structure. Natural grade is the base ground elevation prior to grading.”*

This amendment would clarify how the measurements of new structures are to be determined. The current language is written so that the maximum height is measured to the eave or to the roof deck of a flat roof. The eave line is defined in the Zoning Code as the extension of a roof line beyond the vertical wall of a building. Metro Codes currently measures maximum height of a structure to the top of a roofline, whether the structure has a flat roof or pitched roof regardless of eave height.

The proposed language would clarify that the height is measured to the roof line, regardless of the type of roof. The roof line as defined by the Zoning Code means the horizontal line intersecting the highest point or points of a roof.

### **STAFF RECOMMENDATION**

Staff recommends approval.

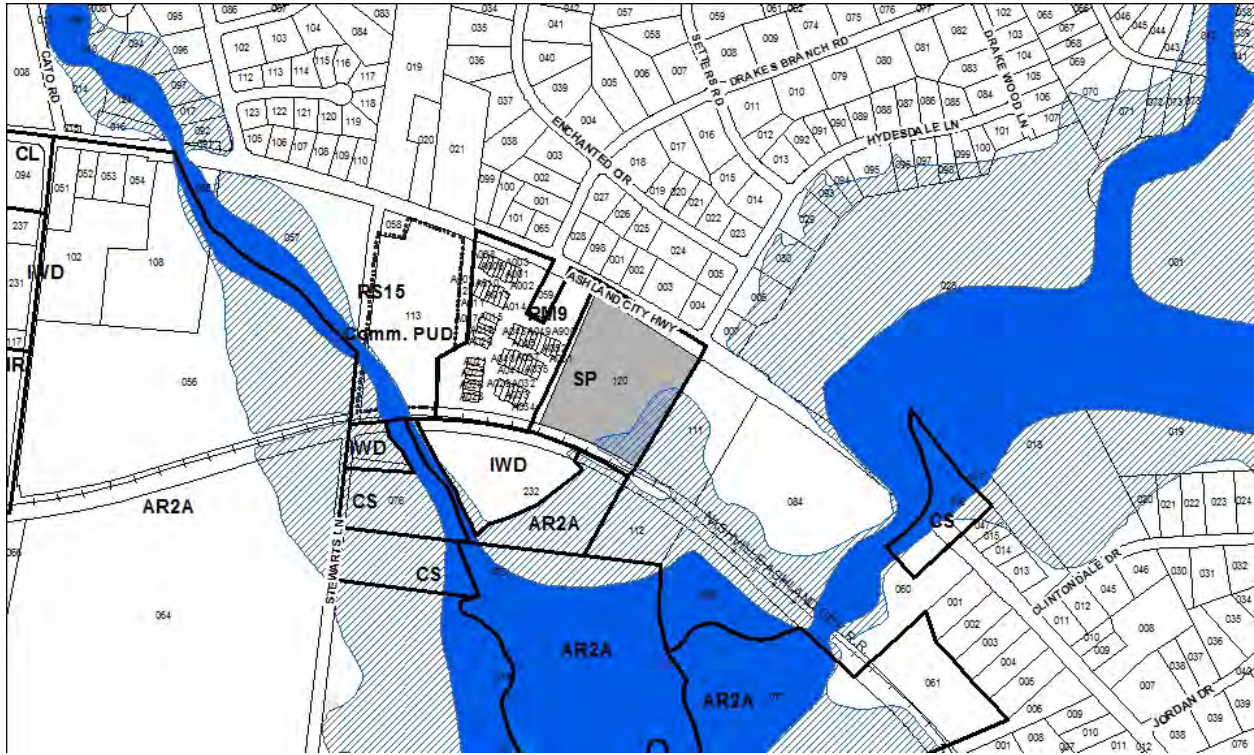




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# Metro Planning Commission Meeting of 8/25/2016



**2009SP-010-002**  
ASHLAND CITY FUNERAL HOME  
Map 069, Parcel(s) 120  
03, Bordeaux - Whites Creek  
01 (Nick Leonardo)



<b>Project No.</b>	<b>Specific Plan 2009SP-010-002</b>
<b>Project Name</b>	<b>Ashland City Funeral Home</b>
<b>Council District</b>	1 – Leonardo
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Land Solutions Company, LLC, applicant; Green Trails, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer to the September 8, 2016, Planning Commission meeting unless recommendations of approval are received from Stormwater, Metro Public Works and Water Services. If recommendations of approval are received, staff recommends approval with conditions.</i>

**APPLICANT REQUEST**

**Final Site Plan for a funeral home.**

Final Site Plan

A request for final site plan approval for property located at Ashland City Highway (unnumbered), at the terminus of Hydesdale Lane (7.14 acres) zoned Specific Plan (SP), to permit a funeral home.

**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 only commercial uses.

**CRITICAL PLANNING GOALS**

N/A

**BORDEAUX-WHITES CREEK COMMUNITY PLAN**

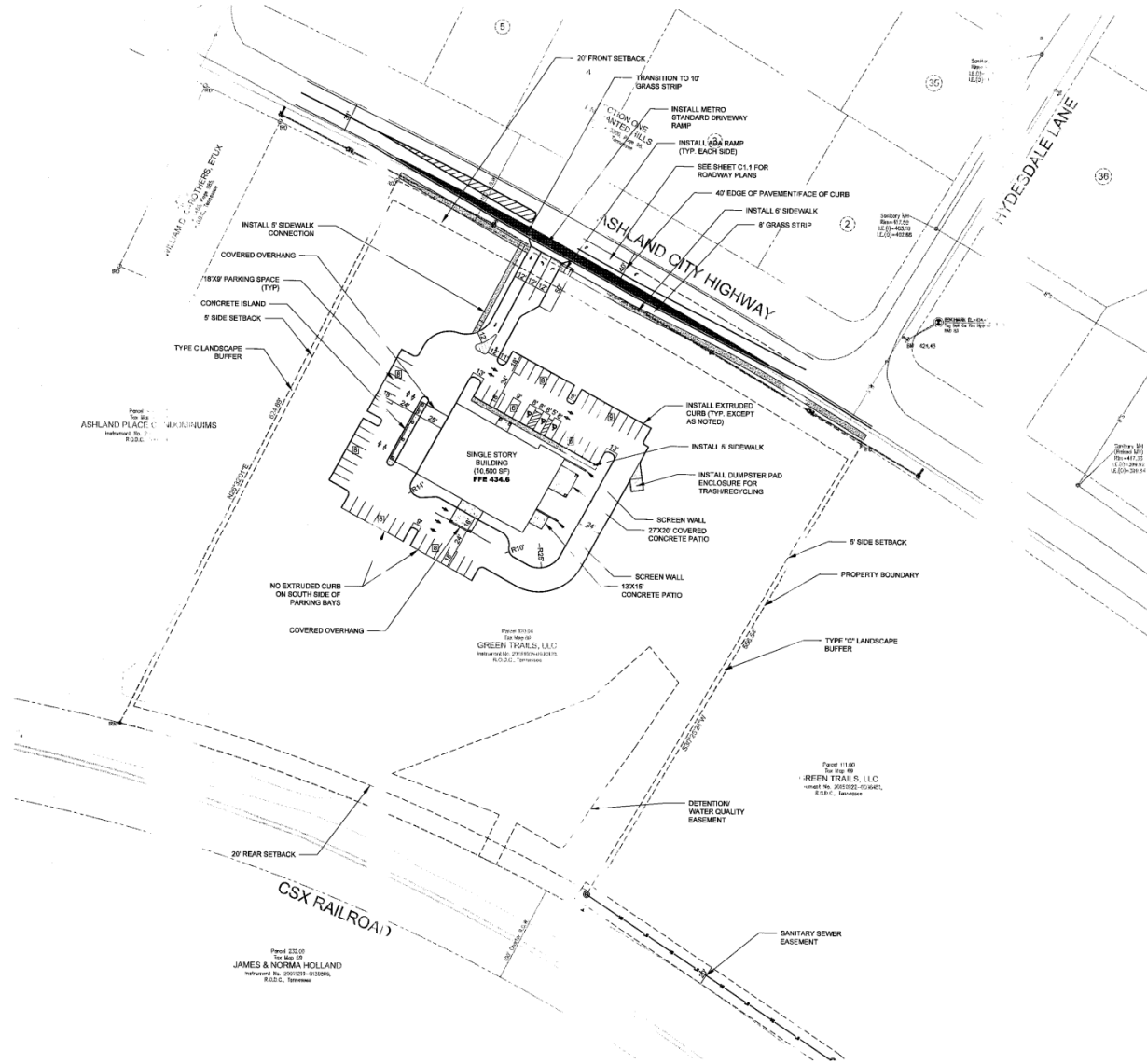
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Consistent with Policy?

Yes. This proposed Final Site Plan is consistent with the approved preliminary SP.



# Metro Planning Commission Meeting of 8/25/2016



**Proposed Site Plan**



## Metro Planning Commission Meeting of 8/25/2016

### **HISTORY**

On June 11, 2009, the Planning Commission recommended that Council disapprove the Preliminary SP to permit a Funeral Home subject to the standards, regulations and requirements of the OR20 zoning district, along with one residence. Metro Council approved the proposed SP on July 23, 2009, with a condition that the final site plan for the funeral home shall comply with all standards and regulations of the OR20 zoning district and shall be approved by the Planning Commission.

### **PLAN DETAILS**

The site is located long Ashland City Highway, east of Drakes Branch Road, and is approximately 7.14 acres in size.

#### Site Plan

The final site plan proposes a one-story funeral home. A residential unit has not been included on the plan. Vehicular access to the site is limited to one access point along Ashland City Highway. Parking will be provided on-site and meets the Metro Zoning Code requirements for parking requirements with only one module in front of the building.

A 6 foot sidewalk and 8 foot planting strip is proposed along Ashland City Highway complying with the Major and Collector Street Plan. The landscaping plan includes a type "C" bufferyard along the eastern and western property lines. Architectural standards such as prohibited materials are included on the plan.

### **ANALYSIS**

The proposed funeral home meets standards of the OR20 zoning district and all conditions approved by the Metro Council. The proposed final site plan is consistent with the approved preliminary SP.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Returned**

- Still in line for tech. review

### **WATER SERVICES RECOMMENDATION**

#### **Returned**

- For the latest Final SP revision (stamped received August 2, 2016), our original comments still apply: Awaiting approval of public sewer construction plans (plans in the review process). Once these construction plans have been approved, and they match the Final SP plans, the Final SP can be approved. Capacity fees have already been paid.

### **PUBLIC WORKS RECOMMENDATION**

#### **Returned**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.



## **Metro Planning Commission Meeting of 8/25/2016**

- Comply with MPW Traffic Engineer Conditions.
- Submit detailed roadway construction plans for Ashland City Highway construction.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approved with conditions**

- Submit road construction plans with pavement marking plan with construction documents. Adequate sight distance shall be provided. No landscaping or signage shall restrict sight distance.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the September 8, 2016, Planning Commission meeting unless recommendations of approval are received from Stormwater, Metro Public Works and Water Services. If recommendations of approval are received, staff recommends approval with conditions.

### **CONDITIONS**

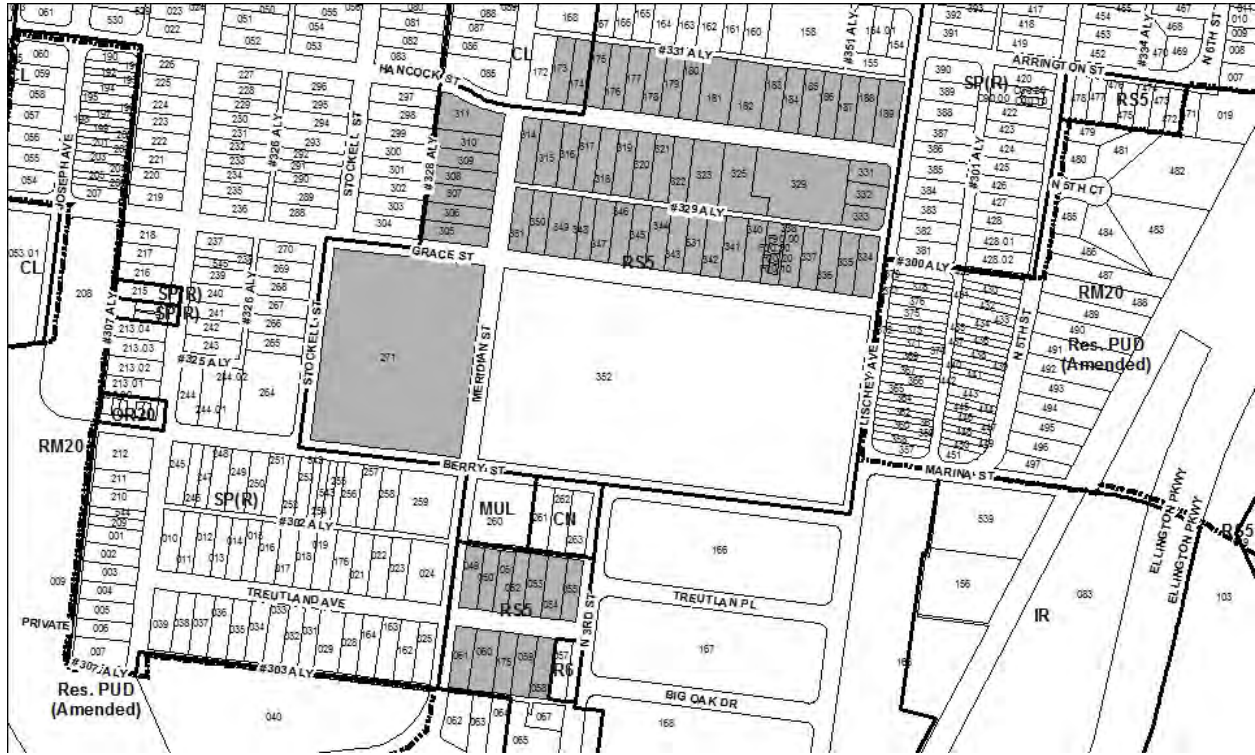
1. Prohibited exterior building materials shall include plastics, plywood, unfinished concrete blocks, metal buildings and vinyl siding.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Add the following note to the plan: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/25/2016



**2014SP-076-002**  
CLEVELAND PARK/MCFERRIN SP  
Various Maps, Various Parcels  
05, East Nashville  
05 (Scott Davis)





**Project No.** 2014SP-076-002  
**Project Name** Cleveland Park/McFerrin SP  
**Council District** 5 – S. Davis  
**School District** 5 – Buggs  
**Requested by** Councilmember Scott Davis, applicant; various property owners.

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

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**APPLICANT REQUEST**

**To permit detached accessory dwelling units.**

Application type

A request to rezone from Single-Family Residential (RS5) and Commercial Limited (CL) to Specific Plan – Residential (SP-R) zoning for various properties located along Grace Street, Hancock Street, Lischey Avenue, Meridian Street, Stockell Street, and Treutland Avenue, west of Lischey Avenue, (19.7 acres), to allow detached accessory dwelling units with all other standards of the RS5 district.

**Existing Zoning**

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

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

**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**

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

The proposed SP expands the range of housing choices in the area while maintaining the existing character of the neighborhood. Permitting detached accessory dwelling units in an area where infrastructure is already available supports infill development. In addition, the subject area is served by transit routes that run throughout the neighborhood which will be supported by the additional density proposed by the SP.



## Metro Planning Commission Meeting of 8/25/2016

### **EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Center (T4 CC) is intended to preserve, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

#### Consistent with Policy?

Yes. The SP proposes to permit detached accessory dwelling units (DADUs) in certain locations while maintaining the standards of RS5 zoning for all primary and accessory structures that are not DADUs. This is consistent with the goals of both policies to preserve the existing single-family character of the neighborhood, while expanding housing options to help create affordable housing alternatives. The bulk and massing standards included in the SP for DADUs will ensure that the single-family context at the street is maintained. In addition, the access standards included in the SP help achieve pedestrian-oriented goals by restricting access to alleys where available and prohibiting additional curb cuts for properties without access to an improved alley.

### **HISTORY**

In October 2014, the Metro Planning Commission approved an SP zone change to permit detached accessory dwelling units (DADUs) in the Cleveland Park and McFerrin Park neighborhoods. The applicant, Councilman Davis, would like to expand the approved SP zoning to include additional parcels in the neighborhood.

### **ANALYSIS**

The proposed SP would allow additional parcels in the Cleveland Park and McFerrin Park neighborhoods the option of an additional housing choice by permitting detached accessory dwelling units (DADUs) in certain locations while maintaining the existing RS5 zoning for all primary and accessory structures that are not DADUs. The standards included reflect those that are already in place for DADUs permitted countywide in One and Two-Family Residential Districts (R) districts.

Standards are included to address the DADUs location, placement and vehicular access. The SP proposes to permit DADUs only on lots with an improved alley adjacent to the rear or side property line or on any lots that are at least 15,000 square feet in area. The units may only be located behind the principle structure. For lots with access to an improved alley, any additional access must be from the alley, and for units without alley access, no more than one curb cut from a public street is permitted to access both the primary structure and the DADU.

Bulk and massing standards are also included in the SP to ensure that DADUs are accessory to the primary structure on a given lot. The height of a DADU may not exceed the height of the principle structure on the lot or 27 feet in height at the roof ridge line, whichever is greater.



## Metro Planning Commission Meeting of 8/25/2016

Staff failed to post signs at least 10 days prior to the public hearing for the proposed zone change as required in the Metro Planning Commission Rules and Procedure. Signs were posted on Wednesday, August 17 instead of Monday, August 15. Public Hearing notices were mailed on time to property owners within 600 feet of the proposed zone change and therefore were notified in a timely fashion. Staff recommends that the Metro Planning Commission suspend the rule for signs to be posted at least 10 days prior to the Metro Planning Commission meeting, so the proposed zone change can receive a recommendation

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions of the SP as it is consistent with both policies and meets three critical planning goals.

### **CONDITIONS**

1. Uses within the SP shall be limited to all uses permitted by RS5 and detached accessory dwelling units.
2. Property within the SP shall be treated as RS5 for the purposes of proposed subdivisions. All Subdivision Regulations shall apply, including Section 3-5.
3. No new Detached Accessory Dwelling Units may be built within public water, sewer, or utility easements.
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 RS5 zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 8/25/2016

## Cleveland Park/McFerrin Specific Plan

Development Summary	
SP Name	Cleveland Park/McFerrin SP
SP Number	2014SP-076-002
Council District	5 (Scott Davis)
Applicant	Councilmember Scott Davis Metropolitan Council Office One Public Square, Suite 204 P. O. Box 196300 Nashville, Tennessee 37219

Site Data Table	
Site Area	19.7 acres +/-
Existing Zoning	RS5 and CL
Proposed Zoning	SP
Allowable Land Uses	Detached accessory dwelling units and all uses permitted in RS5

### Standard SP Notes

1. The purpose of this SP is to permit detached accessory dwelling units and all standards of RS5 for primary and accessory structures that are not detached accessory dwelling units.
2. The subject properties do not lie within flood hazard areas as identified by FEMA on Maps 47037C0217F and 47037C0209F, Dated April 20, 2001.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application.
4. 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.
5. No new Detached Accessory Dwelling Units may be built within public water, sewer, or utility easements.
6. Property within the SP shall be treated as RS5 for the purposes of proposed subdivisions. All Subdivision Regulations apply, including Section 3-5.

### General Plan Consistency Note

The proposed Specific Plan is located within the East Nashville Community Plan (Subarea #5). Properties included in the SP are located in the following structure policy areas:

- Urban Neighborhood Maintenance (T4 NM)
- Urban Neighborhood Center (T4 NC)

This Specific Plan will permit detached accessory dwelling units (DADUs) in certain locations while maintaining the existing RS5 zoning for all primary and accessory structures that are not DADUs. The bulk and massing standards included in the SP for DADUs will ensure that the single-family context at the street is maintained, consistent with the goals of the Neighborhood Maintenance policy. In addition, the access standards included in the SP help achieve the pedestrian-oriented goals of the policies by restricting access to alleys where available and prohibiting additional curb cuts for properties without access to an improved alley. The two properties covered by Neighborhood Center policy are currently in use as single-family homes.



## Metro Planning Commission Meeting of 8/25/2016

All standards of RS5 shall apply for primary structures and accessory structures that do not include detached accessory dwellings.

"Accessory dwelling, detached," also referred to as detached accessory dwelling, means a detached dwelling unit separate from the principal single-family structure.

Detached Accessory Dwellings shall be permitted on any lot with an improved alley abutting the rear or side property line or on any lot over 7,500 square feet. The dwelling shall be clearly subordinate in size, height, and purpose to the principal structure, it shall be located on the same lot as the principal structure, but may be served by separate utility meter(s) and is detached from the principal structure. A detached accessory dwelling can be an independent structure or it can be a dwelling unit above a garage, or it can be attached to a workshop or other accessory structure on the same lot as the principal structure.

Detached Accessory Dwelling Standards:

1. A detached accessory dwelling may only be located behind the principal structure.
2. Driveway Access.
  - a. On lots with no alley access, the lot shall have no more than one curb-cut from any public street for driveway access to the principal structure as well as the detached accessory dwelling.
  - b. On lots with alley access, any additional access shall be from the alley and no new curb cuts shall be provided from public streets.
  - c. Parking accessed from any public street shall be limited to one driveway for the lot with a maximum width of twelve feet.
3. Bulk and Massing.
  - a. The living space of a detached accessory dwelling shall not exceed seven hundred square feet.
  - b. On lots less than 10,000 square feet, the footprint of a detached accessory dwelling shall not exceed seven hundred fifty square feet
  - c. On lots 10,000 square feet or greater, the footprint of a detached accessory dwelling shall not exceed one thousand square feet.
  - d. The detached accessory dwelling shall maintain a proportional mass, size, and height to ensure it is not taller than the principal structure on the lot. The detached accessory dwelling height shall not exceed the height of the principal structure as measured to the eave line, with a maximum eave height of ten feet for single-story and seventeen feet for two-story detached accessory dwellings.
  - e. The roof ridge line of the detached accessory dwelling must be less than the primary structure and shall not exceed twenty seven feet in height.
4. Design Standards.
  - a. The detached accessory dwelling shall be of similar style, design and material color as used for the principal structure and shall use similar architectural characteristics, including roof form and pitch, to the existing principal structure.
  - b. The detached accessory dwelling may have dormers that relate to the style and proportion of windows on the detached accessory dwelling and shall be subordinate to the roof slope by covering no more than fifty percent of the roof.
  - c. Detached accessory dwellings may have dormers that are setback a minimum of two feet from the exterior wall.



## Metro Planning Commission Meeting of 8/25/2016

5. Historic Properties.
  - a. Metro Historic Zoning Commission Action. Any existing or proposed detached accessory dwelling in a historic overlay district shall comply with the adopted regulations and guidelines of the applicable historic overlay.
  - b. Detached accessory dwellings with a second story dwelling unit shall enclose the stairs interior to the structure and properly fire rate them per the applicable life safety standards found in the code editions adopted by the Metropolitan Government of Nashville.
6. Ownership
  - a. No more than one detached accessory dwelling shall be permitted on a single lot in conjunction with the principal structure.
  - b. The detached accessory dwelling cannot be divided from the property ownership of the principal dwelling.
  - c. The detached accessory dwelling shall be owned by the same person as the principal structure and one of the two dwellings shall be owner-occupied.
7. Setbacks. The setbacks for a detached accessory dwelling shall meet the setback found in Section 17.12.040.E. of the Zoning Code for accessory buildings.
8. Restrictive Covenant. Prior to the issuance of a permit, an instrument shall be prepared and recorded with the register's office covenanting that the detached accessory dwelling is being established accessory to a principal structure and may only be used under the conditions listed above.



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# Metro Planning Commission Meeting of 8/25/2016



**2016SP-050-001**  
1700 MCKINNEY AVE RESIDENTIAL SP  
Map 081-03, Parcel(s) 027  
08, North Nashville  
02 (DeCosta Hastings)





<b>Project No.</b>	<b>Specific Plan 2016SP-050-001</b>
<b>Project Name</b>	<b>1700 McKinney Ave. Residential SP</b>
<b>Council District</b>	2 – Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	4Site, Inc., applicant; Dorothy R. Hyde and L.A.N.D. Group, LLC, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change to permit up to four residential units.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning for property at 1700 McKinney Avenue, at the northwest corner of McKinney Avenue and 18th Avenue North, (0.24 acres), to permit up to four residential dwelling units.

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods

The proposed development meets several critical planning goals. The surrounding area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development in areas 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 plan will provide a new sidewalk along the property frontage of both McKinney Avenue and 18<sup>th</sup> Avenue North. The homes will be close to the street and all four units have front porches which enhances the public realm and pedestrian experience.

**NORTH NASHVILLE COMMUNITY PLAN**

Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing





## Metro Planning Commission Meeting of 8/25/2016

character of the. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

### Consistent with Policy?

Yes. The proposed SP is consistent with the T4 NM policy. The immediate area surrounding the site consists of a mixture of single-family, two-family and multi-family residential units. The two unit structures maintain the rhythm of spacing along McKinney Avenue. Vehicular access is from the side alley and parking is located at the rear of the units. The plan will also improve the existing sidewalk by providing a four foot planting strip between the curb and sidewalk.

### **PLAN DETAILS**

The approximately 0.24 acre site is located at the northwest corner of 18th Avenue North and McKinney Avenue. An alley is located along the western property line. The property slopes down from southwest to northwest.

### Site Plan

The plan calls for four units consisting of two sets of two attached units. All units have raised foundations and each unit has its own front porch along McKinney Avenue. The plan limits the maximum height to two stories in 35 feet. Because of the slope buildings may be taller at the rear (north) and the east side of the site. Access is provided from the alley located along the western property line. Parking is at the rear and each unit includes a two car garage.

### **ANALYSIS**

Staff finds that the proposed plan is consistent with the T4 Neighborhood Maintenance policy. The immediate area contains a variety of housing types including single-family, two-family, and multi-family residential units. The property across 16th from this site, at the corner of 16th and Cecilia Avenue, is zoned MUN, and contains a multi-family development. There is also a CN zoning district along Cecilia Avenue near the site that contains a commercial use. The property immediately to the north and the two properties immediately to the west are both duplex lots. This plan provides a better urban design than the existing duplex lots as it calls for alley access with rear parking. This design engages the street, and is more appropriate in an urban area. The plan also calls for a separation between the two structures, and setbacks that maintain the primary rhythm along McKinney. While the setbacks are slightly shallower than other setbacks along McKinney, there are some variations to setbacks along McKinney. The lot is also at the corner where shallower setbacks are more appropriate. The property that is zoned MUN is currently multi-family. It could be redeveloped as mixed-use. The additional density proposed with this plan would provide additional mass to support any commercial uses that could develop on the property. The additional density also supports mass transit, which is a critical planning goal. Both McKinney and 16th are bus routes, and a bus stop is located at the southwest corner of McKinney and 16th. Overall the plan provides for an urban design that fits into the existing character of the surrounding area consistent with the T4 NM policy while promoting additional density, supporting infill development, and supporting mass transit.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Fire Code issues will be addressed in the permit phase.



# Metro Planning Commission Meeting of 8/25/2016

## STORMWATER RECOMMENDATION

Approved

## WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

## PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate a 5 foot ROW dedication on the alley and alley widening per ST-263.

## TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (230)	0.24	7.26 D	2 U	17	2	3

\*Based on 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)	0.24	-	4 U	32	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+15	+1	+1

## METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High

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

The proposed SP- R zoning district would generate three additional students than what is typically generated under the existing R6 zoning district. Students would attend Churchwell Elementary,



## Metro Planning Commission Meeting of 8/25/2016

John Early Middle School and Pearl-Cohn High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated March 2016.

### **AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

1. Will this project include any affordable or workforce housing units? No plans for “affordable” per-se, but units would be sub \$300K to be attainable to the area and in line with comps.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No.

### **STAFF RECOMMENDATION**

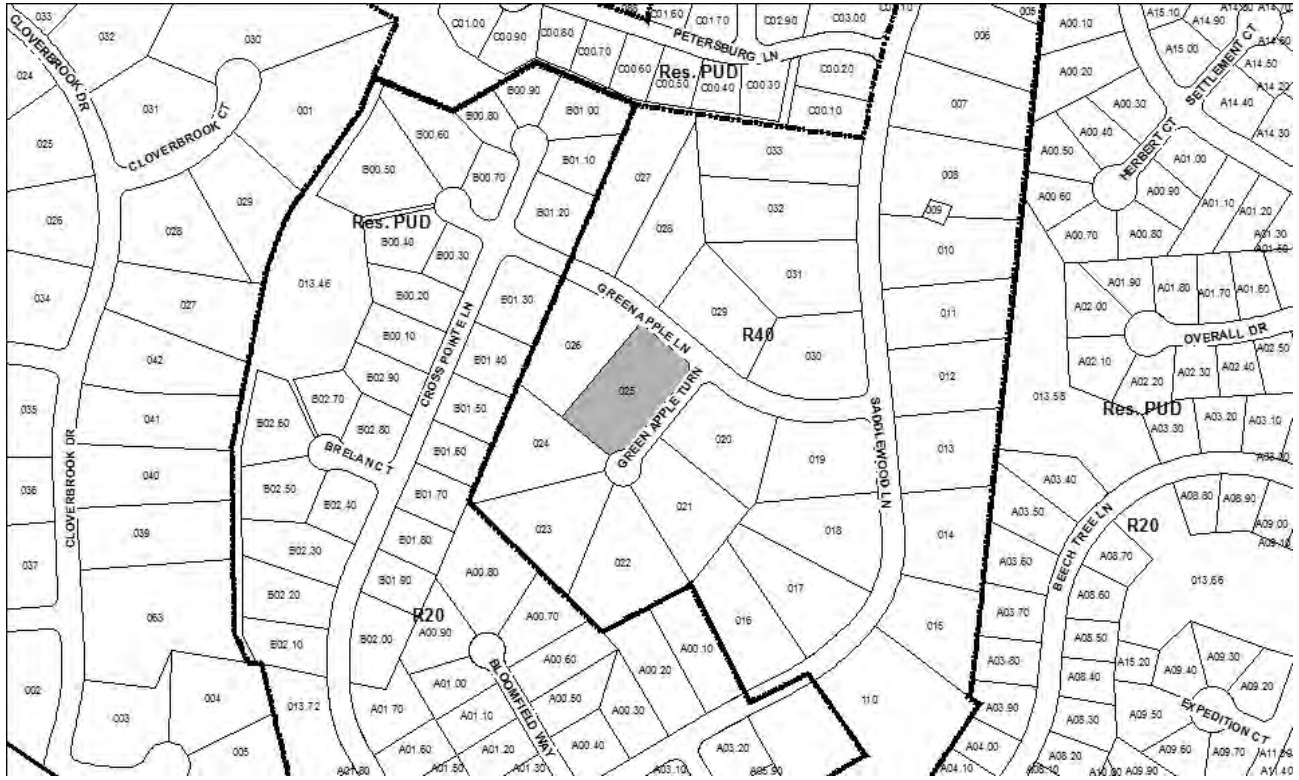
Staff recommends approval with conditions and disapproval without all as the proposed SP is consistent with the T4 Neighborhood Maintenance land use policy in this location and meets two critical planning goals.

### **CONDITIONS**

1. Uses in the SP shall be limited to four residential units.
2. The unit at the corner of McKinney Avenue and 18<sup>th</sup> Avenue North shall include a wrap around porch.
3. Due to the slope on the site the height at the rear and east side of the buildings may exceed two stories in 35 feet, but shall not exceed 45 feet.
4. On the corrected set, provide a sidewalk connection from the units to the public sidewalk along McKinney Avenue.
5. On the corrected set, add the following note: Building façades fronting McKinney Avenue shall provide a minimum of one principal entrance (doorway) per unit and a minimum of 25% glazing.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
7. The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 8/25/2016



SADDLEWOOD SUBDIVISION REPLAT OF LOT 19

Map 171-08, Parcel(s) 025

12, Southeast

04 (Robert Swope)



**Project No.** 2016S-168-001  
**Project Name** Saddlewood Subdivision Lot 19  
**Council District** 04 - Swope  
**School District** 02 - Brannon  
**Requested by** G. Scott Carter, applicant; Ryan Carver, owner.  
**Staff Reviewer** Sharp  
**Staff Recommendation** Approve.

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**APPLICANT REQUEST**

**Remove sanitary sewer disposal easements and single-family requirement from plat.**

Plat Amendment

A request for final plat approval to remove sanitary sewer disposal easements and to remove a note limiting the lot to only single-family uses on property located at 501 Green Apple Turn at the southwest corner of Green Apply Turn and Green Apple Lane, zoned One and Two-Family Residential (R40) (0.94 acres).

**Existing Zoning**

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

**SOUTHEAST COMMUNITY PLAN**

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to preserve the general character of developed suburban residential neighborhoods. 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. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

**HISTORY**

Lot 19 was platted in 1979 and approved by the Metropolitan Planning Commission. Sewer service was not available for the subdivision at this time, and lots were platted with approved septic fields. A note on the plat indicates that the subdivision is approved for single family residences, and any other construction must be approved by the Metropolitan Health Department. The Metro Public Health Department and Metro Water Services have confirmed that the property was connected to public sewer services in November 2001.

**PLAN DETAILS**

This request is to abandon sanitary septic disposal easements and the note on the plat limiting building to single-family residences. A single-family home is existing on this corner lot, which has frontage along Green Apple Turn. The site is 41,115 square feet, or 0.944 acres.







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### **ANALYSIS**

Lot 19 meets the minimum standards of the R40 zoning district and has frontage along a public street. The Saddlewood Subdivision contains 28 lots. Twenty-two (22) of these lots have at least 40,000 square feet. According to Metro Water, 26 of these lots definitively have sewer access and it is likely that the other two do as well. All of the lots within the subdivision may not be appropriate for increased intensity. Lot 19, however, is a corner lot with frontage along both Green Apple Turn and Green Apple Lane. Given that it meets the standards of the R40 zoning district and is connected to sewer, staff finds it appropriate to remove the note limiting development to a single-family home.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

- Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approved**

### **WATER SERVICES RECOMMENDATION**

#### **Approved**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approved**

### **STAFF RECOMMENDATION**

Staff recommends approval as the request is consistent with the R40 zoning district and the lot is now connected to sewer.



# Metro Planning Commission Meeting of 8/25/2016



## 94P-025-002

BELLEVUE COMMERCIAL PUD

Map 142, Parcel(s) 029.02, 029, 031-033, 157

06, Bellevue

22 (Sheri Weiner)



<b>Project No.</b>	<b>Planned Unit Development 94P-025-002</b>
<b>Associate Case</b>	2016Z-100PR-001
<b>Council Bill</b>	BL2016-357
<b>Council District</b>	22- Weiner
<b>School District</b>	09- Frogge
<b>Requested by</b>	Councilmember Sheri Weiner applicant; various property owners.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**APPLICANT REQUEST**  
**Cancel a portion of a PUD.**

Planned Unit Development Cancellation

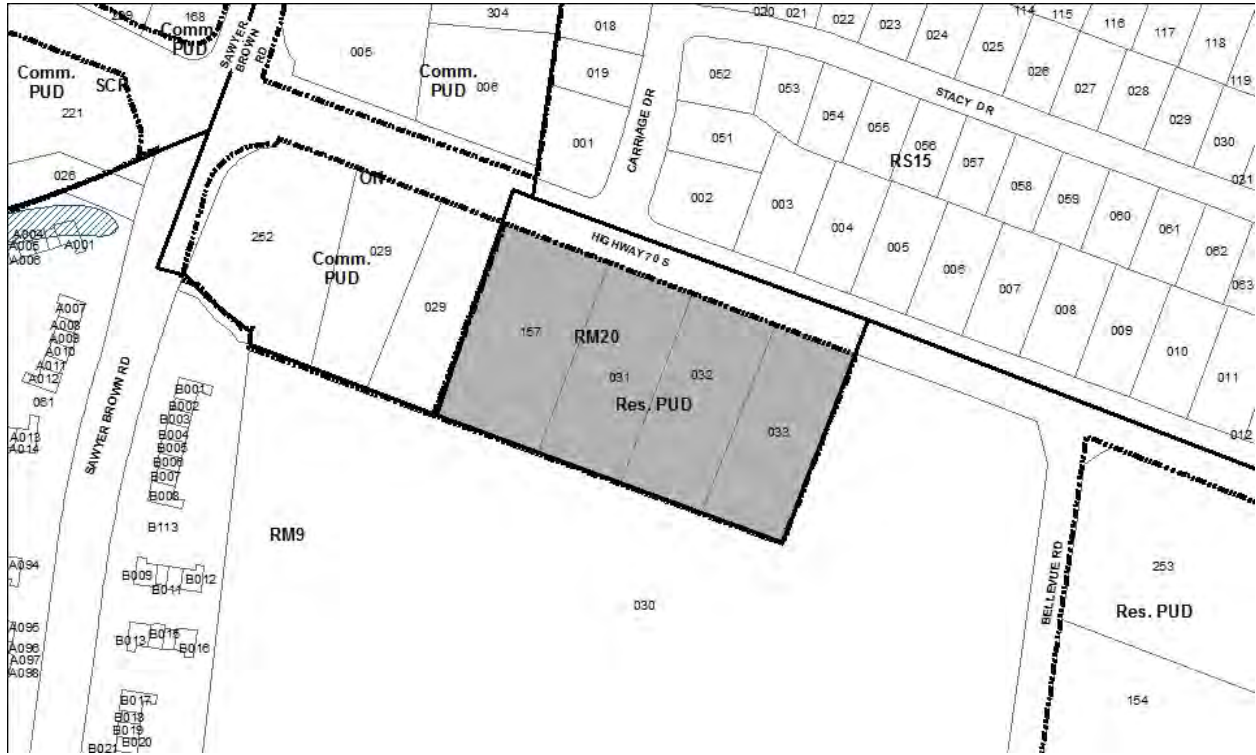
A request to cancel a portion of the Bellevue Commercial Planned Unit Development Overlay District for properties located at 7477, 7483, 7487, 7501, 7505, and 7513 Highway 70 S, approximately 245 feet east of Sawyer Brown Road, zoned Office Neighborhood (ON) and Multi-Family Residential (RM20) (6.41 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral as requested by the applicant.



# Metro Planning Commission Meeting of 8/25/2016



## 2016Z-100PR-001

Map 142, Parcel(s) 031-033, 157

06, Bellevue

22 (Sheri Weiner)



<b>Project No.</b>	<b>Zone Change 2016Z-100PR-001</b>
<b>Associate Case</b>	94P-025-002
<b>Council Bill</b>	BL2016-358
<b>Council District</b>	22 - Weiner
<b>School District</b>	09 - Frogge
<b>Requested by</b>	Councilmember Sheri Weiner, applicant; various property owners.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**APPLICANT REQUEST**  
**Rezone from RM20 to RS40.**

Request to Rezone

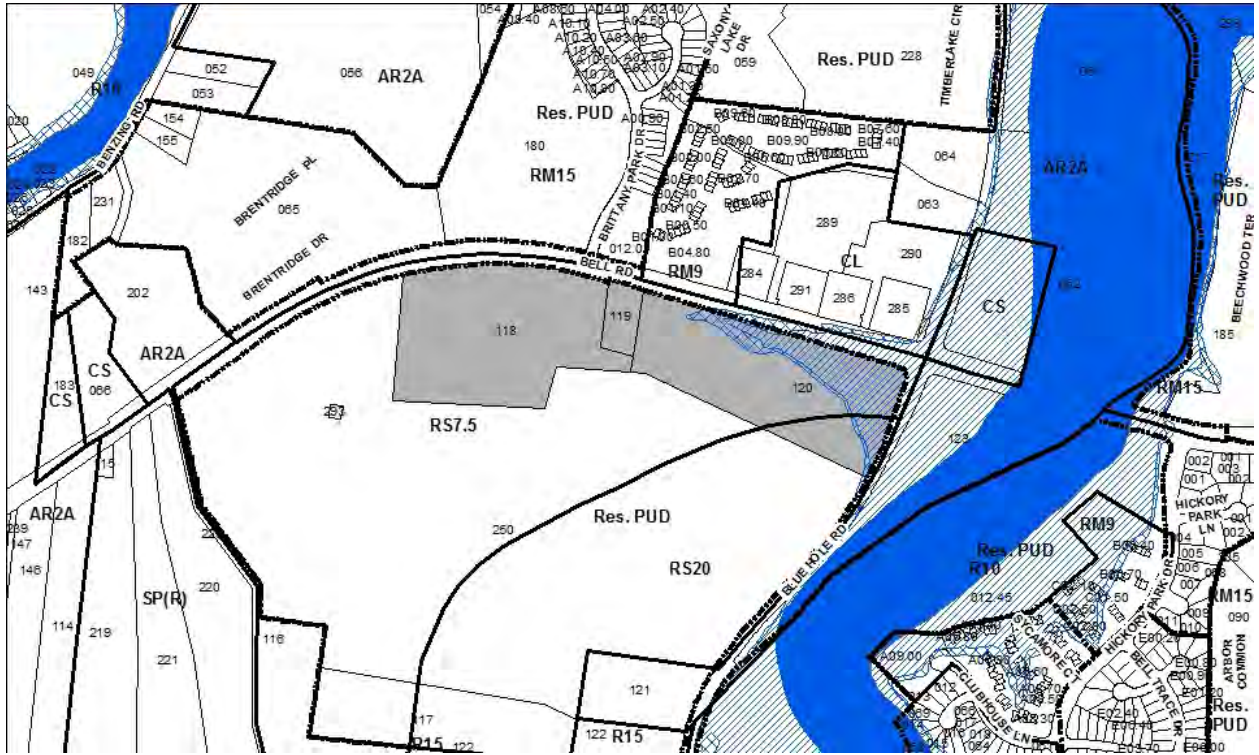
A request to rezone from Multi-Family Residential (RM20) to Single-Family Residential (RS40) zoning for properties located at 7477, 7483, 7487, and 7501 Highway 70 S, approximately 245 feet east of Sawyer Brown Road (4.47 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral as requested by the applicant.



# Metro Planning Commission Meeting of 8/25/2016



**95P-025-001**  
MILLWOOD COMMONS PHASE II  
Map 162, Parcel(s) 118-120  
12, Southeast  
31 (Fabian Bedne)



**Project No.** **Planned Unit Development 95P-025-001**  
**Project Name** **Millwood Commons Phase II**  
**Council District** 31 – Bedne  
**School District** 7 – Pinkston  
**Requested by** Middleburg Real Estate Partners, applicant; Kristi L. Warren and Bell Road, LP c/o Equitable Trust Company, owners.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the September 8, 2016, Planning Commission meeting unless recommendations of approval are received from Metro Public Works, Traffic and Parking, and Water Services. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.*

**APPLICANT REQUEST**

**Revise preliminary plan and for Final Site Plan for Millwood Commons Phase II Planned Unit Development.**

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District for property located at Bell Road (unnumbered) and Blue Hole Road (unnumbered), at the southwest corner of Blue Hole Road and Bell Road, zoned RS20 and Single-Family Residential (RS7.5) (25.95 acres), to permit 280 residential units.

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 139 units.*

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 4 units*

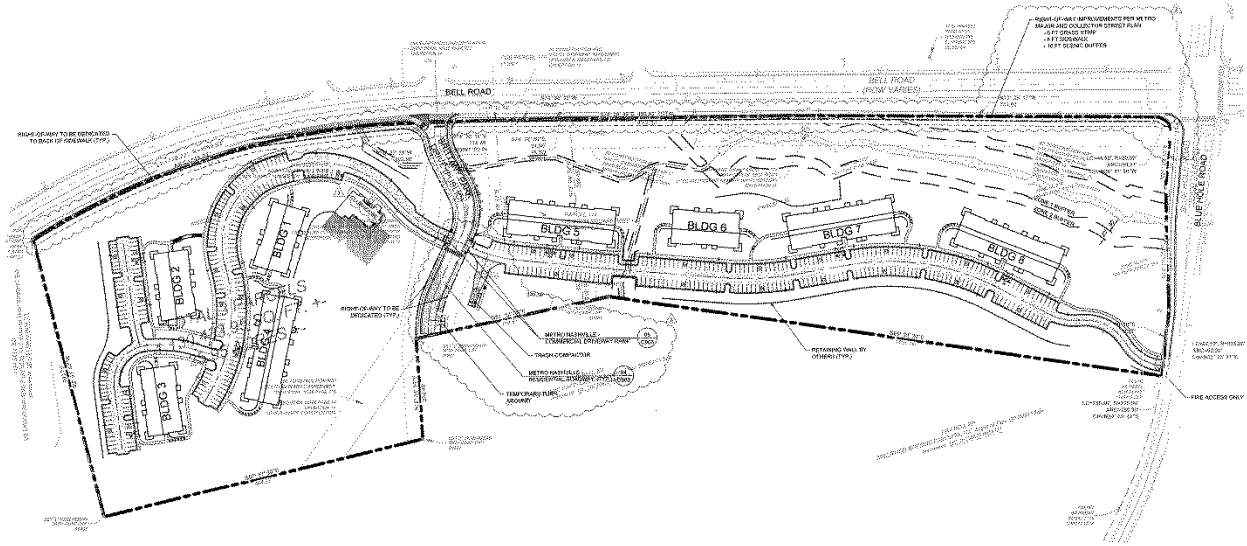
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**CRITICAL PLANNING GOALS**

N/A



# Metro Planning Commission Meeting of 8/25/2016



**Proposed Site Plan**





## Metro Planning Commission Meeting of 8/25/2016

### HISTORY

The Millwood Commons PUD consists of approximately 159 acres on the south side of Bell Road and west of Blue Hole Road. The original PUD plan was approved by Council in 1996 and included 1,024 residential units, which included 908 multi-family units and 116 single-family units. The plan was revised in 2007 to reduce the number of units. The revised PUD includes 884 multi-family units and 116 single-family units for a total of 1,000 residential dwelling units. The multi-family units are all located within the northern portion of the PUD adjacent to Bell Road. In 2015, Phase 1A was approved for a revision and final site plan approval for 252 multi-family residential units.

### ANALYSIS

The current request is for Phase II of the PUD to revise the building layout and to reduce the number of units within this phase. Phase II was originally approved for 336 multi-family units. The current proposal includes a total 280 multi-family residential units.

Sidewalks are being proposed along Bell Road consistent with the Major and Collector Street Plan: 6 foot planting strip and 8 foot sidewalk. Additionally, Bell Road is classified as a scenic arterial. A 10 foot landscape area is required behind the property line. Sidewalks are being proposed along Blue Hole Road consistent with the Major and Collector Street Plan: 8 foot planting strip and 6 foot sidewalk

No changes are being proposed that conflict with the concept of the Council approved plan. The revised site layout is consistent with the concept of the PUD and does not include any unapproved uses or increases in gross floor area. Consequently, staff finds that the proposed revision is a minor modification.

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

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

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
  - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
  - b. The boundary of the planned unit development overlay district is not expanded;



## Metro Planning Commission Meeting of 8/25/2016

- c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
- e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance; There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- g. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- h. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- i. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- l. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The proposal is for a revision to the preliminary plan to revise building locations and decrease the amount of units. Sidewalks are being added to Bell Road and Blue Hole Road consistent with the Major and Collector Street Plan. As the proposed revision keeps with the overall intent of the PUD, planning staff recommends approval of the request.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

Fire Code issues will be addressed in the permit phase.

### **STORMWATER RECOMMENDATION**

#### **Approved**



## Metro Planning Commission Meeting of 8/25/2016

### WATER SERVICES RECOMMENDATION

#### Returned

- Please contact Metro Water's Development Review Division concerning the proposed public sewer crossing through this property. This sewer was approved in a previous phase, but did not account for the proposed roadway and culverts crossing its path. Please indicate, via plans, that this approved sewer will not be adversely impacted by these crossings.
- Also, the plans propose a new public water main under the new public roadway extension. New public water mains require the submission of public construction plans to Metro Water. One requirement for Final Site Plan approval, is that all necessary construction plans have been approved. Once these plan have been submitted and approved, they match the Final Site Plans, and the required capacity fees paid, the Final SP can be approved (provided the above sewer issues have been addressed).

### PUBLIC WORKS RECOMMENDATION

#### Returned

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Comply with the conditions of the Metro Traffic Engineer
- Submit recorded ROW dedication prior to the building permit approval by MPW.
- Indicate the construction of a temporary turn around at the terminus of Brittany Park Dr. Turn around is to be within dedicated ROW/ easement. ~turnaround is to cul-de-sac – to hammer head turn.
- Submit detailed plans on the drainage structure extensions along the public ROWs. These require MPW review and approval by MPW Engineering Dept. Currently no details are provided, only TDOT standard drawing numbers
- Submit plans for the culverts under Brittany Park Drive, must be approved by MPW Engineering Dept. Currently no details are provided, only TDOT standard drawing numbers
- Additional comments may follow pending TIS approval, Stormwater approval and TDOT approval.

### TRAFFIC AND PARKING RECOMMENDATION

#### Returned

- Additional analysis and revised TIS has been requested.

### STAFF RECOMMENDATION

Staff recommends deferral to the September 8, 2016, Planning Commission meeting unless recommendations of approval are received from Metro Public Works, Traffic and Parking, and Water Services. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.

### CONDITIONS

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



## Metro Planning Commission Meeting of 8/25/2016

2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
4. 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.
5. 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.
6. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
7. Add the following note to the plan: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/25/2016



**2016Z-072PR-001**  
Map 071-07, Parcel(s) 189  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2016Z-072PR-001</b>
<b>Council District</b>	5 - S. Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Dharmesh Patel, applicant and owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to RM15-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential- Alternative (RM15-A) zoning for property located at 1702 Meridian Street, approximately 35 feet northwest of Edith Avenue, (0.34 acres).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 2 lots.*

**Proposed Zoning**

Multi-Family Residential-Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 5 units.*

**CRITICAL PLANNING GOALS**

N/A

**EAST NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

No. The proposed RM15-A zoning is inconsistent with the T4 Urban Neighborhood Maintenance policy. T4 NM policy areas contain a wide variety of housing types with each individual neighborhood having unique characteristics and development patterns. The land use pattern in this particular neighborhood is single-family units, particularly along Meridian Street. The surrounding area includes some duplex lots providing a mixture of housing types. The proposal to change zoning to multi-family residential is inconsistent with the character of the area.



## Metro Planning Commission Meeting of 8/25/2016

### ANALYSIS

The proposed RM15-A zoning district is located in the middle of the block along Meridian Street. This location is not located at a prominent corner, not located along a corridor and there is no alley in the rear of the property. The T4 Neighborhood Maintenance Policy is applied in areas to preserve the general character of the existing urban neighborhood.

The proposed RM15-A zoning district would allow multi-family residential uses of up to 15 units an acre. RM15-A zoning would permit up to 5 units on this parcel. The lots in this area along Meridian Street are single-family residential uses. Allowing a multi-family residential land use on this site would not maintain the general character of the neighborhood; therefore would not support the land use policy.

### PUBLIC WORKS RECOMMENDATION

N/A

### TRAFFIC AND PARKING RECOMMENDATION

#### Conditions if approved

- A traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3.21	4.3 D	13 U	125	10	14

Maximum Uses in Proposed Zoning District: **RM15**

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)	3.21	15 U	48 U	415	28	45

Traffic changes between maximum: **RS10** and **RM15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+35 U	+290	+18	+31

### METRO SCHOOL BOARD REPORT

Projected student generation existing **RS5**: 1 Elementary 0 Middle 0 High

Projected student generation proposed **RM15-A** district: 1 Elementary 1 Middle 1 High

The proposed RM15-A is expected to generate 2 more students over what would be generated by the existing zoning. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated March 2016.





## Metro Planning Commission Meeting of 8/25/2016

### **AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

1. Will this project include any affordable or workforce housing units? Not sure.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No structures have been demolished.

### **STAFF RECOMMENDATION**

Staff recommends disapproval of the requested zone change as the proposal is inconsistent with the T4 Neighborhood Maintenance policy. The T4 Neighborhood Maintenance Policy is applied in areas to preserve the general character of the existing urban neighborhood. RM15-A multi-family residential zoning in an area of mainly consisting of single-family residential uses is inconsistent with the NM policy. Allowing a multi-family residential land use on this site would not maintain the general character of the neighborhood.



# Metro Planning Commission Meeting of 8/25/2016



**2016Z-093PR-001**  
Map 081-10, Parcel(s) 308  
08, North Nashville  
21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2016Z-093PR-001</b>
<b>Council District</b>	21- Kindall
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Randy Haley, applicant and owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to RM9-A**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM9-A) zoning for property located at 1625 25th Avenue North, approximately 295 feet southeast of Osage Street, (0.43 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential-Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of 4 units.*

**CRITICAL PLANNING GOALS**

N/A

**NORTH NASHVILLE COMMUNITY PLAN**

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

No. The proposed RM9-A zoning is inconsistent with the T4 Urban Neighborhood Maintenance policy and the Open Space policy. T4 NM policy areas contain a wide variety of housing types with each individual neighborhood having unique characteristics and development patterns. The land use pattern in this particular neighborhood is single-family units and vacant residential lots. There is an



## Metro Planning Commission Meeting of 8/25/2016

existing duplex on the lot that is proposed for a zone change to RM9-A. The surrounding area includes park land. The proposal to change zoning to multi-family residential is inconsistent with the character of the area.

### ANALYSIS

The proposed RM9-A zoning district is located at the end of 25th Avenue North. This location is not located at a prominent corner, not located along a corridor and there is no alley in the rear of the property. The T4 Neighborhood Maintenance Policy is applied in areas to preserve the general character of the existing urban neighborhood.

The proposed RM9-A zoning district would allow multi-family residential uses of up to 9 units an acre. RM9-A zoning would permit up to 4 units on this parcel. The lots in this area along 25th Avenue North are single-family residential uses. Allowing a multi-family residential land use on this site would not maintain the general character of the neighborhood; therefore would not further the goals of the policy.

### PUBLIC WORKS RECOMMENDATION

N/A

### TRAFFIC AND PARKING RECOMMENDATION

#### Conditions if approved

- A traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.43	8.7 D	3 U	29	3	4

\*Based on two two-family lots.

Maximum Uses in Proposed Zoning District: **RM-9**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (210)	0.43	9 U	3 U	29	3	4

Traffic changes between maximum: **RS5 and RM-9**

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

### METRO SCHOOL BOARD REPORT

Projected student generation existing **RS5: 1 Elementary 0 Middle 0 High**

Projected student generation proposed **RM9-A district: 1 Elementary 1 Middle 1 High**



## Metro Planning Commission Meeting of 8/25/2016

The proposed RM15-A is expected to generate 2 more students over what would be generated by the existing zoning. Students would attend Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated March 2016.

### **AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

1. Will this project include any affordable or workforce housing units? I will be providing affordable housing. I currently have one unit in section 8 housing through MDHA.
2. If so, how many and what is the percentage of the entire development? I plan to enforce the affordable housing requirements by maintaining at a minimal participation of 25%. I intend to have 50% of the new units in section 8 housing and following MDHA rules and regulations.
3. How will you enforce the affordability requirements? I plan to enforce the affordable housing requirements by maintaining at a minimal participation of 25%. I intend to have 50% of the new units in section 8 housing and following MDHA rules and regulations.
4. Have any structures been demolished in the last 12 months? I have not demolished any structures on the property during the last 12 months. There is evidence of another structure that was previously located on the site where I want to build the new unit.

### **STAFF RECOMMENDATION**

Staff recommends disapproval of the requested zone change as the proposal is inconsistent with the T4 Neighborhood Maintenance policy and Open Space policy. Multi-family residential zoning in an area mainly consisting of single-family residential uses is inconsistent with the NM policy. Allowing a multi-family residential land use on this site would not maintain the general character of the neighborhood.



# Metro Planning Commission Meeting of 8/25/2016



**2016Z-094PR-001**  
Map 105-03, Parcel(s) 275  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2016Z-094PR-001</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Best Built Construction, Inc., applicant and owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IWD to MUL-A.**

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 1267 2nd Avenue South, at the northwest corner of Hart Street and 2nd Avenue South, (0.14 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Limited-Alternative (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 Variety of Transportation Choices
- Supports Walkable Neighborhoods

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The existing sidewalk fronting this parcel will allow for access to public transportation as well as a safe path of travel for pedestrians. This site fronts 2nd Avenue South which is an existing MTA bus route which provides the potential for an alternative method of transportation for future residents.

**SOUTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.

Consistent with Policy?

Yes. The rezoning to MUL-A is consistent with the Mixed Use Neighborhood (T4 MU) Policy and is appropriate given the site’s location in an urban area. The rezoning would meet the goals of the policy by placing a mixture of uses along a major collector street, 2nd Avenue South.



## Metro Planning Commission Meeting of 8/25/2016

### ANALYSIS

This request includes one property at the northwest corner of Hart Street and 2nd Avenue South. The proposed MUL-A zoning would contribute to the mixture of uses along these streets which connect the site to the surrounding neighborhood. This rezoning request provides an opportunity for infill development to occur in a manner that provides for multiple transportation choices by placing a potential residential and mixed use development in proximity to Hart Street and 2nd Avenue South. 2<sup>nd</sup> Avenue South is a major arterial street with an existing bus route. MUL-A design standards would place future development in an orientation which addresses the public realm while screening automobile parking. The current zoning, IWD, would not allow for these planning goals to be achieved.

The rezoning would encourage the mix of uses promoted under this policy. Permitted uses under the MUL-A zoning district are residential, retail, restaurant, and office uses. These uses are consistent with the intent of the policy to promote mixed-use developments that are amenable to pedestrians and create a vibrant public realm.

### FIRE MARSHAL RECOMMENDATION

N/A

### PUBLIC WORKS RECOMMENDATION

N/A

### WATER SERVICES RECOMMENDATION

N/A

### STORMWATER RECOMMENDATION

N/A

### TRAFFIC AND PARKING RECOMMENDATION

#### Conditions of Approval

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.14	0.8 F	4,878 SF	18	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)	0.14	1 F	6,098 SF	299	13	37





## Metro Planning Commission Meeting of 8/25/2016

Traffic changes between maximum: IWD and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+281	+11	+35

### METRO SCHOOL BOARD REPORT

**Projected student generation existing IWD district: 0 Elementary, 0 Middle, 0 High**

**Projected student generation proposed MUL-A district: 1 Elementary, 0 Middle, 0 High**

The proposed zone change would generate one more student than what is typically generated under the existing IWD zoning district. Students would attend Whitsitt Elementary School, Wright Middle School, Glencliff High School. Each school within the cluster has capacity for additional students. This information is based upon data from the school board last updated March 2016.

### AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Yet to be determined.
2. If so, how many and what is the percentage of the entire development? Yet to be determined.
3. How will you enforce the affordability requirements? Yet to be determined.
4. Have any structures been demolished in the last 12 months? No.

### STAFF RECOMMENDATION

Staff recommends approval as the proposed rezoning is consistent with policy and supports several critical planning goals.





<b>Project No.</b>	<b>Zone Change 2016Z-095PR-001</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Best Built Construction, Inc., applicant and owner.

<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IWD to MUL-A.**

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 1277 and 1285 2nd Avenue South, at the southwest corner of Hart Street and 2nd Avenue South, (0.34 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Limited-Alternative (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 Variety of Transportation Choices
- Supports Walkable Neighborhoods

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The existing sidewalk fronting this parcel will allow for access to public transportation as well as a safe path of travel for pedestrians. This site fronts 2nd Avenue South which is an existing MTA bus route which provides the potential for an alternative method of transportation for future residents.

**SOUTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.



## Metro Planning Commission Meeting of 8/25/2016

### Consistent with Policy?

Yes. The rezoning to MUL-A is consistent with the Mixed Use Neighborhood (T4 MU) Policy and is appropriate given the site's location in an urban area. The rezone would meet the goals of the policy by placing a mixture of uses along a major collector street, 2nd Avenue South.

### **ANALYSIS**

This request includes two adjacent properties at 1277 and 1285 2nd Avenue South. The proposed MUL-A zoning would contribute to the mixture of uses along these streets which connect the site to surrounding neighborhood. This rezoning request provides an opportunity for infill development to occur in a manner that provides for multiple transportation choices by placing a potential residential and mixed use development in proximity to Hart Street and 2nd Avenue South. 2<sup>nd</sup> Avenue South is a major arterial street with an existing bus route. MUL-A design standards would orient future development to the public realm while screening automobile parking uses. The current zoning, IWD, would not allow for these planning goals to be achieved.

The rezoning would encourage the mix of uses promoted under this policy. Permitted uses under the MUL-A zoning district are residential, retail, restaurant, and office uses. These uses are consistent with the intent of the policy to promote mixed-use developments that are amenable to pedestrians and create a vibrant public realm.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **WATER SERVICES RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Conditions of Approval**

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.34	0.8 F	11,848 SF	43	4	4



# Metro Planning Commission Meeting of 8/25/2016

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)	0.34	1 F	14,810 SF	672	20	58

Traffic changes between maximum: IWD and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+629	+16	+54

## METRO SCHOOL BOARD REPORT

**Projected student generation existing IWD district: 0 Elementary, 0 Middle, 0 High**

**Projected student generation proposed MUL-A district: 2 Elementary, 1 Middle, 1 High**

The proposed zone change would generate four additional students than what is typically generated under the existing IWD zoning district. Students would attend Whitsitt Elementary School, Wright Middle School, Glencliff High School. Each school within the cluster has capacity for additional students. This information is based upon data from the school board last updated March 2016.

## AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Yet to be determined.
2. If so, how many and what is the percentage of the entire development? Yet to be determined.
3. How will you enforce the affordability requirements? Yet to be determined.
4. Have any structures been demolished in the last 12 months? No.

## STAFF RECOMMENDATION

Staff recommends approval as the proposed rezoning is consistent with policy and supports several critical planning goals.



# Metro Planning Commission Meeting of 8/25/2016



**2016Z-096PR-001**  
Map 105-07, Parcel(s) 430  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2016Z-096PR-001</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	05 - Buggs
<b>Requested by</b>	Jonathan Saad, applicant and owner.
<b>Staff Reviewer</b>	Sharp
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IWD to MUL-A.**

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 1305 2nd Avenue South, approximately 165 feet northwest of Gray Street (0.1 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

This request creates an opportunity for infill urban development, filling in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. Sidewalks are present along 2nd Avenue South for this blockface. Were this site to redevelop under MUL-A zoning standards, the pedestrian streetscape would be further enhanced by strong connections between building entrances and sidewalks and through limiting access to the existing alley. The existing transit routes along 2nd Avenue South provide an access framework for residents and visitors to and from new destinations on these properties.

**SOUTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.



## Metro Planning Commission Meeting of 8/25/2016

### Consistent with Policy?

Yes. The proposed MUL-A zoning district is consistent with the T4 Urban Mixed Use Neighborhood Policy (T4 MU) and is appropriate given the site's urban location. The rezoning would encourage the mix of uses promoted under this policy. Permitted uses under the MUL-A zoning district are residential, retail, restaurant, and office uses. These uses are consistent with the intent of the policy to promote mixed-use developments that are amenable to pedestrians and create a vibrant public realm. The existing IWD zoning district is not consistent with the policy and does not provide these opportunities.

### **ANALYSIS**

The proposed rezoning is consistent with T4 Urban Mixed Use Neighborhood Policy and if the site were to redevelop, this redevelopment would comply with the pedestrian-friendly standards of the MUL-A zoning district. This rezoning request offers potential for infill development to occur in a way that would meet policy goals by enhancing the walkability of the area and placing a potential residential and mixed use development along 2nd Avenue South, a corridor with bus service. The proposed mixed-use zoning would complement the variety of uses present along this block and the immediate area that are encouraged under the T4 Urban Mixed Use Neighborhood Policy. The existing IWD zoning does not offer this potential.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **PUBLIC WORKS RECOMMENDATION**

N/A

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approved with conditions**

Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.1	0.8 F	3,484 SF	13	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)	0.1	1 F	4,356 SF	225	11	32

#### Traffic changes between maximum: **IWD and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+212	+9	+30





## Metro Planning Commission Meeting of 8/25/2016

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed MUL-A zoning district is not expected to generate additional students. Students would attend Whitsitt Elementary School, Wright Middle School, and Glencliff High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated March 2016.

### **AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

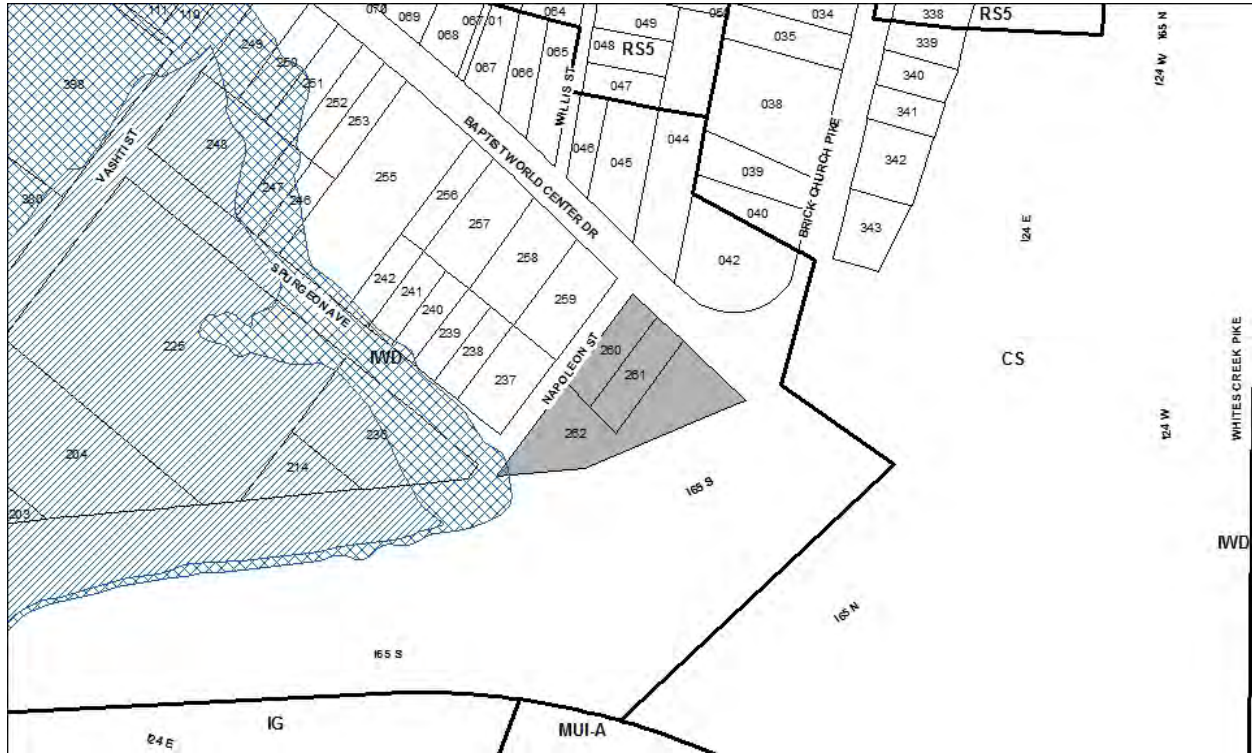
1. Will this project include any affordable or workforce housing units? Yes. I intend to build a modest residence and artist studio for myself.
2. If so, how many and what is the percentage of the entire development? 100%
3. How will you enforce the affordability requirements? I have no choice, it's all I can afford.
4. Have any structures been demolished in the last 12 months? No, the original home was demolished 40 years previously.

### **STAFF RECOMMENDATION**

Staff recommends approval as the requested zoning district is consistent with the T4 Urban Mixed Use Neighborhood policy.



# Metro Planning Commission Meeting of 8/25/2016



## 2016Z-097PR-001

Map 071-14, Parcel(s) 260-262

03, Bordeaux - Whites Creek

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Zone Change 2016Z-097PR-001</b>
<b>Council District</b>	02 - Hastings
<b>School District</b>	01 - Gentry
<b>Requested by</b>	TriTrust Partners applicant; Choice City Homes, LLC & JDG Investments, LLC, owners.
<b>Staff Reviewer</b>	Deus
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Rezone from IWD to MUL-A.**

Request to Rezone

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 1104 and 1106 Baptist World Center Drive and 1407 Napoleon Street, at the southeast corner of Baptist World Center Drive and Napoleon Street, (0.84 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Limited-Alternative (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**

- Creates Walkable Neighborhoods
- Supports Infill Development

This request directs development to areas where infrastructure is already existing (i.e. sewer lines, roads) as opposed to areas where there are not adequate public facilities. This reduces the service constraints placed on Metro’s resources. The proposed request would also enhance walkability along a corridor through the orientation of buildings and enhancement of the pedestrian network.

**BORDEAUX- WHITES CREEK COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.

Consistent with Policy?

Yes. The proposed zoning district allows for additional uses to be introduced into a primarily industrial corridor that is envisioned to redevelop into an urban mixed-use neighborhood with a



## Metro Planning Commission Meeting of 8/25/2016

variety of uses including residential, office, and commercial. Furthermore, the design standards in the Alternative districts are consistent with the design principles for this policy.

### ANALYSIS

This site is located at 1104 and 1106 Baptist World Drive on approximately 0.84 acres. This property is currently zoned Industrial Warehousing/ Distribution (IWD), which permits industrial uses.

In the event these properties were to redevelop, the MUL-A zoning district would allow for additional uses to be introduced including residential, office and commercial. This district has appropriate design standards consistent with the land use policy that would create walkable neighborhoods through the placement of buildings. The MUL-A district requires a build to zone that would orient future development to address the public realm. The standards would also require future development to occupy the corner of the parcel since these properties are located at the intersection of two public streets.

This property is located outside the Urban Zoning Overlay; therefore one module of parking would be permitted between the street and any future structure; sidewalks would be required upon redevelopment.

The rezoning would encourage the mix of uses promoted under this policy. Permitted uses under the MUL-A zoning district are residential, retail, restaurant, and office uses. These uses are consistent with the intent of the policy to promote mixed-use developments that are amenable to pedestrians and create a vibrant public realm. The existing IWD zoning district is not consistent with the policy and does not provide these opportunities.

### FIRE MARSHAL RECOMMENDATION

N/A

### PUBLIC WORKS RECOMMENDATION

N/A

### TRAFFIC & PARKING RECOMMENDATION

#### Approved with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.84	0.8 F	29,272 SF	105	9	10



## Metro Planning Commission Meeting of 8/25/2016

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)	0.84	1 F	36,590 SF	1603	37	110

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1,498	+28	+100

### METRO SCHOOL BOARD REPORT

Projected student generation existing **IWD** district      0 Elementary 0 Middle 0 High  
 Projected student generation proposed **MUL-A** district 0 Elementary 3 Middle 3 High

The proposed MUL-A district would generate six additional students than what is typically generated under the existing IWD district. All three schools have been identified as having additional capacity. Students would attend Lillard Elementary, Joelton Middle School and Whites Creek High School.

This information is based upon data from the school last updated March 2016.

### AFFORDABLE AND WORKFORCE HOUSING REPORT

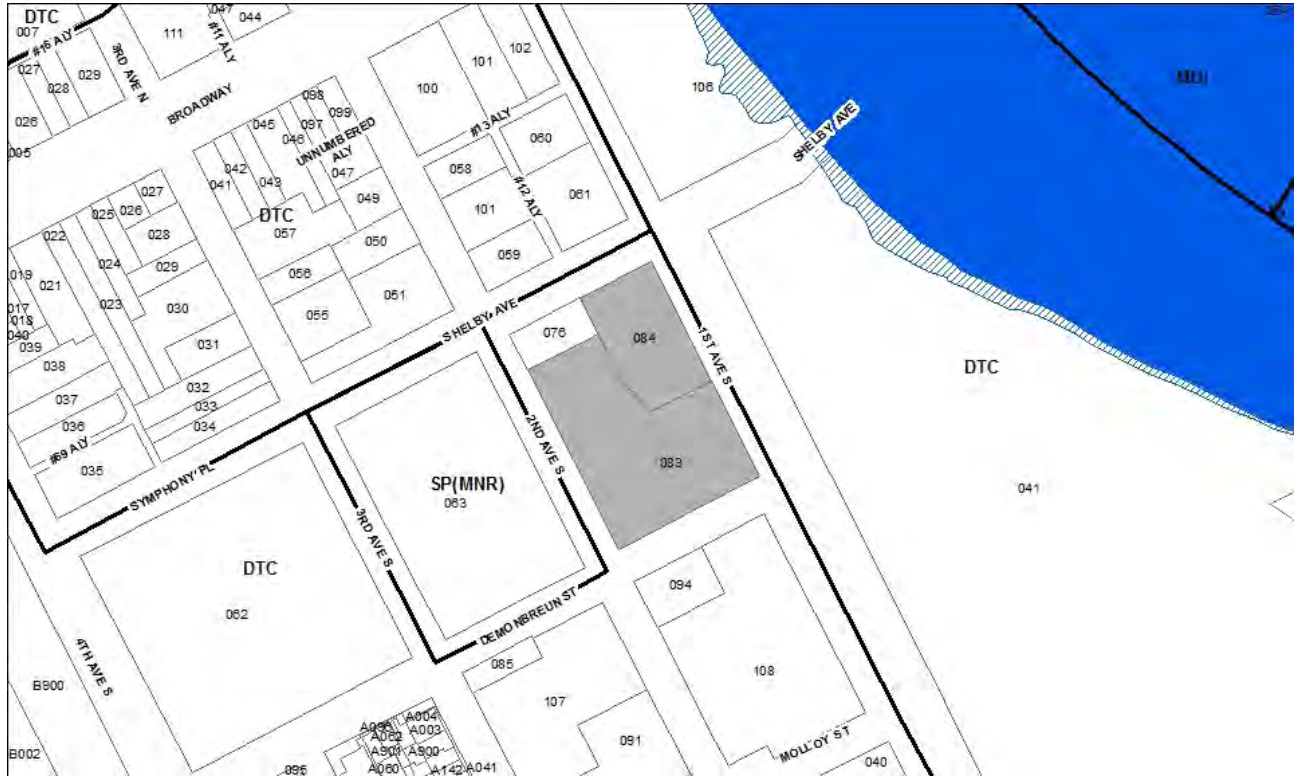
1. Will this project include any affordable or workforce housing units? There are no building plans, so there are no plans for affordable housing or workforce housing at this time.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No.

### STAFF RECOMMENDATION

As this request is consistent with policy and supports several critical planning goals, staff recommends approval.



# Metro Planning Commission Meeting of 8/25/2016



**2016DTC-001-002**

Map 093-06-4, Parcel(s) 083-084  
09, Downtown  
19 (Freddie O'Connell)



<b>Project No.</b>	<b>DTC Overall Height Modification Revision 2016DTC-001-002</b>
<b>Project Name</b>	<b>151 1<sup>st</sup> Avenue South – SoBro Subdistrict</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Second Avenue Partners, LLC, applicant; Market Street Apartments, LTD, owner.
<b>Staff Reviewer</b>	Withers
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Modification to the overall height standards of the Downtown Code (DTC) to allow a 40 story building, within the SoBro Subdistrict. Note: See the Minutes for August 25, 2016 for revised information presented at the meeting.**

Modification to overall height

A request for revised plans associated with a previously approved overall height modification to permit a mixed use development of up to, and not to exceed, 40 stories, for property located at 151 1st Avenue South and 150 2nd Avenue South (1.6 acres), zoned Downtown Code (DTC) and within the SoBro subdistrict.

The request consists of a revision to the previously approved Overall Height Modification 2016DTC-001-001, approved with conditions by the Planning Commission on May 26<sup>th</sup>, 2016. The applicant has revised their development plans to no longer include the property located at 134 2<sup>nd</sup> Avenue South (.14 acres), which consists of a small existing parking lot adjacent to the Seigenthaler Pedestrian Bridge. Subsequently, the revised Overall Height Modification request is required to be reconsidered by the Planning Commission since the physical design has changed. The revised plans are consistent with the previously approved plans in terms of the quality of the design, streetscape improvements, the public benefits provided, and consistency with policy.

**Existing Zoning**

Downtown Code (DTC) is the underlying base zoning and is designed for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown.

**Downtown Community Plan & Policy**

NashvilleNext identifies downtown as a Tier One Center, and as such is called on to accommodate the most growth (residents and jobs) as Nashville grows. This is in keeping with good planning practices to allow for the most density and building height at the key centers in order to avoid a sprawling development pattern throughout the county. During the NashvilleNext community input process Downtown was the area that citizens throughout Nashville chose to receive the most intensity of development and growth. The NashvilleNext adoption included a change to the policy in this location to allow high-rise height to align with the Tier One Center concept. The DTC was subsequently amended to align the zoning entitlements with the policy, allowing high-rise height in this area.

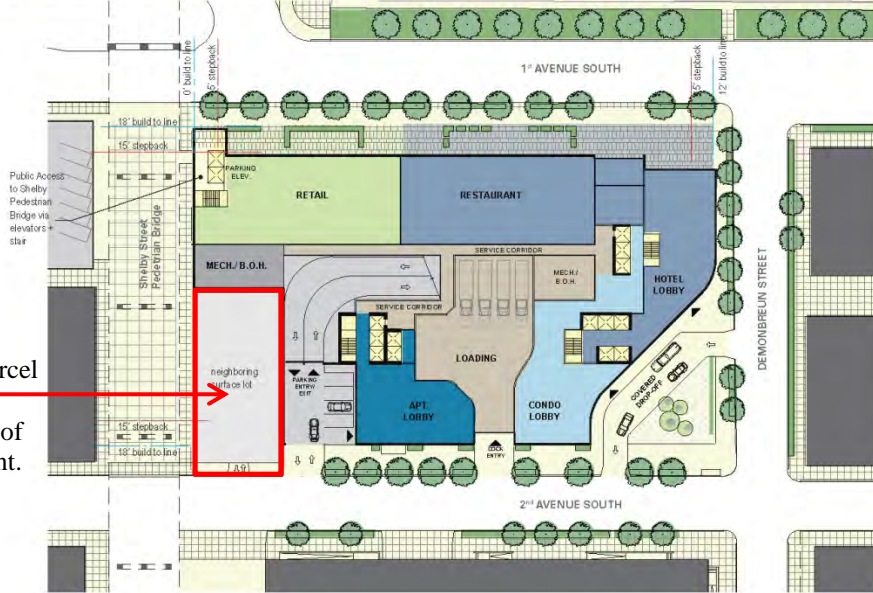
T6 Downtown Neighborhood (T6 DN) is intended to preserve and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and



# Metro Planning Commission Meeting of 8/25/2016

## PLAN DIAGRAM | GROUND FLOOR

RESIDENTIAL CIRCULATION LOBBY RETAIL LOADING/B.O.H. PARKING HOTEL



Parking Lot Parcel  
No longer part of the development.

SCB © 2015 Skidmore, Crowell, Langston SECOND AVENUE PARTNERS, LLC

151 1st AVENUE | NASHVILLE | 08.19.16 12

Proposed site plan.

## PLAN DIAGRAM | GROUND FLOOR

RESIDENTIAL CIRCULATION LOBBY RETAIL LOADING/B.O.H. PARKING HOTEL



SCB © 2015 Skidmore, Crowell, Langston SECOND AVENUE PARTNERS, LLC

151 1st AVENUE | NASHVILLE | 03.30.16 6

Previously approved plan.





## Metro Planning Commission Meeting of 8/25/2016

the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 Downtown Neighborhood Areas contain high density residential and mixed use development. T6 Downtown Neighborhood policy allows high-rise buildings (building 20 stories and greater in height).

**The proposed mixed-use project is a high-rise building, as allowed by the policy. It steps back from and respectfully engages with the historic Seigenthaler pedestrian bridge by providing new public elevators to the bridge.**

Special Policy SPA 09-T6-DN-SOBRO-01, SoBro Neighborhood, is intended to be a high-intensity, mixed use neighborhood emphasizing cultural, entertainment, and residential uses while accommodating some office uses. It encourages SoBro to develop as a distinctive, architecturally eclectic neighborhood with tall buildings with some sheer walls along certain streets, as well as some “stepped back” buildings to create a variety of viewsheds and allow for light and air circulation throughout the neighborhood. Overall, development in SoBro should emphasize a comfortable and lively pedestrian environment for residents and visitors. Special Policy 09-T6-DN-SOBRO-01, SoBro Neighborhood, does *not* have an overall building height limit.

**The proposed mixed-use project is distinctive and architecturally unique, that steps back on its street frontages to allow for more light and air to the street. The two tower massing creates a more unique viewshed compared to a typical rectangular massing. The proposed project includes significant improvements to the pedestrian realm with sidewalks that meet and exceed the MCSP standards.**

### SoBro Neighborhood

The current built pattern of First and Second Avenues is an extension of the historically and culturally significant Second and Broadway Neighborhood to the north. South of Broadway, First and Second Avenues include a collection of notable, low-scaled historic brick buildings that add to the fabric of the neighborhood. These should be preserved and their massing should be utilized as a contextual basis for new and adaptive reuse development in the area.

**The Market Street Apartments are not within a Historic Zoning Overlay, nor listed on or eligible to be listed on the National Register of Historic Places. Moreover, the Metro Historical Commission staff has recommended approval of the requested height modification as proposed. Additionally, the proposed building steps back from the Seigenthaler Pedestrian Bridge, respecting this historic structure while providing a new public access point to it. The scale and massing of the proposed building is consistent with requirements of the policy, including height at the street that meets the context requirements.**

*Goals for the SoBro Neighborhood* Maintain, along both sides of First and Second Avenues, a building height at the street compatible with the portion of the First and Second Avenues north of Broadway. The building heights shall be a minimum of 25 feet at the street, but shall not exceed 105 feet at the street. At 105 feet, the building shall step back a minimum of 15 feet. This area, with the exception of the east side of First Avenue where heights are intended to remain low-rise, may also be considered for additional height in exchange for public benefits provided by the development, such as affordable or attainable housing, so long as the overall intent and goals for the neighborhood are met.



## Metro Planning Commission Meeting of 8/25/2016

The project steps back 15' before reaching 105' in height at the street along 2nd Avenue South, and provides an additional 10' of right-of way plus a step-back of 5' along 1<sup>st</sup> Avenue South equating to 15', as recommended by the special policy. This condition with the building set further back on the ground level, is preferable as it allows for more light and air to filter to the street level.

The proposed project incorporates public benefits including, workforce housing, LEED certification, pervious surfaces, and a new public access to the pedestrian bridge from 1<sup>st</sup> Avenue South, as well as greatly improved streetscapes and sidewalks.



**View from Cumberland Park looking west towards proposed development.**

### Consistent with Policy?

Yes, the overall height modification request is consistent with the policy and its intent for high intensity mixed-use development. The T6 Downtown Neighborhood policy allows “high-rise” building height, defined as buildings 20 stories or greater. The special policy only addresses height at the street, and does not have an overall height limit. Therefore, high-rise buildings are permissible. This is consistent with the built, approved, and under construction buildings in the same policy area, including the Pinnacle Building, 222 2<sup>nd</sup> Avenue South, and the SoBro apartment tower, all high-rise buildings over 20 stories. This is also consistent with the DTC zoning which permits high-rise buildings.

The project steps back 15' before reaching 105' in height at the street along 2nd Avenue South, and provides an additional 10' of right-of way plus a step-back of 5' along 1<sup>st</sup> Avenue South equating to 15', as recommended by the special policy. The additional right-of-way along 1<sup>st</sup> Avenue South



## Metro Planning Commission Meeting of 8/25/2016

enhances the pedestrian experience by providing 10' of outdoor dining space in addition to 18' of sidewalk and street tree space. This enhanced streetscape and sidewalk, as well as the enhancements along 2<sup>nd</sup> Avenue, provide improved linkages northward along 1<sup>st</sup> and 2<sup>nd</sup> Avenues as recommended by the special policy. Additionally, the building steps back from the Seigenthaler Pedestrian Bridge, respecting this historic structure. The north tower is now 55' back from the bridge. The proposal adds a new pedestrian access to the bridge further activating both it and the street below. The proposed project includes active streetscapes and a lively pedestrian experience, particularly along the 1<sup>st</sup> Avenue frontage that includes dedicated outdoor dining space. The proposed project incorporates workforce housing, as outlined in the special policy which states that additional height may also be considered "in exchange for public benefits provided by the development, such as affordable or attainable housing, so long as the overall intent and goals for the neighborhood are met." The public benefits provided by the project include, workforce housing, LEED certification, pervious surfaces, and new public access to the pedestrian bridge from 1<sup>st</sup> Avenue South, as well as greatly improved streetscapes and sidewalks.

The Market Street Apartments are not proposed to be preserved as part of the development, as they are not within a Historic Zoning Overlay, nor listed on or eligible to be listed on the National Register of Historic Places. Moreover, the Metro Historical Commission staff has recommended approval of the requested height modification as proposed.

### **BACKGROUND**

This project was previously approved with conditions by the Planning Commission on May 26<sup>th</sup>, 2016, case number 2016DTC-001-001. Since that time, the applicant has revised their development plans to no longer include the property located at 134 2<sup>nd</sup> Avenue South (.14 acres), which consists of a small existing parking lot adjacent to the Seigenthaler Pedestrian Bridge along 2<sup>nd</sup> Avenue South. Subsequently, the north tower has now shifted approximately 40 feet to the south to accommodate the small parcel they are no longer able to incorporate into their development. The revised Overall Height Modification request is therefore required to come back before the Planning Commission as the physical design has changed. The revised plans are consistent with the previously approved plans in terms of the quality of the design, the public benefits provided, and its consistency with policy.

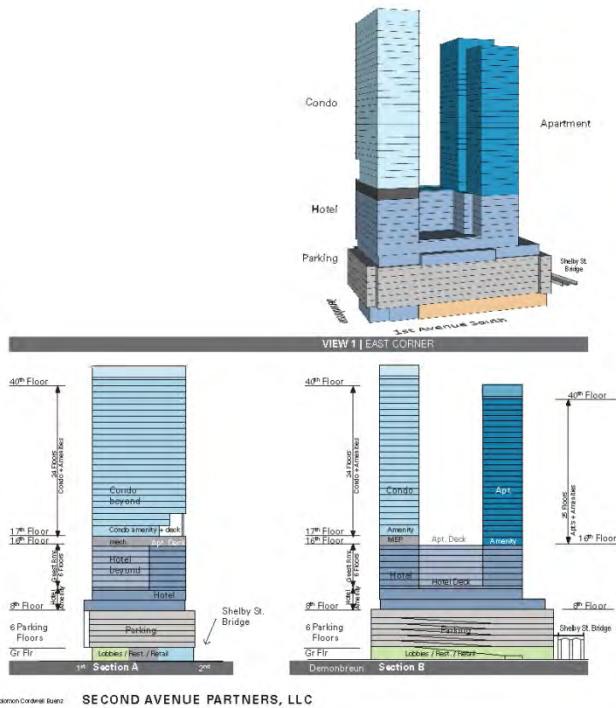
The Overall Height Modification process requires that the Planning Department's Executive Director first make a determination whether the applicant has made "reasonable efforts to use all appropriate bonuses available in the DTC's Bonus Height Program." The Executive Director has determined that reasonable efforts have been made and include the bonuses of LEED Gold, Pervious Surface, Public Parking, and Civil Support Space. In addition, in lieu of the Workforce Housing Bonus, which is subject to change based on inclusionary housing legislation, the applicant has committed to provide workforce housing of 10% of the number of rental units, if financial incentives are approved.

A community meeting was held by the applicant on May 5<sup>th</sup>, 2016 to review their initial proposal, with notices sent out in advance. This meeting satisfies the public meeting requirement for the proposed Overall Height Modification, including the proposed revision. The project also received concept approval from the Metropolitan Housing and Development Agency Design Review Committee (MDHA DRC) on June 7, 2016.



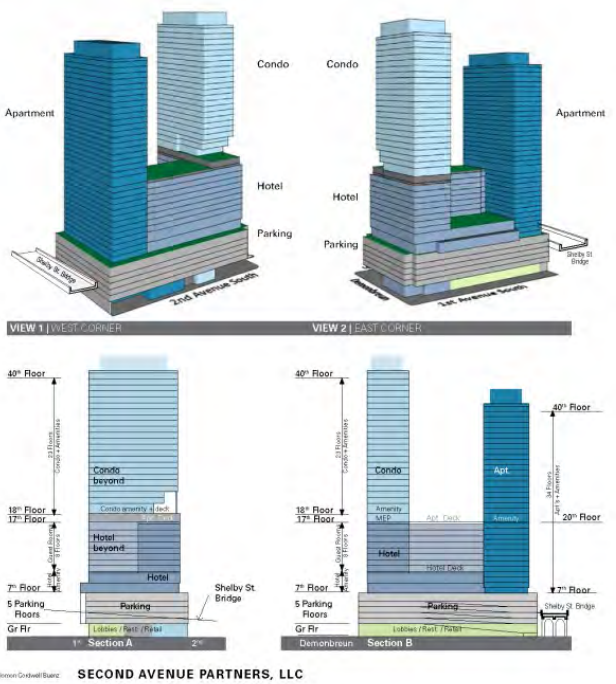
# Metro Planning Commission Meeting of 8/25/2016

## MASSING DIAGRAMS



Massing of proposed development.

## MASSING DIAGRAMS



Massing of previously approved development.



## Metro Planning Commission Meeting of 8/25/2016

The proposed design (and revisions) will require a final MDHA DRC review and approval prior to building permits. This also includes reviewing the glass punch-out level for the hotel that occurs at the 8<sup>th</sup> story (at 108 feet) along 1<sup>st</sup> Avenue South. The previous design had the punch-out level occurring at the 7<sup>th</sup> level. This revision would be a minor modification to the DTC standards that the MDHA DRC considers, as the step-back is required to occur by the 8<sup>th</sup> story. The proposed step-back *is* consistent with the policy which requires it to occur before 150’.

The Planning Commission shall consider the modification request as follows:

“The Planning Commission shall review the modification request and may grant additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project’s relationship to surrounding properties.”

### Overall Height Modification request:

- To allow a 40 story building, where 30 stories is the by-right Bonus Height Maximum achievable through the DTC Bonus Height Program provisions.
- Utilizing the DTC Bonuses of LEED, Pervious Surface, Public Parking, and Civil Support Space.
- Committing to provide workforce housing of 10% of the number of rental units.

### ANALYSIS

The Modification request consists of approximately 10 stories of additional height above the by-right bonus height of 30 stories. Revisions to the previously approved plan include shifting the north tower 40 feet to the south, adding an additional level to the parking podium (six total), consolidating the number of curb-cuts along 2<sup>nd</sup> Avenue South from four down to only three, and shifting the hotel punch-out level along 1<sup>st</sup> Avenue South up one story to the 8<sup>th</sup> level (in order to accommodate the revised parking volume below. The design quality, aesthetic, streetscape improvements, and the public benefits provided are consistent with the previously approved plan.

The proposed project consists of two towers above a podium base with ground level retail to activate the street. The north tower is 40 stories tall at approximately 455’ and is proposed for 265 residential (apartment) units. The south tower is 40 stories tall at approximate 490’ and is proposed for 142 residential (condo) units. The condo tower’s stories have taller floor-to floor heights, resulting in a taller overall height than the apartment tower. A 250 room hotel connects the two towers atop a 750 car parking structure. The hotel structure is 198’ tall (reduced from 227’ previously). Above the parking podium, the building steps back from the street frontages. The proposed massing of two tall towers allows for more light and air to filter to the street level, relative to a 30 story block massing as their bonus height entitlements could allow by-right. As a reference, the Pinnacle building is approximately 29 stories at 432’ tall to the top of parapet, with an additional four levels of below grade parking at 41’ in depth. A large portion of the Pinnacle building’s height is the architectural penthouse that screens the mechanical area on top of the building.

The proposed development is not constructing underground parking due to the floodplain and the site’s proximity to the river. Because of this, all five parking levels are proposed to be above grade, necessitating increased height to accommodate the above grade parking. As a reference, the Pinnacle building has four levels of below grade parking, which flooded during the May 2010 flood.



## Metro Planning Commission Meeting of 8/25/2016



**View looking at corner of Demonbreun Street and 2<sup>nd</sup> Avenue South**



**View along 1<sup>st</sup> Avenue South street level, across from Riverfront Park.**



**Sidewalk view along 1<sup>st</sup> Avenue South.**



## Metro Planning Commission Meeting of 8/25/2016

If Pinnacle's parking were shifted above grade, the Pinnacle building's height would be approximately 33 stories at 473' tall.

In addition, the project's proposed design, with the two 40 story towers, results in a more varied massing than simply building out under the DTC bonus height maximum to 30 stories across the site. This new design also results in slightly less floor area (40 story proposal: approx. 1,221,010 GSF; 30 story max bonus height build-out: approximately 1,275,000 GSF). Therefore, a build out under the existing maximum bonus height entitlements could produce as much, if not more, traffic than the proposed 40 story height modification being requested.

The proposed development would provide sidewalk and streetscape improvements that meet and exceed the Major and Collector Street Plan (MCSP) standards. Specifically, on 1<sup>st</sup> Avenue South the project proposes an extra 10' for outdoor dining and gathering areas under canopies/arcaded building structure, in addition to the full 18' streetscape (4' tree zone and 14' sidewalk). The applicant provides the full 18' MCSP streetscape on 2<sup>nd</sup> Avenue South and the required 12' (4' tree zone and 8' sidewalk) on Demonbreun Street.

Along the John Seigenthaler Pedestrian Bridge, the building respectfully interacts with the bridge by stepping back 15' after the parking podium at level eight. Furthermore, the north tower now steps-back an additional 40' (for a total of 55' from the bridge), allowing greater amounts of light and air to filter to the pedestrian bridge. The revised plans also maintain the direct pedestrian connection for the public to access the bridge from 1<sup>st</sup> Avenue South via stairs and elevators, creating a direct link to the new Riverfront Park from the pedestrian bridge. At the bridge level, the project proposes a flex event space that can be used for events and public gatherings to activate the building at the bridge level. The revisions shift this flex event space closer to the bridge access, consolidating the activation into a more cohesive focal point, rather than spread out over a larger distance as previously designed. At the ground level on the bridge side, the project proposes the public access point and publicly accessible pop-up space to be used during events. In addition, the applicant has committed to make improvements to their building wall at this location (and to the right-of-way areas) to accommodate food trucks and/or pop-up kiosks during special events. As well as including a lit feature wall and the finished building materials along the ground level facades that border the parking lot parcel, in order to add architectural interest.

The architecture of the building proposes a variety of materials including glass, and metal to clad the building. The structured parking is fully clad, and combined with punch-outs of glass along the streets, help to add unique design elements to the building facade. Glass at the street level creates a welcoming and friendly environment for pedestrians. The towers include a mix of glass and metal, with balconies and shifts in vertical planes used to add distinguishing elements to the design.

The parking structure is proposed to be accessed along 2<sup>nd</sup> Avenue South only, in order to maximize the pedestrian nature of the 1<sup>st</sup> Avenue South frontage adjacent to the Riverfront Park. It is critical to create an active pedestrian streetscape along 1<sup>st</sup> Avenue, in order to have a project that truly interacts with and builds off of the new Riverfront Park and amphitheater. Adding vehicular access points along 1st Avenue would greatly diminish both the available space for ground floor retail and the pedestrian experience along 1<sup>st</sup> Avenue South.



## Metro Planning Commission Meeting of 8/25/2016

The revised plan consolidates the curb-cuts from four down to three, with the parking garage and the apartment's drop-off now sharing a single access point. Loading and the hotel valet drop-off also occur along the 2<sup>nd</sup> Avenue South frontage with the hotel drop-off occurring at the corner of Demonbreun Street and 2<sup>nd</sup> Avenue South. The applicant is proposing landscaping and art to help anchor the corner, with glass to allow passersby's to see into the building. With the only access points along 2<sup>nd</sup> Avenue South, coordination with Public Works on routing traffic during special events that close Broadway will be important. Modifying 2<sup>nd</sup> Avenue South, re-routing traffic, and utilizing traffic management teams are all possible solutions that will need to be considered with the MDHA review and final site plan review processes. Alternatively a curb-cut onto 1<sup>st</sup> Avenue South would be a less desirable solution. The final site plan is a staff review requiring approval from all applicable departments, ensuring compliance with any conditions of this approval, the Downtown Code standards, and with a MDHA approved site plan.

### **The project meets the threshold for exceptional design, as required by the DTC:**

#### **Exceptionally strong streetscape:**

- Streetscape improvements meeting and exceeding the Major and Collector Street Plan. Including 28' streetscape along 1<sup>st</sup> Avenue south (4 tree zone, 14' sidewalk, 10' outdoor dining space).
- New public access point to the pedestrian bridge from 1<sup>st</sup> Avenue South.

#### **Unique architecture:**

- The proposed design (with the two 40 story towers) results in a more varied and unique architectural massing than simply building out under the DTC bonus height maximum to 30 stories across the site. It also creates better site lines from the Pinnacle building, compared to a 30 story box massing that would fully obstruct eastward views.
- Parking podium design incorporates punch-outs and unique changes in facade planes and materials.
- The building uniquely engages with the pedestrian bridge and street level.
- Architecture incorporates green elements and LEED.

#### **Improvements of the project's relationship to the surrounding properties:**

- Wide and activated streetscape along 1<sup>st</sup> Avenue that is directly adjacent to the Riverfront Park.
- New public access to the Pedestrian Bridge from 1<sup>st</sup> Avenue South.
- Lit feature wall at the ground level along the parking lot parcel to add interest and lighting at night.

### **METRO HISTORICAL COMMISSION STAFF RECOMMENDATION**

#### **Approve with conditions**

- The project will physically tie into the Shelby Street Bridge which is a Historic Landmark. That connection will need to be reviewed by the MHZC. The Market Street Apartments are mapped as Worthy of Conservation rather than NRE, due to the amount of interior alterations.





# Metro Planning Commission Meeting of 8/25/2016

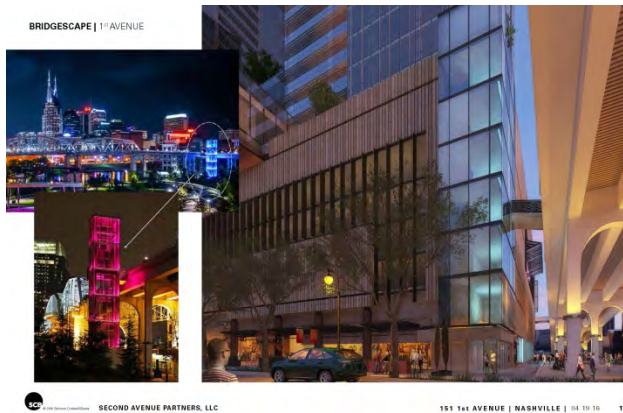
## METRO PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- MPW takes no exception to the additional height, but requests continued coordination with the development team on the final design of the access (pedestrian and vehicular) and the pedestrian space and vehicular space within the ROW.



**View of flex event space at the pedestrian bridge level, with public access.**



**View at street level of the pedestrian bridge - feature public elevators and stair access.**



**View at street level under the pedestrian bridge, with feature light wall.**



## Metro Planning Commission Meeting of 8/25/2016

### STAFF RECOMMENDATION

Staff recommends approval with conditions, finding that the project meets the threshold for exceptional design. Overall height modifications within the DTC may be granted for exceptional design including, but not limited to, unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties. The revised plans are also consistent with the previously approved plans in terms of the quality of the design, streetscape improvements, the public benefits provided, and its consistency with policy.

#### **The project meets the threshold for exceptional design, as required by the DTC:**

**Exceptionally strong streetscape:** Streetscape improvements greatly exceed the Major and Collector Street Plan (MCSP) on 1<sup>st</sup> Avenue South, by providing an 18' sidewalk and street tree zone and 10' of outdoor dining space, activating the street directly across from the park. All other street frontages meet the MCSP standards for enhanced streetscapes. A new public access point to the pedestrian bridge is provided on 1<sup>st</sup> Avenue South as well.

**Unique architecture:** The building uniquely engages with the pedestrian bridge, incorporates LEED design, and the tower massing and podium facade is more varied and unique than a typical rectangular massing.

**Improvements of the project's relationship to the surrounding properties:** The two tower massing allows for views from neighboring buildings compared to what a by-right 30 story single rectangular massing would allow. New public elevators, a lit feature wall under the pedestrian bridge and event space at the bridge level significantly improve the pedestrian experience with the Seigenthaler Bridge. The enhanced streetscape is similar design and complementary to the new Riverfront Park, and improves the street frontages with more active uses and pedestrian activity that link into neighboring properties.

### CONDITIONS

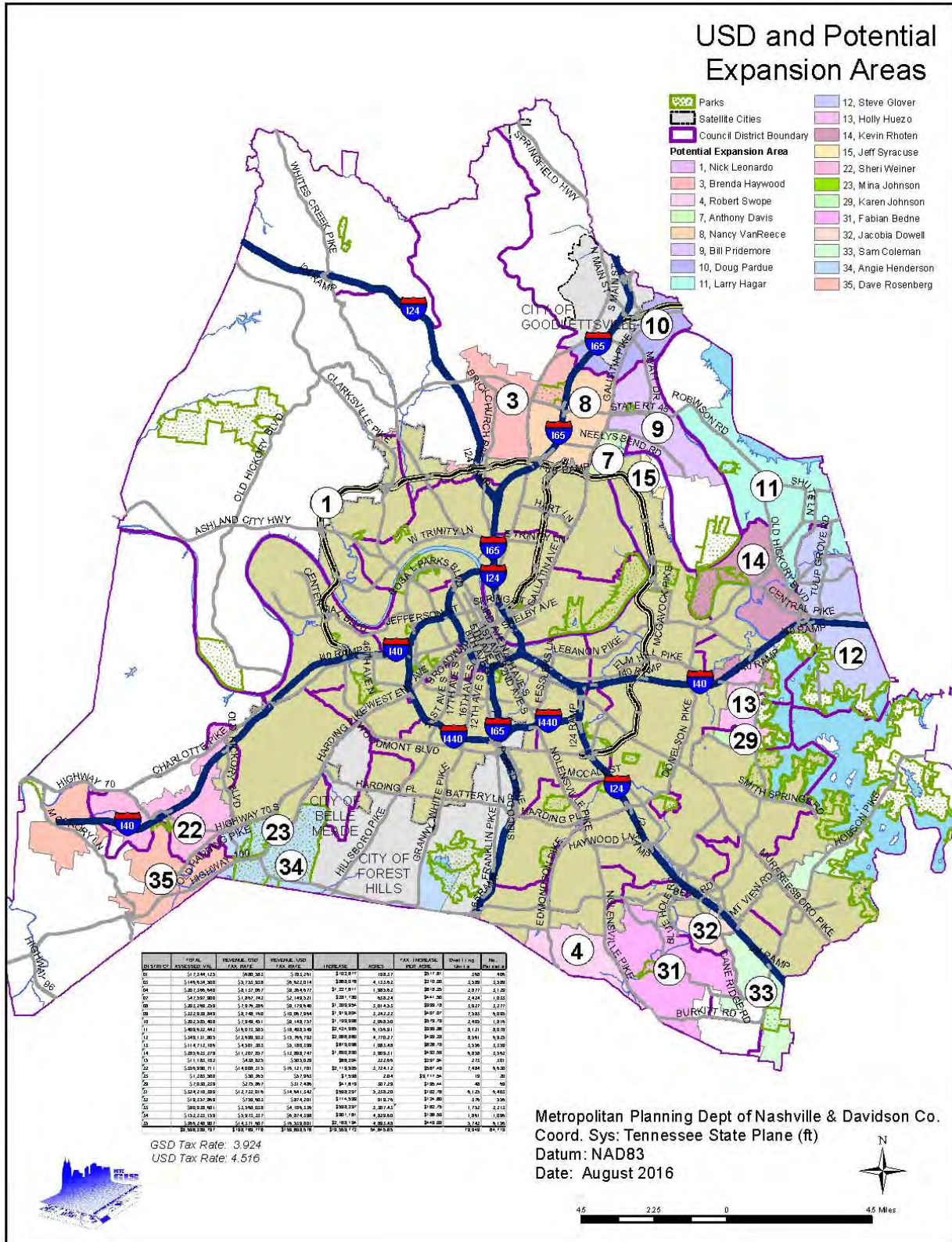
1. Project must receive MDHA DRC approval prior to final site plan approval and permit sign-off.
2. 10% of the units, in any rental portions of the Project will be affordable to those renters making 100% of the Nashville MHI if a funding source is available from Metro or some other governmental source to reimburse the owner for the difference between the 100% MHI rents and the market rate rents.
3. Applicant shall work with applicable departments to improve the areas under the pedestrian bridge, and to further activate the ground level of their building wall through programming and facade design.
4. Streetscape dimensions proposed shall not be reduced.
5. Bonus Height utilization must be consistent with the bonuses outlined in the Executive Director's determination letter; and must be certified by the Planning Commission before building permits, per the Downtown Code.
6. Metro Historical Commission staff and Public Works conditions shall be addressed with the final site plan.



# Metro Planning Commission Meeting of 8/25/2016

2016USD-001-001

EXHIBIT A: PROPOSED USD EXPANSION AREAS





<b>Project Name</b>	<b>Proposed USD Expansion of Services</b>
<b>Project No.</b>	<b>2016USD-001-001</b>
<b>Council District</b>	Various
<b>School District</b>	Various
<b>Requested by</b>	Mayor Megan Barry at the request of several Councilmembers

**Staff Recommendation** *Approve.*

**REQUEST**  
**Expand Urban Services District**

*A request to expand the boundaries of the Urban Services District by adding areas throughout the County where development has already occurred, is zoned for more development, or is planned for more development as outlined in NashvilleNext (See Exhibit A).*

At the request of several members of the Metropolitan Council, Mayor Barry has requested that the Planning Department study areas of the County that have developed or are planned to grow based on zoning, Community Plan policies and NashvilleNext. A Plan of Services consistent with the Metro Charter has been prepared for the Planning Commission’s consideration of a proposed expansion of the Urban Services District. This request is being made in order to sustain and further promote the welfare and safety of the growing urban areas of the Metropolitan Government.

**METROPOLITAN CHARTER OF NASHVILLE AND DAVIDSON COUNTY**

The Metro Charter established two service districts:

- **General Service District (GSD)**
- **Urban Service District (USD)**

The Metro Charter allows for expansion of the area of the USD when areas of the GSD need urban services and Metro can provide such services within a reasonable period, not greater than one year after taxes in the area are due.

**The Charter states:**

**Sec. 1.03. - Two services districts and their areas.**

The metropolitan government shall, within the geographical limits thereof, comprise two (2) service districts, to wit: A general services district and an urban services district, as to both of which districts the metropolitan government shall have jurisdiction and authority. The general services district shall consist of the total area of the metropolitan government, the same being the total area of Davidson County as fixed and established upon the effective date of this Charter.<sup>2</sup> The urban services district shall consist originally of the total area of the City of Nashville at the time of the filing of this Charter with the county commissioners of election, which area is more specifically described and set forth in Appendix One hereto.

2. April 1, 1963.



## Metro Planning Commission Meeting of 8/25/2016

### Sec. 1.04. - Expansion of urban services district.

The area of the urban services district may be expanded and its territorial limits extended by annexation whenever particular areas of the general services district come to need urban services, and the metropolitan government becomes able to provide such service within a reasonable period, which shall not be greater than one (1) year after ad valorem taxes in the annexed area become due. The tax levy on property in areas hereafter annexed shall not include any item for the payment of any deficit in the pension or retirement funds of the former City of Nashville. Said tax levy shall not include any item (except pursuant to and subject to the provisions of [Section 7.04](#) of this Charter), for the payment of urban bonds of the metropolitan government issued prior to the effective date of such annexation, or debts of the former City of Nashville allocated to the urban services district under [section 7.20](#) of this Charter, except to the extent that it shall be found and determined by the metropolitan county council that the property within the newly annexed area will benefit, in the form of urban services, from the expenditures for which the debt, or a specified portion of the debt, was incurred, to substantially the same extent as the property within the urban services district as same existed prior to such annexation.

Annexation shall be based upon a program set forth in the capital improvements budget provided for by [section 6.13](#). Such annexation shall be accomplished and the validity of the same may be contested, by the methods and procedures specified in Tennessee Code Annotated, sections 6-51-101 to 6-51-105, with respect to annexation by municipalities.

(Res. No. 88-526, § 2, 10-4-88)

### Sec. 1.05. - Functions within general services district and urban services district.

The metropolitan government may exercise within its general services district those powers and functions which have heretofore been exercised by the County of Davidson or the City of Nashville, or both, and shall supply the residents of said general services district with those governmental services which are now, or hereafter may be, customarily furnished by a county government in a metropolitan area.

The metropolitan government may exercise within its urban services district those powers and functions which have heretofore been exercised by the City of Nashville or the County of Davidson, and shall supply the residents of said urban services district with those kinds of governmental services which are now, or hereafter may be, customarily furnished by a city government in a metropolitan area.

The functions of the metropolitan government to be performed, and the governmental services to be rendered throughout the entire general services district shall include: general administration, police; courts, jails; assessment; health; welfare; hospitals; housing for the aged; streets and roads; traffic; schools; parks and recreation; library; auditorium, fairgrounds; airport; public housing; urban redevelopment; urban renewal; planning; electrical code; building code; plumbing code; housing code; electricity; transit; refuse disposal; beer supervision; and taxicab regulation.

The additional functions of the metropolitan government to be performed and the additional governmental services to be rendered within the urban services district shall include: ***additional police protection; fire protection; water; sanitary sewers; storm sewers; street lighting; street cleaning; refuse collections and wine and whiskey supervision.***

Nothing in the foregoing enumeration and assignment of functions shall be construed to require the continued maintenance or furnishing of any governmental service which the council by ordinance has determined to be obsolete and unnecessary.



## Metro Planning Commission Meeting of 8/25/2016

Nothing in this section shall be deemed to limit the power of the metropolitan government to exercise other governmental functions in either the urban services district or the general services district, or to provide new and additional governmental services in either the urban services district or the general services district.

### PLAN OF SERVICES

#### What is the Plan of Services?

This is a plan that outlines how Metro will provide the required services and pay for them over time. This includes:

- Installation of new street lights
- Recycling and trash collection for all new expansion areas
- Providing fire protection
- Police protection
- Water
- Sanitary sewers
- Storm sewers
- Alcoholic beverage supervision. [*As noted elsewhere in the report, police protection, fire protection, water, sanitary sewers, and storm sewers are already being provided at approximately the same levels of service in the proposed expansion areas as in the current USD.*]

The analysis provided includes the costs associated with providing the services.

---

This proposed expansion adds approximately 64,700 parcels (74,000 dwelling units) on approximately 54,600 acres in 20 different council districts into the Urban Services District. The current total land area within the USD is 119,499 acres. This expansion adds 63,379 acres into the USD.

Staff finds that police protection, fire protection, water, sanitary sewers, and storm sewers are presently being provided to most parts of the proposed expansion area at the same levels as all other property within the USD. Therefore, from a taxing standpoint, property taxes collected from property owners in the current USD areas are *subsidizing the GSD areas for these services that are provided.*

Staff also finds that the additional benefits of street lights and trash and recycling collection will outweigh the costs in the long term. More funds will be available for community benefits such as new fire halls and police precincts. As additional fire halls come on-line this may have the long-term benefit of lowering property owners' insurance rates that are outside of the service areas (see Exhibit B). It will also mean that other community benefits, such as sidewalks will become more prevalent. While there is an increase in costs some of these costs will be offset by the fact that there will no longer be the need for properties to secure private trash haulers:

- GSD areas currently pay for private trash collection and recycling collection. On average, it costs individual property owners \$324 per year (\$18 per cart for trash and \$9 per cart for recycling every month). For example, a \$300,000 home would pay an additional \$444 per year in taxes, but if \$324 is already being spent for trash pick-up, then the ***net increase to the homeowner is \$120 per year.***

***NashvilleNext and Community Plan Policies***



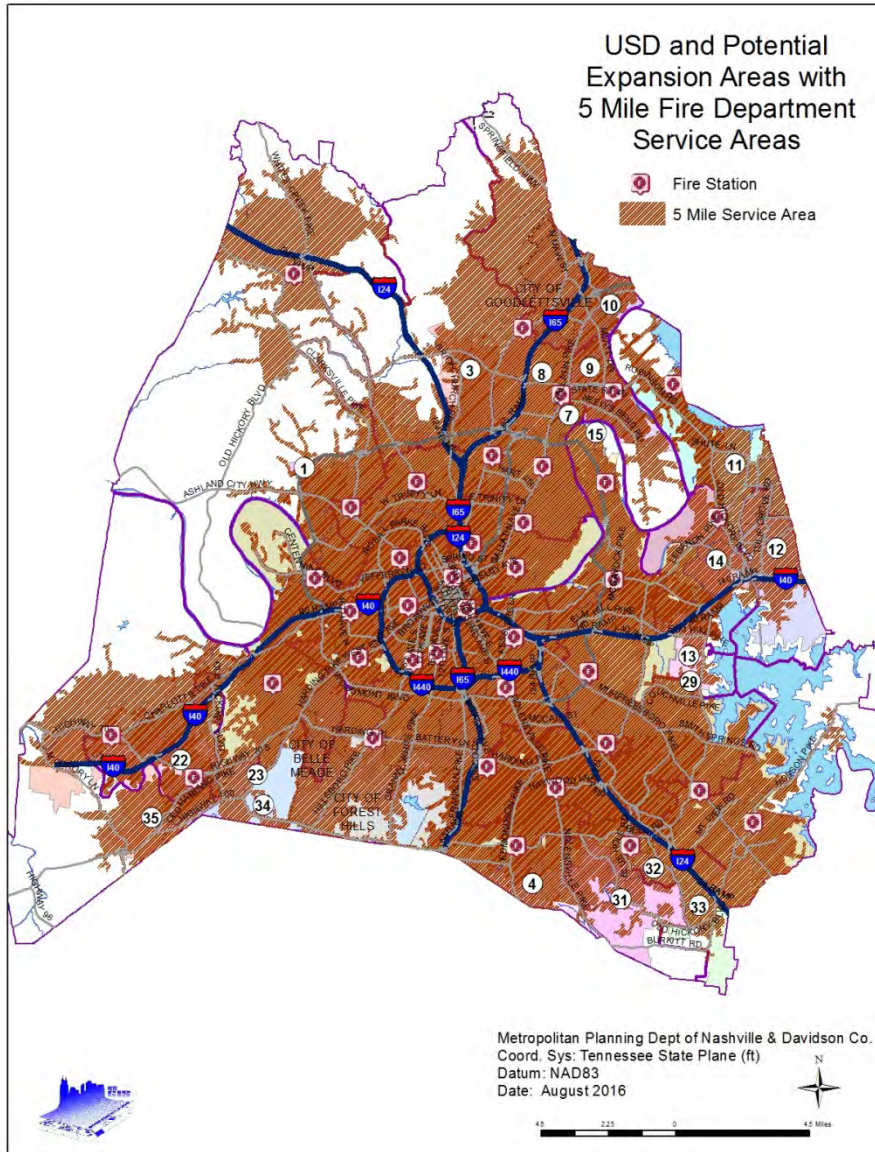
## **Metro Planning Commission Meeting of 8/25/2016**

The proposed expansion areas are consistent with NashvilleNext and each individual Community Plan in terms of where development has already occurred and where policies call for development to occur in the future. Staff also analyzed existing zoning in the expansion areas to determine where increased development is already allowed. During the NashvilleNext update, the Fire Department provided their plan for future fire halls. These new fire halls would fill in the existing gaps in coverage in the expansion area if new fire halls were to be constructed as proposed (See Exhibits B, C and D).



# Metro Planning Commission Meeting of 8/25/2016

## EXHIBIT B: CURRENT FIRE SERVICE AREAS

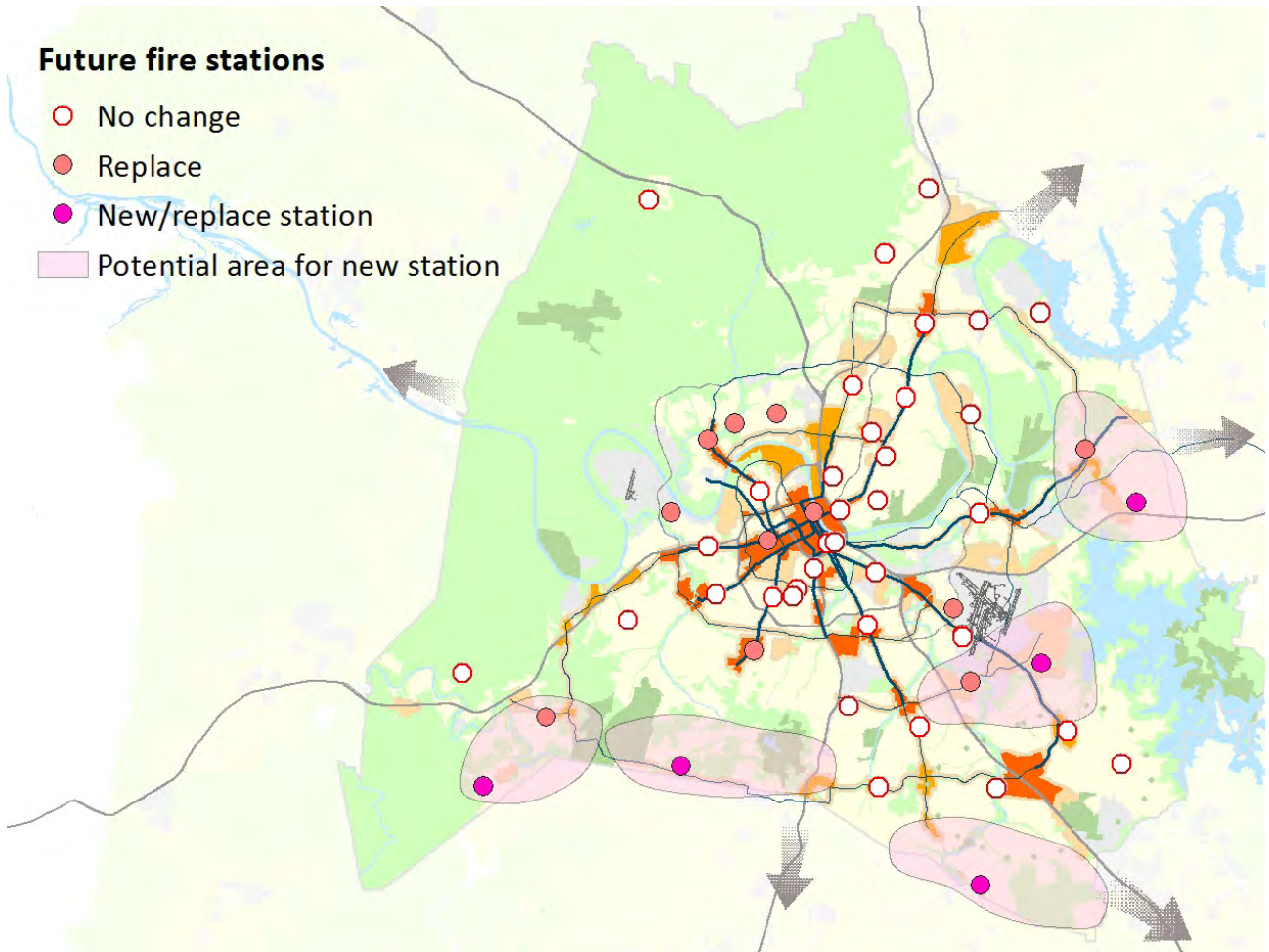






# Metro Planning Commission Meeting of 8/25/2016

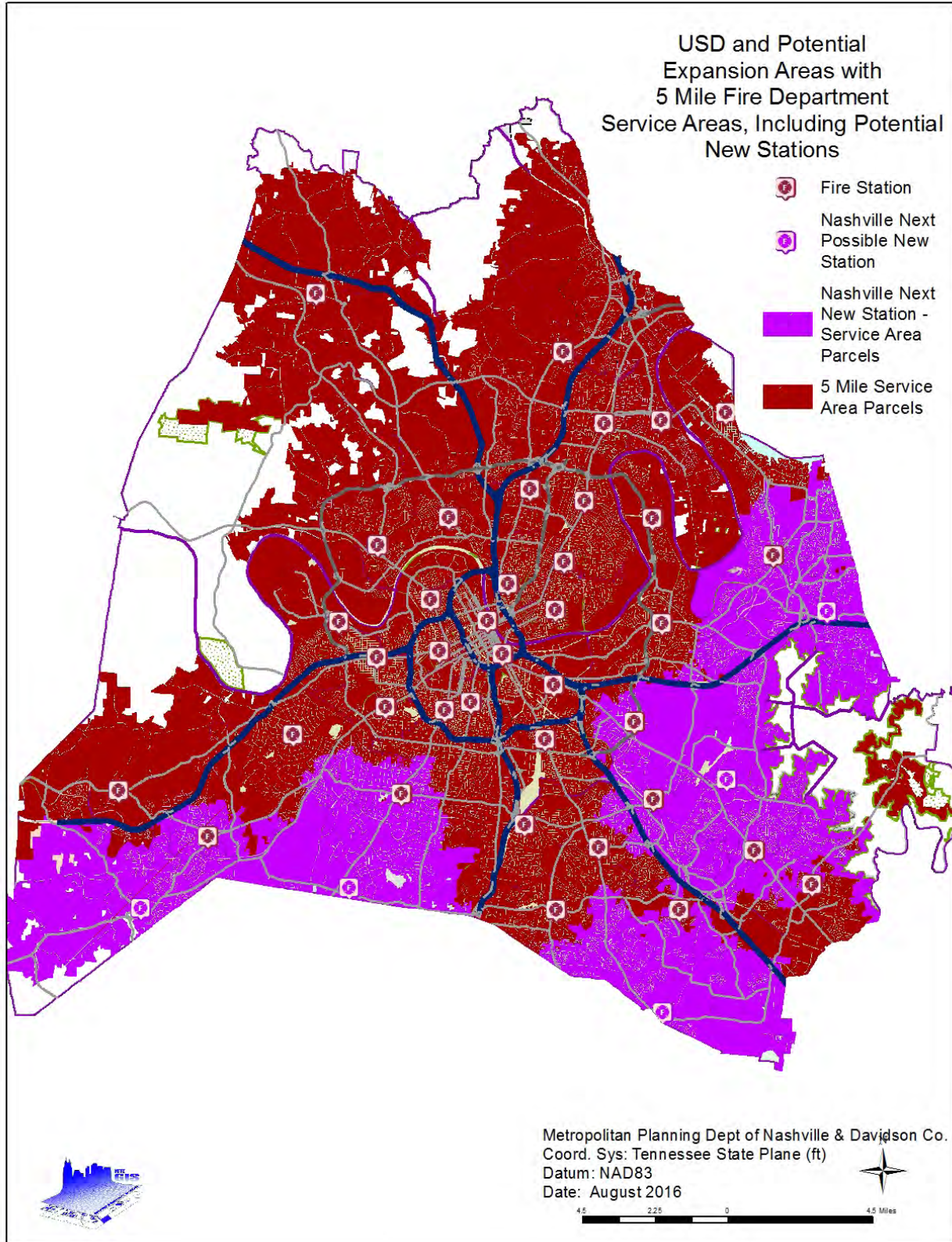
## EXHIBIT C: POTENTIAL FUTURE FIRE HALLS





# Metro Planning Commission Meeting of 8/25/2016

## EXHIBIT D: POTENTIAL FIRE SERVICE COVERAGE





# Metro Planning Commission Meeting of 8/25/2016

## TABLE 1: ESTIMATION PURPOSES ONLY - EXPANSION

Prepared January 2016  
Updated Revenue and Dwelling Units June 2016

District	1st Year Cost (Start-up + Annual)	Annual Cost	Annual Revenue	1st Year Variance	Annual Variance	Optional* Pole Purchase	Annual Pole Maint. Charge
1	\$66,200	\$30,400	\$102,677	\$36,477	\$72,277	\$26,000	\$3,400
3	\$622,300	\$293,900	\$868,076	\$245,776	\$574,176	\$319,200	\$44,800
4	\$512,700	\$245,200	\$1,227,611	\$714,911	\$982,411	\$0	\$37,100
7	\$222,500	\$97,800	\$281,780	\$59,280	\$183,980	\$66,400	\$12,500
8	\$682,900	\$334,200	\$1,203,354	\$520,454	\$869,154	\$148,800	\$47,000
9	\$1,311,400	\$542,100	\$1,319,804	\$8,404	\$777,704	\$299,000	\$57,700
10	\$330,700	\$149,400	\$1,199,306	\$868,606	\$1,049,906	\$47,100	\$21,500
11	\$1,343,200	\$631,100	\$2,424,965	\$1,081,765	\$1,793,865	\$619,000	\$80,500
12	\$1,185,600	\$547,100	\$2,066,860	\$881,260	\$1,519,760	\$517,700	\$67,300
13	\$592,700	\$259,100	\$679,096	\$86,396	\$419,996	\$60,500	\$22,000
14	\$736,500	\$315,200	\$1,690,890	\$954,390	\$1,375,690	\$231,400	\$37,200
15	\$46,500	\$22,000	\$66,204	\$19,704	\$44,204	\$0	\$3,300
22	\$1,162,400	\$540,600	\$2,113,385	\$950,985	\$1,572,785	\$268,900	\$51,300
23	\$5,200	\$3,800	\$7,598	\$2,398	\$3,798	\$10,500	\$1,400
29	\$11,800	\$6,100	\$41,619	\$29,819	\$35,519	\$8,800	\$1,300
31	\$1,074,300	\$485,600	\$538,297	(\$536,003)	\$52,697	\$0	\$56,300
32	\$86,300	\$38,700	\$114,599	\$28,299	\$75,899	\$0	\$4,600
33	\$355,400	\$159,600	\$538,297	\$182,897	\$378,697	\$0	\$19,400
34	\$276,300	\$123,200	\$901,161	\$624,861	\$777,961	\$156,700	\$20,400
35	\$1,004,900	\$466,300	\$2,168,194	\$1,163,294	\$1,701,894	\$335,000	\$59,900
<b>Total</b>	<b>\$11,629,800</b>	<b>\$5,291,400</b>	<b>\$19,553,772</b>	<b>\$7,923,972</b>	<b>\$14,262,372</b>	<b>\$3,115,000</b>	<b>\$648,900</b>

\* NES will currently only install \$600,000 worth of poles per year at no additional cost to Metro. (Costs are recuperated through monthly maintenance charges.) If Metro paid for all of the poles through capital, the monthly maintenance charges are estimated to drop by approximately 50%.



## Metro Planning Commission Meeting of 8/25/2016

**TABLE 2: PROPERTY INFORMATION BY COUNCIL DISTRICT:**

	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
01 Leonardo	\$17,344,125	\$680,583	\$783,261	\$102,677	198.37	\$517.61	368	406
03 Haywood	\$146,634,500	\$5,753,938	\$6,622,014	\$868,076	4,133.62	\$210.00	3,589	3,589
04 Swope	\$207,366,640	\$8,137,067	\$9,364,677	\$1,227,611	1,985.62	\$618.25	2,877	3,129
07 Davis	\$47,597,900	\$1,867,742	\$2,149,521	\$281,780	638.24	\$441.50	2,424	1,033
08 VanReece	\$203,269,259	\$7,976,286	\$9,179,640	\$1,203,354	3,014.53	\$399.18	3,927	3,277
09 Pridemore	\$222,939,849	\$8,748,160	\$10,067,964	\$1,319,804	3,242.22	\$407.07	7,583	6,095
10 Pardue	\$202,585,408	\$7,949,451	\$9,148,757	\$1,199,306	2,068.50	\$579.79	2,405	1,816
11 Hager	\$409,622,442	\$16,073,585	\$18,498,549	\$2,424,965	6,156.91	\$393.86	8,121	8,078
12 Glover	\$349,131,805	\$13,699,932	\$15,766,792	\$2,066,860	4,770.27	\$433.28	8,561	6,925
13 Huezo	\$114,712,106	\$4,501,303	\$5,180,399	\$679,096	1,083.48	\$626.78	3,556	3,359
14 Rhoten	\$285,623,279	\$11,207,857	\$12,898,747	\$1,690,890	3,909.31	\$432.53	6,858	3,562
15 Syracuse	\$11,183,102	\$438,825	\$505,029	\$66,204	222.66	\$297.34	273	301
22 Weiner	\$356,990,711	\$14,008,315	\$16,121,701	\$2,113,385	3,724.12	\$567.49	7,484	6,630
23 M. Johnson	\$1,283,500	\$50,365	\$57,963	\$7,598	2.04	\$3,717.54	19	20
29 K. Johnson	\$7,030,239	\$275,867	\$317,486	\$41,619	307.29	\$135.44	48	69
31 Bedne	\$324,210,399	\$12,722,016	\$14,641,342	\$538,297	5,238.20	\$102.76	6,125	6,403
32 Dowell	\$19,357,869	\$759,603	\$874,201	\$114,599	919.76	\$124.60	376	556
33 Coleman	\$90,928,601	\$3,568,038	\$4,106,336	\$538,297	3,307.43	\$162.75	1,752	2,213
34 Henderson	\$152,223,159	\$5,973,237	\$6,874,398	\$901,161	4,829.60	\$186.59	1,861	1,096
35 Rosenberg	\$366,248,907	\$14,371,607	\$16,539,801	\$2,168,194	4,893.48	\$443.08	5,742	6,156
	<b>\$3,536,283,797</b>	<b>\$138,763,776</b>	<b>\$159,698,576</b>	<b>\$19,553,772</b>	<b>54,645.65</b>		<b>73,949</b>	<b>64,713</b>



## Metro Planning Commission Meeting of 8/25/2016

### Tax Rates:

- GSD Rate \$3.924 per \$100 of Assessed Value
- USD Rate \$4.516 per \$100 of Assessed Value

**TABLE 3: SNAPSHOT OF RESIDENTIAL RATES**

<b>Residential</b>				
<b>Property Value</b>	<b>Residential Assessed Value (25%)</b>	<b>GSD Rate (3.924)</b>	<b>USD Rate (4.516)</b>	<b>Change</b>
\$100,000	\$25,000	\$981	\$1,129	\$148
\$200,000	\$50,000	\$1,962	\$2,258	\$296
\$300,000	\$75,000	\$2,943	\$3,387	\$444
\$400,000	\$100,000	\$3,924	\$4,516	\$592
\$500,000	\$125,000	\$4,905	\$5,645	\$740
\$600,000	\$150,000	\$5,886	\$6,774	\$888
\$700,000	\$175,000	\$6,867	\$7,903	\$1,036
\$800,000	\$200,000	\$7,848	\$9,032	\$1,184
\$900,000	\$225,000	\$8,829	\$10,161	\$1,332
\$1,000,000	\$250,000	\$9,810	\$11,290	\$1,480



## **Metro Planning Commission Meeting of 8/25/2016**

### ***SCHEDULE OF TAX PAYMENTS IF ORDINANCE IS PASSED IN 2016***

***January 1, 2017:*** Property in annexed areas identified as USD on assessment roles.

***October 2017 to February 28, 2016:*** Taxes become due at USD tax rate for properties in annexed areas.

***October 2018:*** Plan of Services must be fully implemented one year from date of taxes being collected. *(Many areas will get services sooner than one year.)*

### ***TRASH HAULERS***

Metro will issue Request for Proposals for trash haulers to continue to provide services for a period of time in order to provide a smooth transition.

### ***OTHER DIFFERENCES BETWEEN USD AND GSD***

- Liquor stores are allowed in USD, with locational requirements determined by zoning and other ordinances.
- Firearms cannot be discharged in USD unless in specified areas.
- Agricultural activities and horses are permitted in GSD in certain *Residential* districts if over 5 acres.
- Sidewalks are required for new development in USD.

### **METRO PUBLIC WORKS**

Approve

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### **STAFF RECOMMENDATION**

Staff recommends approval of the proposed expansion of Urban Services District, as it is consistent with the zoning and land use policies in these areas, and it will generate sufficient funds to pay for the services provided.

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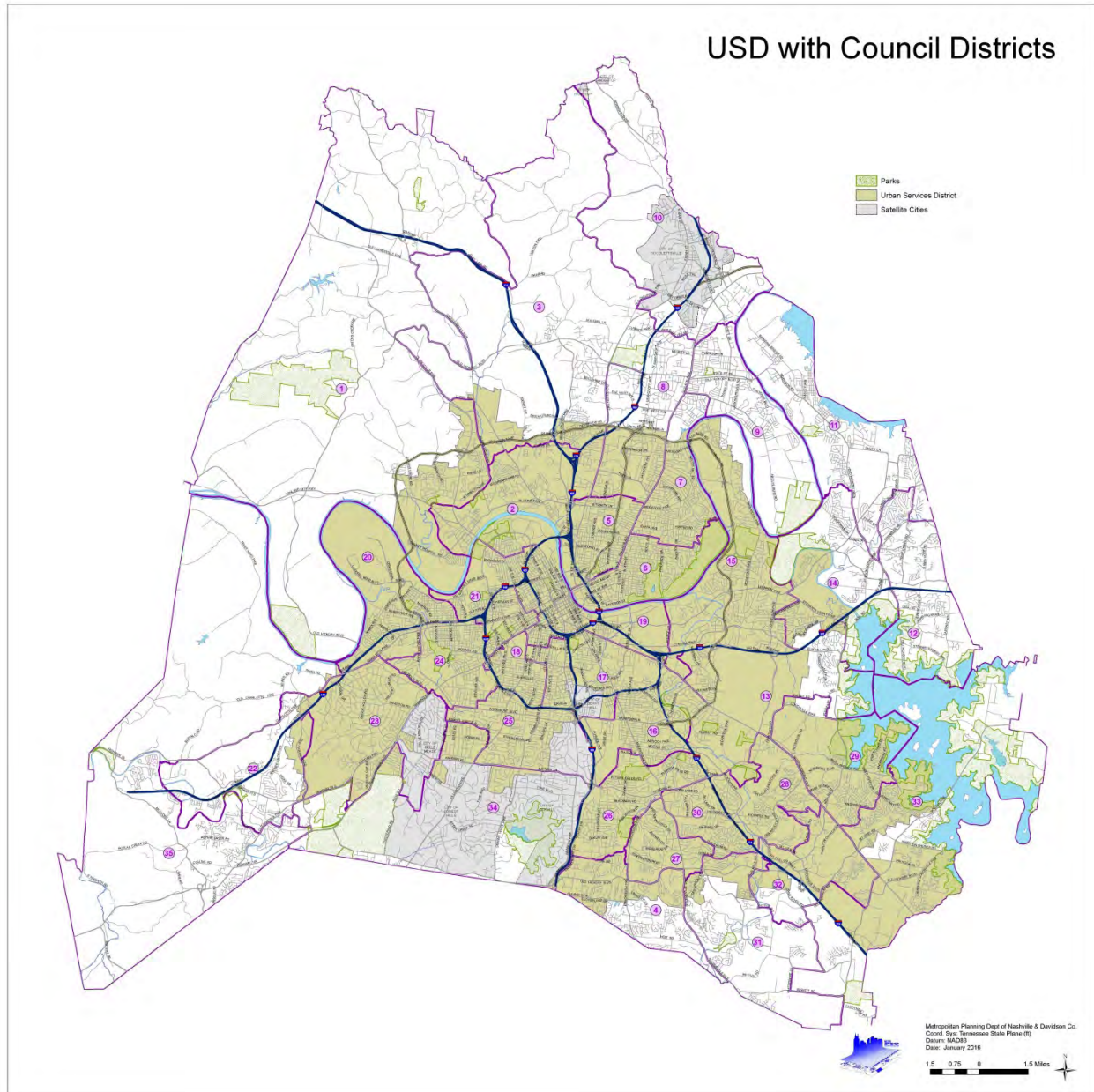
**A Website has been created for property owners to check to see if they are included in the expansion area. The Website can be found at:**

<http://maps.nashville.gov/ProposedUSDExpansion/>



# Metro Planning Commission Meeting of 8/25/2016

## EXHIBIT E: EXISTING USD AREA

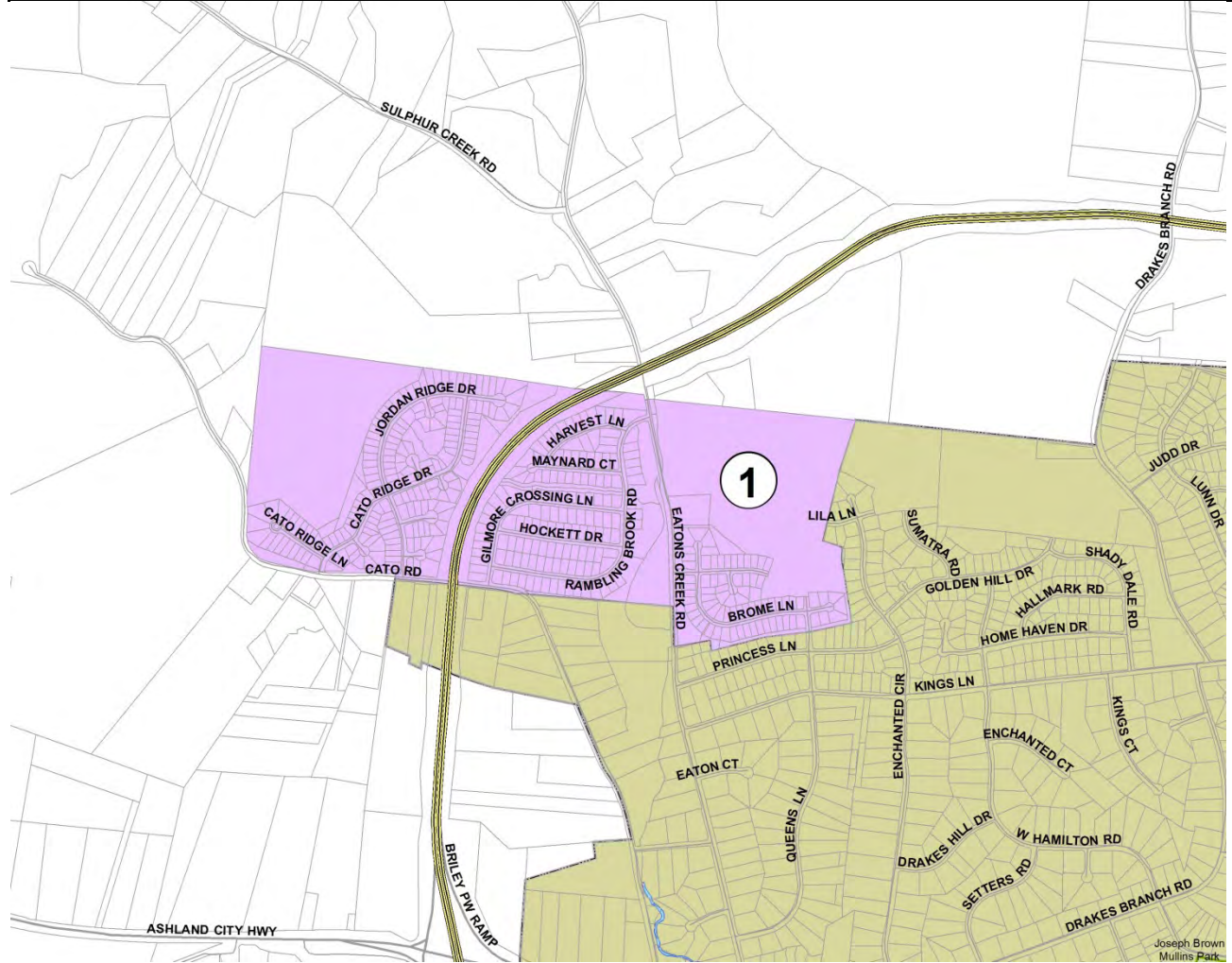




# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 1

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
01 Leonardo	\$17,344,125	\$680,583	\$783,261	\$102,677	198.37	\$517.61	368	406







# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 1

Prepared January 2016

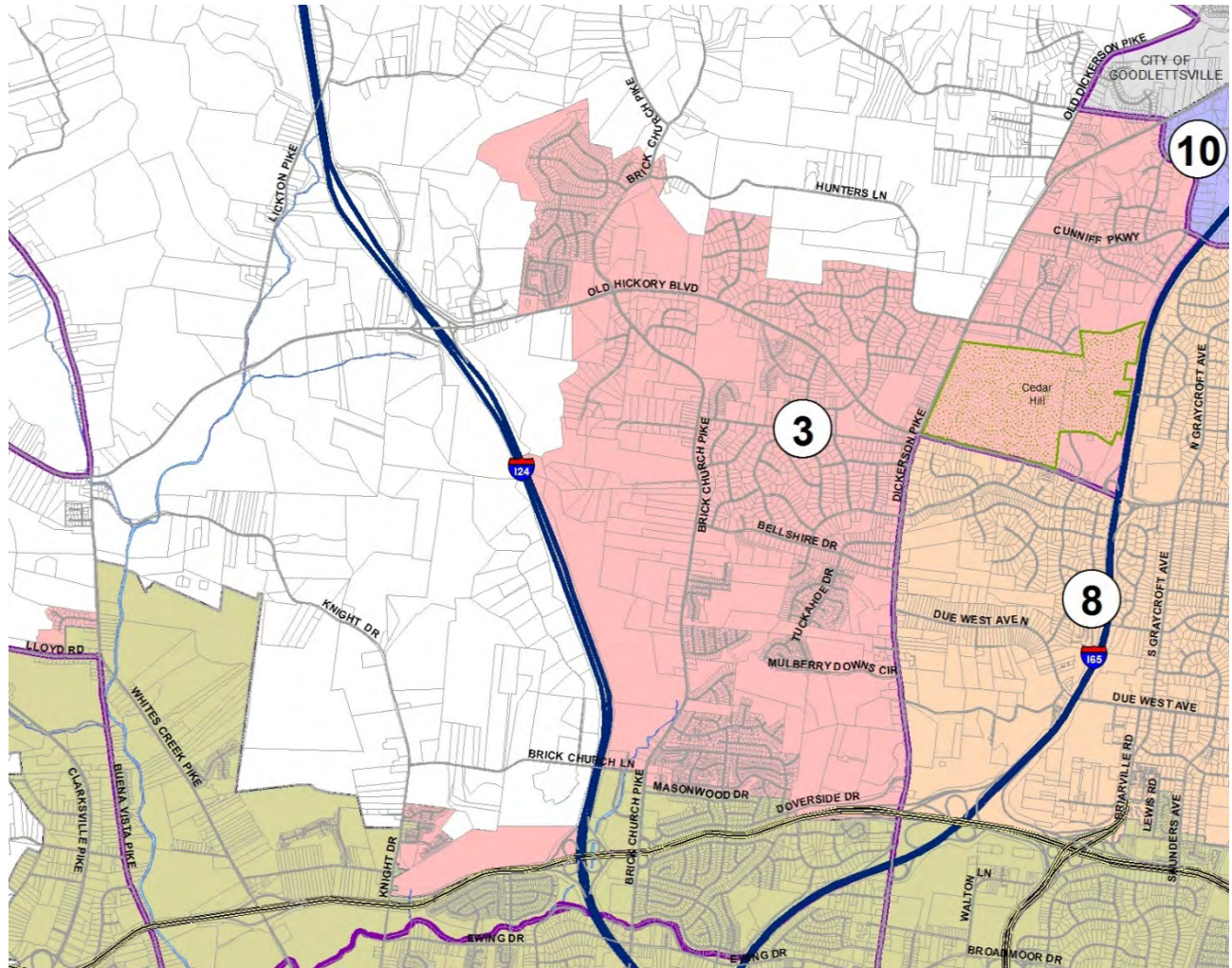
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		419	\$ 4,169	\$ 50,030		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 996	\$ 11,955		
Trash Cart Purchase	\$ 47.93					\$ 20,083	
Trash Cart Warranty	\$ 1.44			\$ 50	\$ 603		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 1,000</b>	<b>\$ 12,600</b>	<b>\$ 20,100</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		327	\$ 935	\$ 11,217		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 15,681	
Curby Cart Warranty	\$ 1.44			\$ 39	\$ 471		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 1,000</b>	<b>\$ 11,700</b>	<b>\$ 15,700</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	11.61	-	\$ -	\$ -		
Dumpster Purchase (General Services)	\$ 995.00		-			\$ -	
Truck Purchases						\$ -	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			46				\$ 26,041
Existing Light Poles			-				
Energy Charges (per kWH)	\$ 0.06631	41,676	46	\$ 230	\$ 2,764		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 282	\$ 3,385		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 500</b>	<b>\$ 6,100</b>	<b>\$ -</b>	<b>\$ 26,000</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 66,200</b>	<b>\$ 2,500</b>	<b>\$ 30,400</b>	<b>\$ 35,800</b>	<b>\$ 26,000</b>
Per Dwelling Unit	368		\$ 179.89	\$ 6.79	\$ 82.61	\$ 97.28	\$ 70.65
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 102,677</b>	<b>\$ 8,556</b>	<b>\$ 102,677</b>		
Per Dwelling Unit	368		\$ 279.01	\$ 23.25	\$ 279.01		-
Variance Total			\$ 36,477	\$ 6,056	\$ 72,277		
Variance Per Dwelling Unit			\$ 99.12	\$ 16.46	\$ 196.41		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 3

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE:USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
03 Haywood	\$146,634,500	\$5,753,938	\$6,622,014	\$868,076	4,133.62	\$210.00	3,589	3,589





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 3

Prepared January 2016

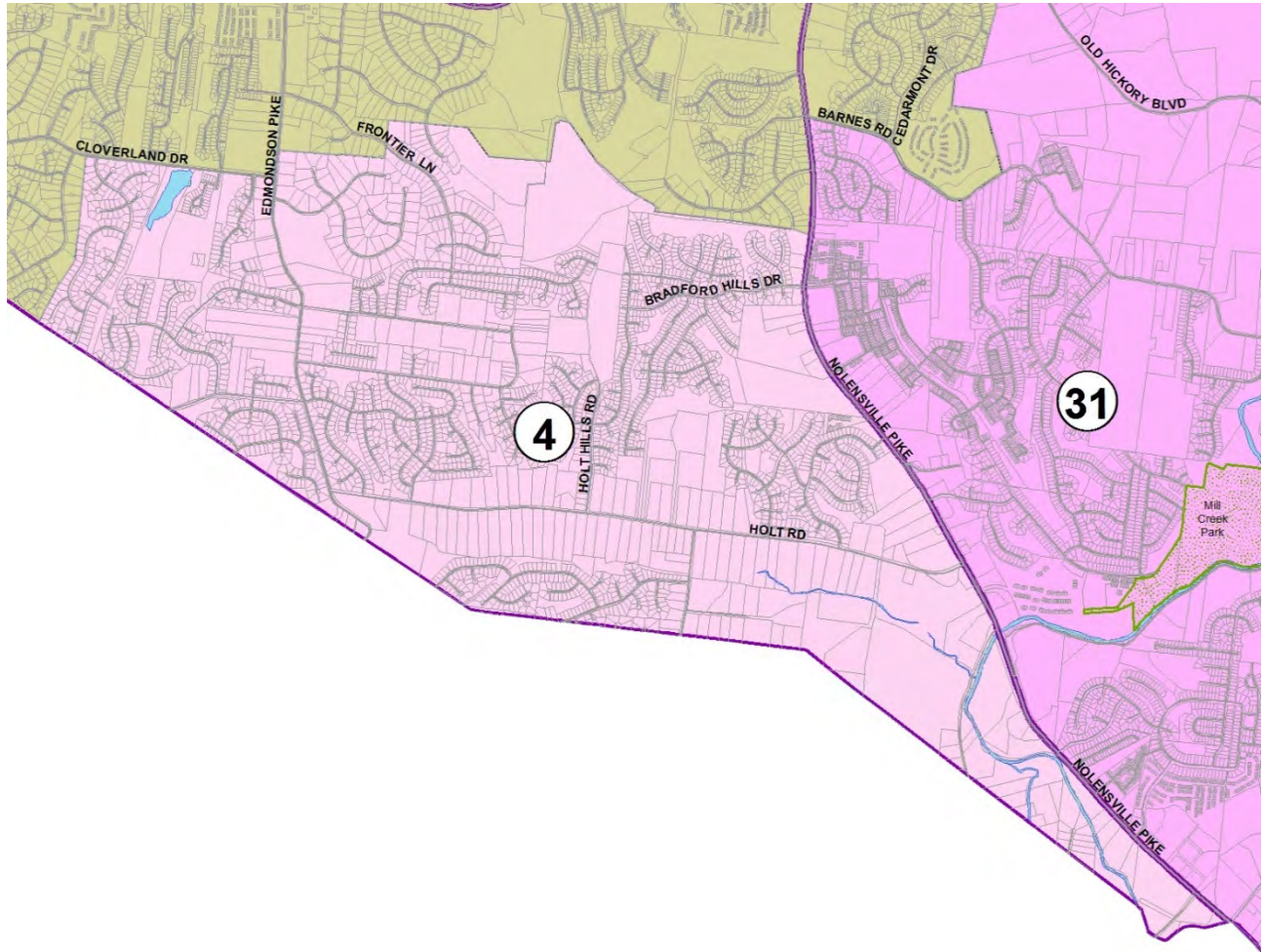
TRASH New Homes from Annexation							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		3,463	\$ 34,457	\$ 413,490		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 8,234	\$ 98,804		
Trash Cart Purchase	\$ 47.93					\$ 165,982	
Trash Cart Warranty	\$ 1.44			\$ 416	\$ 4,987		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 8,600</b>	<b>\$ 103,800</b>	<b>\$ 166,000</b>	<b>\$ -</b>
CURBY							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		2,704	\$ 7,726	\$ 92,707		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 129,606	
Curby Cart Warranty	\$ 1.44			\$ 324	\$ 3,894		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 8,100</b>	<b>\$ 96,600</b>	<b>\$ 129,600</b>	<b>\$ -</b>
DUMPSTERS							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		16	\$ 460.84	\$ 5,530.09		
Disposal Costs Per Ton	\$ 35.47	11.61	16	\$ 549	\$ 6,591		
Dumpster Purchase (General Services)	\$ 995.00		16			\$ 15,920	
Truck Purchases						\$ 16,845	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 1,000</b>	<b>\$ 12,100</b>	<b>\$ 32,800</b>	<b>\$ -</b>
STREET LIGHTS							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			563				\$ 319,210
Existing Light Poles			45				
Energy Charges (per kWH)	\$ 0.06631	551,810	608	\$ 3,049	\$ 36,591		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 3,734	\$ 44,812		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 6,800</b>	<b>\$ 81,400</b>	<b>\$ -</b>	<b>\$ 319,200</b>
REVENUE ANALYSIS							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 622,300</b>	<b>\$ 24,500</b>	<b>\$ 293,900</b>	<b>\$ 328,400</b>	<b>\$ 319,200</b>
Per Dwelling Unit	3,589		\$ 173.39	\$ 6.83	\$ 81.89	\$ 91.50	\$ 88.94
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 868,076</b>	<b>\$ 72,340</b>	<b>\$ 868,076</b>		
Per Dwelling Unit	3,589		\$ 241.87	\$ 20.16	\$ 241.87		-
Variance Total			\$ 245,776	\$ 47,840	\$ 574,176		
Variance Per Dwelling Unit			\$ 68.48	\$ 13.33	\$ 159.98		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 4

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE:USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
04 Swope	\$207,366,640	\$8,137,067	\$9,364,677	\$1,227,611	1,985.62	\$618.25	2,877	3,129





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 4

Prepared January 2016

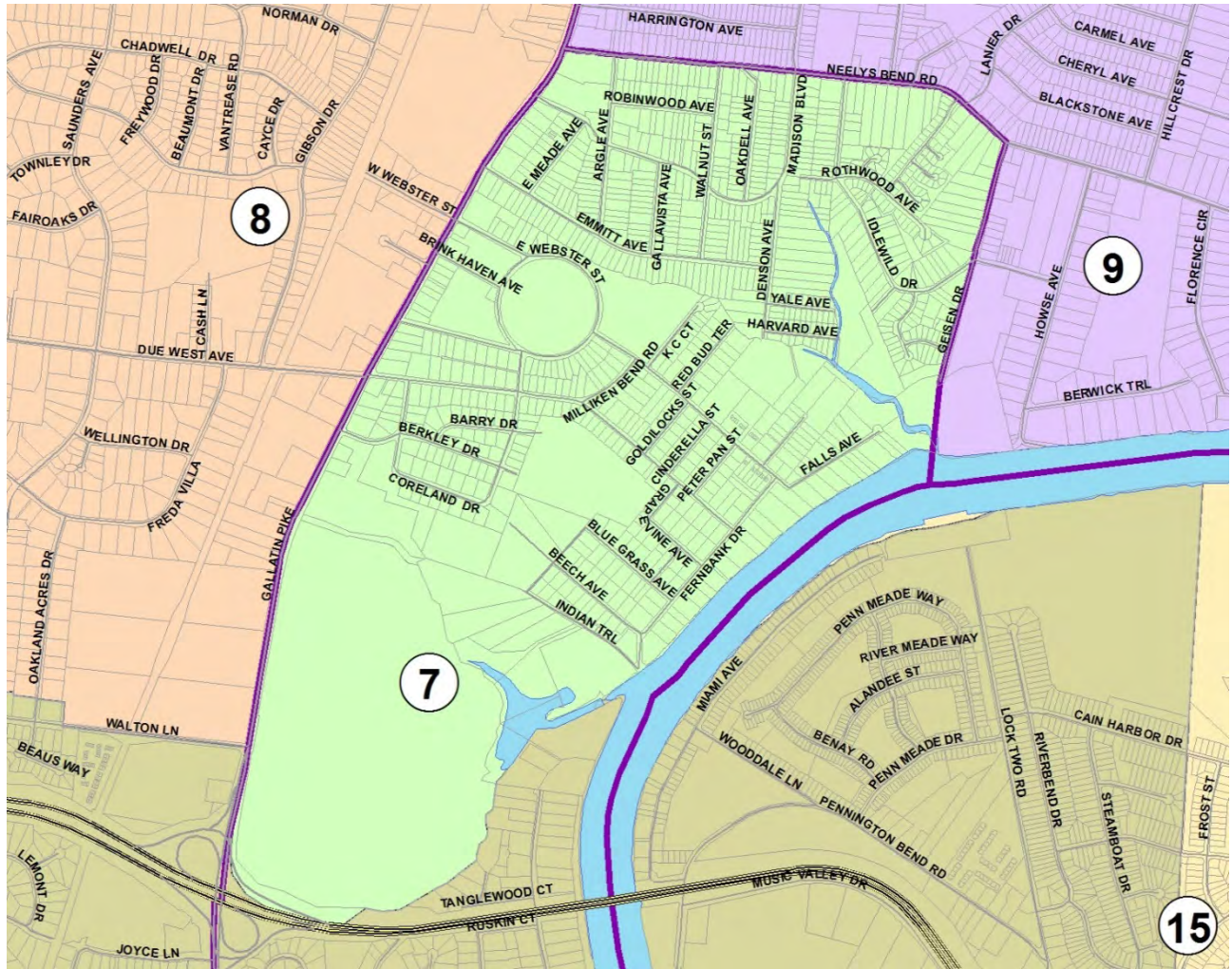
TRASH							
New Homes from Annexation							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		3,111	\$ 30,955	\$ 371,460		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 7,397	\$ 88,761		
Trash Cart Purchase	\$ 47.93					\$ 149,110	
Trash Cart Warranty	\$ 1.44			\$ 373	\$ 4,480		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 7,800</b>	<b>\$ 93,200</b>	<b>\$ 149,100</b>	<b>\$ -</b>
CURBY							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		2,429	\$ 6,940	\$ 83,284		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 116,432	
Curby Cart Warranty	\$ 1.44			\$ 292	\$ 3,498		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 7,200</b>	<b>\$ 86,800</b>	<b>\$ 116,400</b>	<b>\$ -</b>
DUMPSTERS							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		1	\$ 28.80	\$ 345.63		
Disposal Costs Per Ton	\$ 35.47	11.61	1	\$ 34	\$ 412		
Dumpster Purchase (General Services)	\$ 995.00		1			\$ 995	
Truck Purchases						\$ 1,053	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 100</b>	<b>\$ 800</b>	<b>\$ 2,000</b>	<b>\$ -</b>
STREET LIGHTS							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			-				\$ -
Existing Light Poles			504				
Energy Charges (per kWH)	\$ 0.06631	411,456	504	\$ 2,274	\$ 27,284		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 3,094	\$ 37,126		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 5,400</b>	<b>\$ 64,400</b>	<b>\$ -</b>	<b>\$ -</b>
REVENUE ANALYSIS							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 512,700</b>	<b>\$ 20,500</b>	<b>\$ 245,200</b>	<b>\$ 267,500</b>	<b>\$ -</b>
Per Dwelling Unit	2,877		\$ 178.21	\$ 7.13	\$ 85.23	\$ 92.98	\$ -
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 1,227,611</b>	<b>\$ 102,301</b>	<b>\$ 1,227,611</b>		
Per Dwelling Unit	2,877		\$ 426.70	\$ 35.56	\$ 426.70		-
Variance Total			\$ 714,911	\$ 81,801	\$ 982,411		
Variance Per Dwelling Unit			\$ 248.49	\$ 28.43	\$ 341.47		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 7

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE:USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
07 A. Davis	\$47,597,900	\$1,867,742	\$2,149,521	\$281,780	638.24	\$441.50	2,424	1,033





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 7

Prepared January 2016

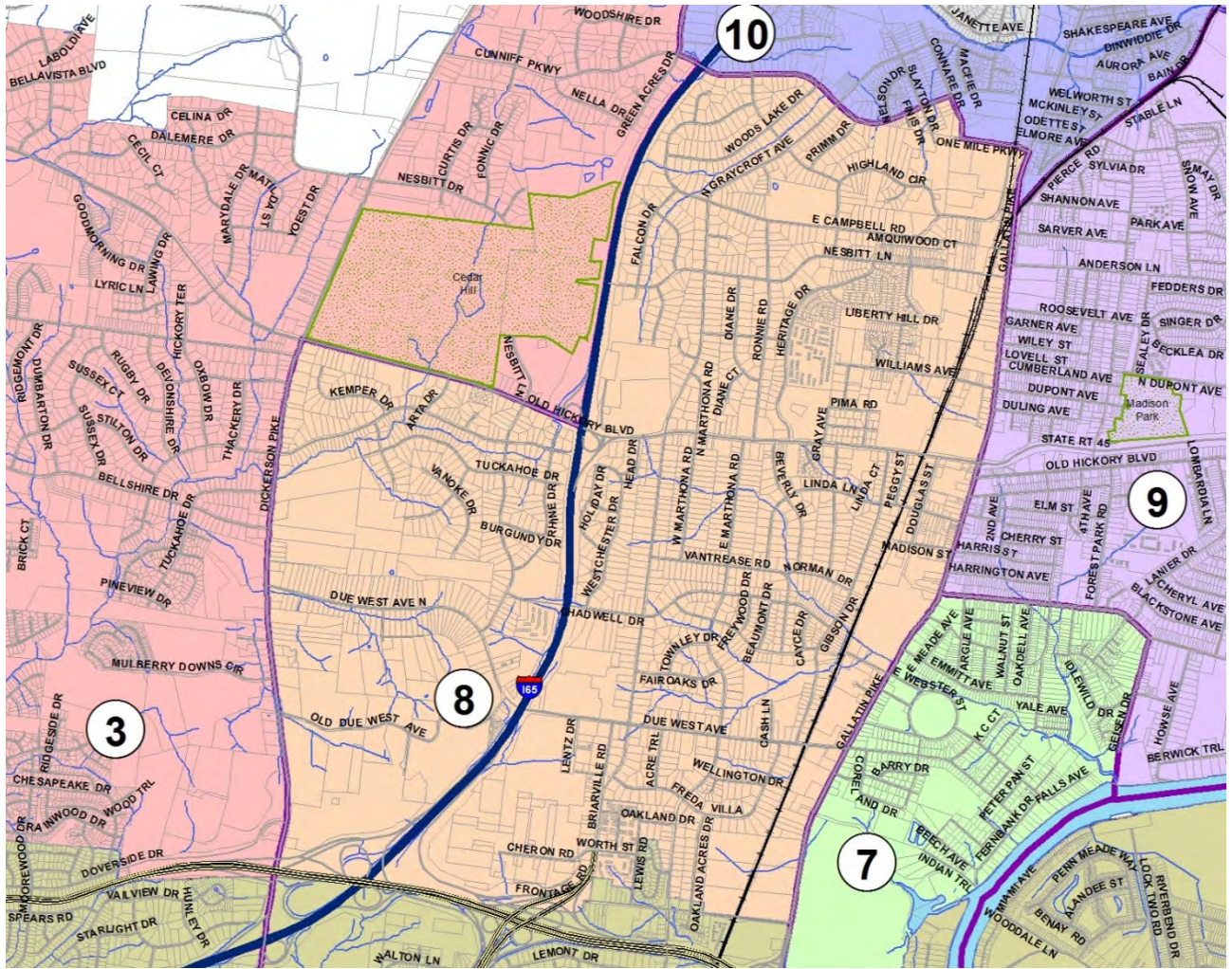
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		1,101	\$ 10,955	\$ 131,462		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 2,618	\$ 31,413		
Trash Cart Purchase	\$ 47.93					\$ 52,771	
Trash Cart Warranty	\$ 1.44			\$ 132	\$ 1,585		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 2,700</b>	<b>\$ 33,000</b>	<b>\$ 52,800</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		860	\$ 2,456	\$ 29,475		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 41,206	
Curby Cart Warranty	\$ 1.44			\$ 103	\$ 1,238		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 2,600</b>	<b>\$ 30,700</b>	<b>\$ 41,200</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		15	\$ 432.04	\$ 5,184.46		
Disposal Costs Per Ton	\$ 35.47	11.61	15	\$ 515	\$ 6,179		
Dumpster Purchase (General Services)	\$ 995.00		15			\$ 14,925	
Truck Purchases						\$ 15,792	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 900</b>	<b>\$ 11,400</b>	<b>\$ 30,700</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			117				\$ 66,374
Existing Light Poles			53				
Energy Charges (per kWH)	\$ 0.06631	153,757	170	\$ 850	\$ 10,196		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 1,044	\$ 12,533		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 1,900</b>	<b>\$ 22,700</b>	<b>\$ -</b>	<b>\$ 66,400</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 222,500</b>	<b>\$ 8,100</b>	<b>\$ 97,800</b>	<b>\$ 124,700</b>	<b>\$ 66,400</b>
Per Dwelling Unit	2,424		\$ 91.79	\$ 3.34	\$ 40.35	\$ 51.44	\$ 27.39
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 281,780</b>	<b>\$ 23,482</b>	<b>\$ 281,780</b>		
Per Dwelling Unit	2,424		\$ 116.25	\$ 9.69	\$ 116.25		-
Variance Total			\$ 59,280	\$ 15,382	\$ 183,980		
Variance Per Dwelling Unit			\$ 24.46	\$ 6.35	\$ 75.90		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 8

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
08 VanReece	\$203,269,259	\$7,976,286	\$9,179,640	\$1,203,354	3,014.53	\$399.18	3,927	3,277







# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 8

Prepared January 2016

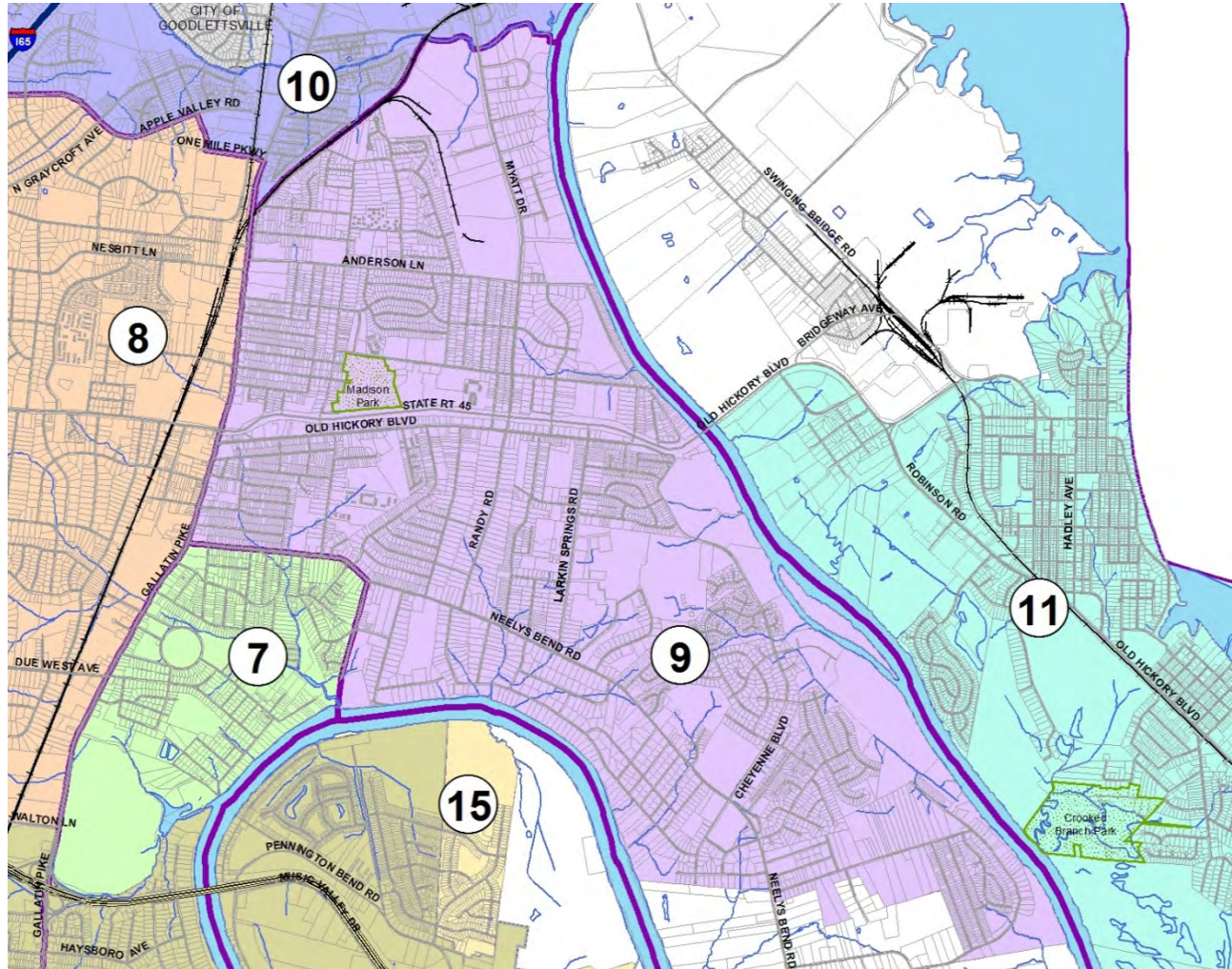
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		2,812	\$ 27,980	\$ 335,759		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		262	\$ 3,688	\$ 44,255		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 7,309	\$ 87,706		
Trash Cart Purchase	\$ 47.93					\$ 147,337	
Trash Cart Warranty	\$ 1.44			\$ 369	\$ 4,427		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 7,700</b>	<b>\$ 92,100</b>	<b>\$ 147,300</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		2,196	\$ 6,273	\$ 75,280		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		205	\$ 827	\$ 9,922		
Curby Cart Purchase	\$ 47.93					\$ 105,242	
Curby Cart Warranty	\$ 1.44			\$ 288	\$ 3,456		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 7,400</b>	<b>\$ 88,700</b>	<b>\$ 105,200</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		47	\$ 1,353.72	\$ 16,244.63		
Disposal Costs Per Ton	\$ 35.47	11.61	47	\$ 1,614	\$ 19,362		
Dumpster Purchase (General Services)	\$ 995.00		47			\$ 46,765	
Truck Purchases						\$ 49,482	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 3,000</b>	<b>\$ 35,600</b>	<b>\$ 96,200</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			263				\$ 148,825
Existing Light Poles			375				
Energy Charges (per kWH)	\$ 0.06631	1,068,894	638	\$ 5,907	\$ 70,878		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 3,914	\$ 46,971		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 9,800</b>	<b>\$ 117,800</b>	<b>\$ -</b>	<b>\$ 148,800</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 682,900</b>	<b>\$ 27,900</b>	<b>\$ 334,200</b>	<b>\$ 348,700</b>	<b>\$ 148,800</b>
Per Dwelling Unit	3,927		\$ 173.90	\$ 7.10	\$ 85.10	\$ 88.80	\$ 37.89
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 1,203,354</b>	<b>\$ 100,280</b>	<b>\$ 1,203,354</b>		
Per Dwelling Unit	3,927		\$ 306.43	\$ 25.54	\$ 306.43		-
Variance Total			\$ 520,454	\$ 72,380	\$ 869,154		
Variance Per Dwelling Unit			\$ 132.53	\$ 18.43	\$ 221.33		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 9

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
09 Pridemore	\$222,939,849	\$8,748,160	\$10,067,964	\$1,319,804	3,242.22	\$407.07	7,583	6,095





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 9

Prepared January 2016

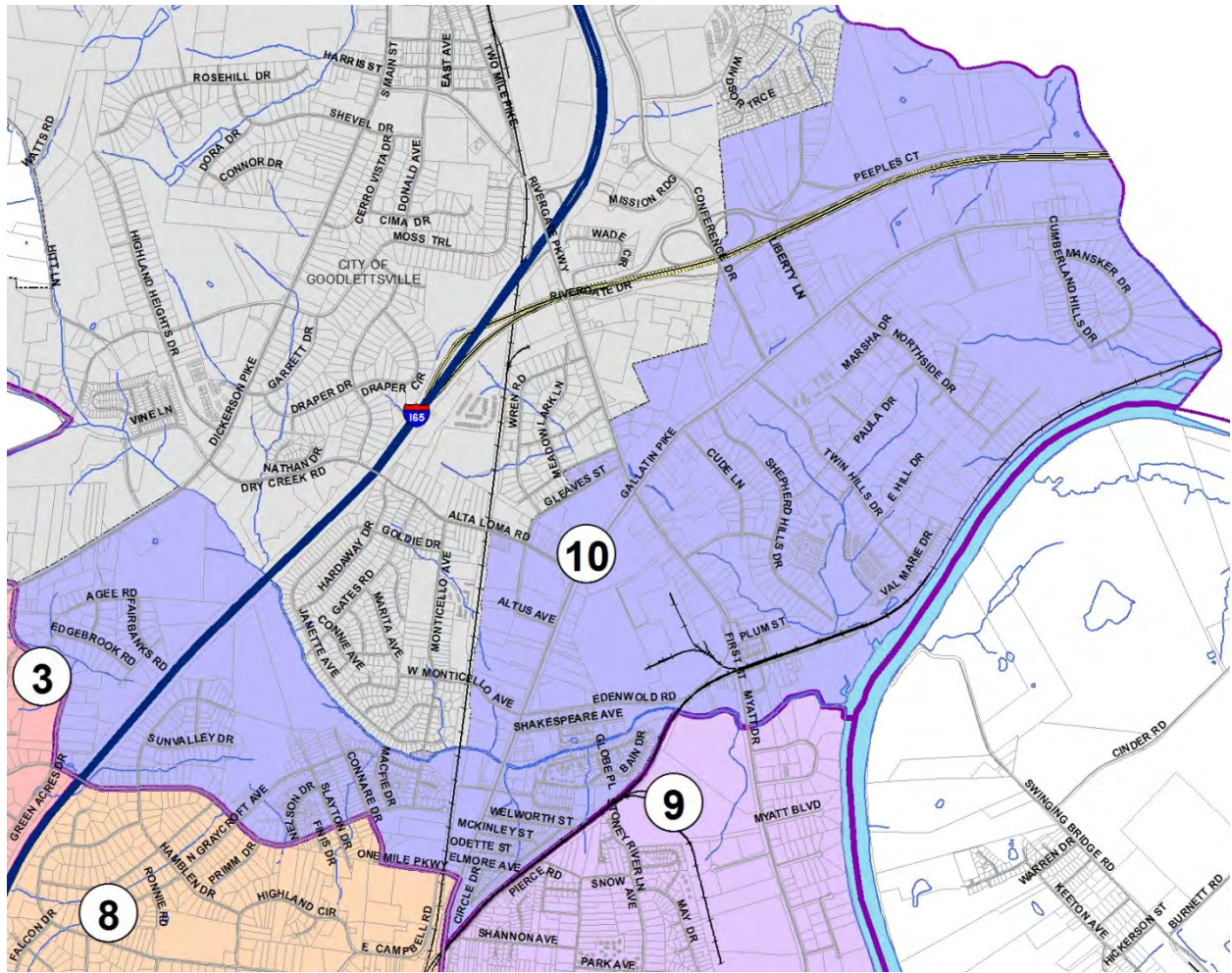
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		5,690	\$ 56,617	\$ 679,399		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		20	\$ 282	\$ 3,378		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 13,576	\$ 162,914		
Trash Cart Purchase	\$ 47.93					\$ 273,680	
Trash Cart Warranty	\$ 1.44			\$ 685	\$ 8,222		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 14,300</b>	<b>\$ 171,100</b>	<b>\$ 273,700</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		4,443	\$ 12,694	\$ 152,326		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		16	\$ 63	\$ 757		
Curby Cart Purchase	\$ 47.93					\$ 212,953	
Curby Cart Warranty	\$ 1.44			\$ 535	\$ 6,420		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 13,300</b>	<b>\$ 159,500</b>	<b>\$ 213,000</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		138	\$ 3,974.75	\$ 47,697.00		
Disposal Costs Per Ton	\$ 35.47	11.61	138	\$ 4,738	\$ 56,851		
Dumpster Purchase (General Services)	\$ 995.00		138			\$ 137,310	
Truck Purchases						\$ 145,287	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 8,700</b>	<b>\$ 104,500</b>	<b>\$ 282,600</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			528				\$ 299,026
Existing Light Poles			256				
Energy Charges (per kWH)	\$ 0.06631	742,456	784	\$ 4,103	\$ 49,232		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 4,811	\$ 57,731		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 8,900</b>	<b>\$ 107,000</b>	<b>\$ -</b>	<b>\$ 299,000</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 1,311,400</b>	<b>\$ 45,200</b>	<b>\$ 542,100</b>	<b>\$ 769,300</b>	<b>\$ 299,000</b>
Per Dwelling Unit	7,583		\$ 172.94	\$ 5.96	\$ 71.49	\$ 101.45	\$ 39.43
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 1,319,804</b>	<b>\$ 109,984</b>	<b>\$ 1,319,804</b>		
Per Dwelling Unit	7,583		\$ 174.05	\$ 14.50	\$ 174.05		-
Variance Total			\$ 8,404	\$ 64,784	\$ 777,704		
Variance Per Dwelling Unit			\$ 1.11	\$ 8.54	\$ 102.56		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 10

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
10 Pardue	\$202,585,408	\$7,949,451	\$9,148,757	\$1,199,306	2,068.50	\$579.79	2,405	1,816





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 10

Prepared January 2016

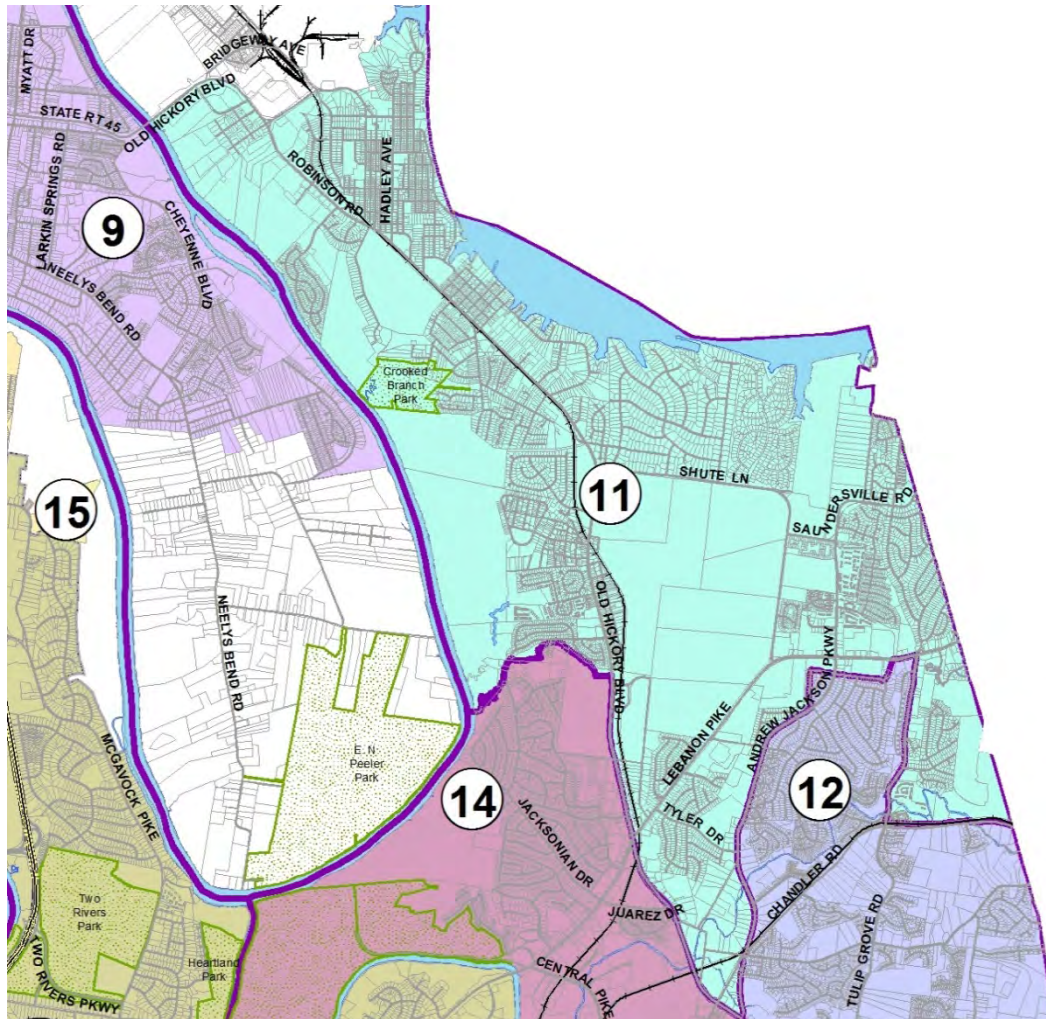
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		1,511	\$ 15,035	\$ 180,417		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		23	\$ 324	\$ 3,885		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 3,647	\$ 43,767		
Trash Cart Purchase	\$ 47.93					\$ 73,525	
Trash Cart Warranty	\$ 1.44			\$ 184	\$ 2,209		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 3,800</b>	<b>\$ 46,000</b>	<b>\$ 73,500</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		1,180	\$ 3,371	\$ 40,451		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		18	\$ 73	\$ 871		
Curby Cart Purchase	\$ 47.93					\$ 56,550	
Curby Cart Warranty	\$ 1.44			\$ 144	\$ 1,725		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 3,600</b>	<b>\$ 43,000</b>	<b>\$ 56,600</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		25	\$ 720.06	\$ 8,640.76		
Disposal Costs Per Ton	\$ 35.47	11.61	25	\$ 858	\$ 10,299		
Dumpster Purchase (General Services)	\$ 995.00		25			\$ 24,875	
Truck Purchases						\$ 26,320	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 1,600</b>	<b>\$ 18,900</b>	<b>\$ 51,200</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			83				\$ 47,059
Existing Light Poles			209				
Energy Charges (per kWH)	\$ 0.06631	300,901	292	\$ 1,663	\$ 19,953		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 1,793	\$ 21,513		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 3,500</b>	<b>\$ 41,500</b>	<b>\$ -</b>	<b>\$ 47,100</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 330,700</b>	<b>\$ 12,500</b>	<b>\$ 149,400</b>	<b>\$ 181,300</b>	<b>\$ 47,100</b>
Per Dwelling Unit	2,405		\$ 137.51	\$ 5.20	\$ 62.12	\$ 75.38	\$ 19.58
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 1,199,306</b>	<b>\$ 99,942</b>	<b>\$ 1,199,306</b>		
Per Dwelling Unit	2,405		\$ 498.67	\$ 41.56	\$ 498.67		-
Variance Total			\$ 868,606	\$ 87,442	\$ 1,049,906		
Variance Per Dwelling Unit			\$ 361.17	\$ 36.36	\$ 436.55		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 11

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
11 Hager	\$409,622,442	\$16,073,585	\$18,498,549	\$2,424,965	6,156.91	\$393.86	8,121	8,078





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 11

Prepared January 2016

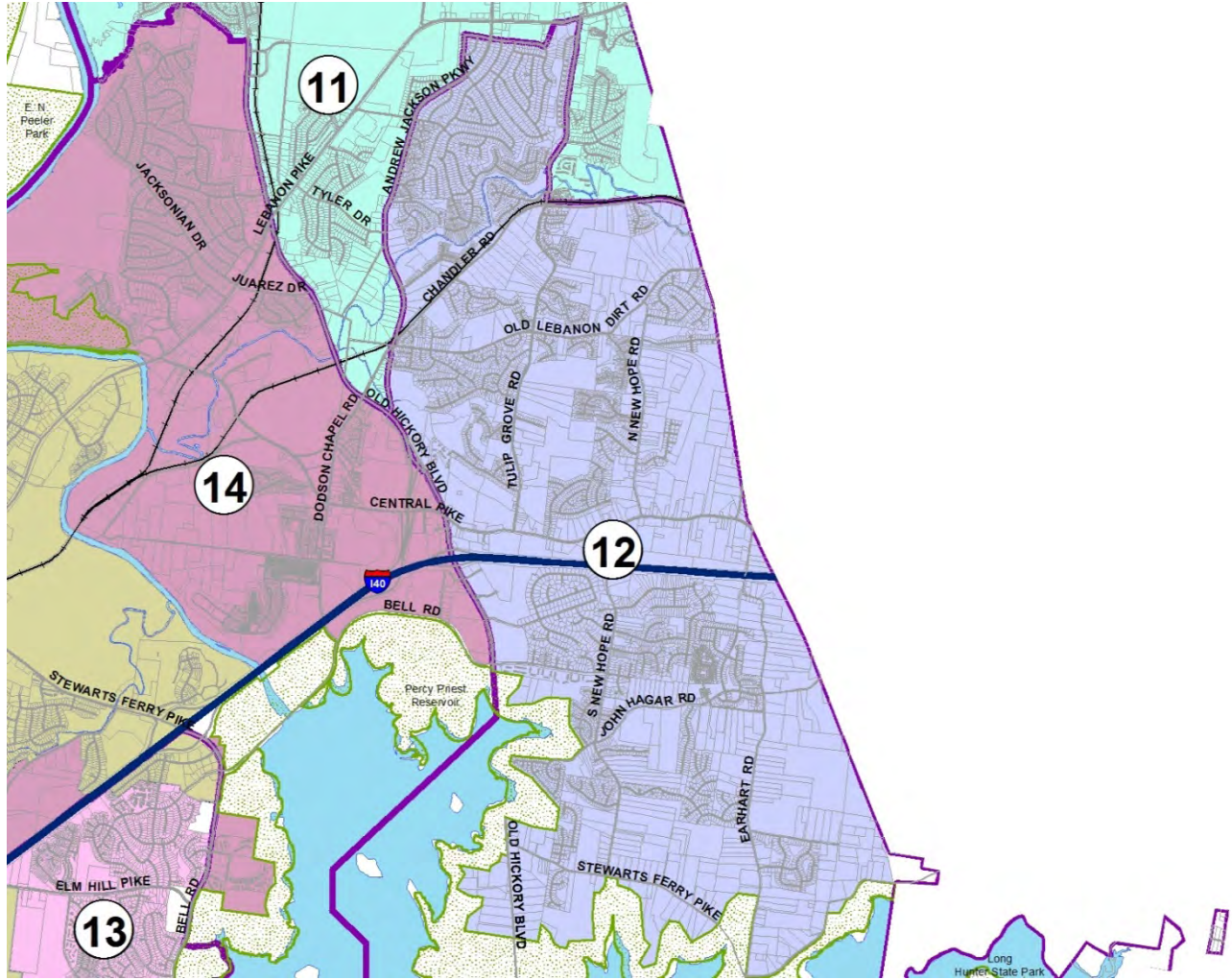
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		7,402	\$ 73,651	\$ 883,815		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		523	\$ 7,362	\$ 88,340		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 18,843	\$ 226,112		
Trash Cart Purchase	\$ 47.93					\$ 379,845	
Trash Cart Warranty	\$ 1.44			\$ 951	\$ 11,412		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 19,800</b>	<b>\$ 237,500</b>	<b>\$ 379,800</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		5,780	\$ 16,513	\$ 198,158		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		408	\$ 1,651	\$ 19,807		
Curby Cart Purchase	\$ 47.93					\$ 277,026	
Curby Cart Warranty	\$ 1.44			\$ 743	\$ 8,911		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 18,900</b>	<b>\$ 226,900</b>	<b>\$ 277,000</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		27	\$ 777.67	\$ 9,332.02		
Disposal Costs Per Ton	\$ 35.47	11.61	27	\$ 927	\$ 11,123		
Dumpster Purchase (General Services)	\$ 995.00		27			\$ 26,865	
Truck Purchases						\$ 28,426	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 1,700</b>	<b>\$ 20,500</b>	<b>\$ 55,300</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			1,092				\$ 618,981
Existing Light Poles			-				
Energy Charges (per kWH)	\$ 0.06631	990,623	1,092	\$ 5,474	\$ 65,688		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 6,706	\$ 80,468		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 12,200</b>	<b>\$ 146,200</b>	<b>\$ -</b>	<b>\$ 619,000</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 1,343,200</b>	<b>\$ 52,600</b>	<b>\$ 631,100</b>	<b>\$ 712,100</b>	<b>\$ 619,000</b>
Per Dwelling Unit	8,121		\$ 165.40	\$ 6.48	\$ 77.71	\$ 87.69	\$ 76.22
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 2,424,965</b>	<b>\$ 202,080</b>	<b>\$ 2,424,965</b>		
Per Dwelling Unit	8,121		\$ 298.60	\$ 24.88	\$ 298.60		-
Variance Total			\$ 1,081,765	\$ 149,480	\$ 1,793,865		
Variance Per Dwelling Unit			\$ 133.21	\$ 18.41	\$ 220.89		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 12

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
12 Glover	\$349,131,805	\$13,699,932	\$15,766,792	\$2,066,860	4,770.27	\$433.28	8,561	6,925







# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 12

Prepared January 2016

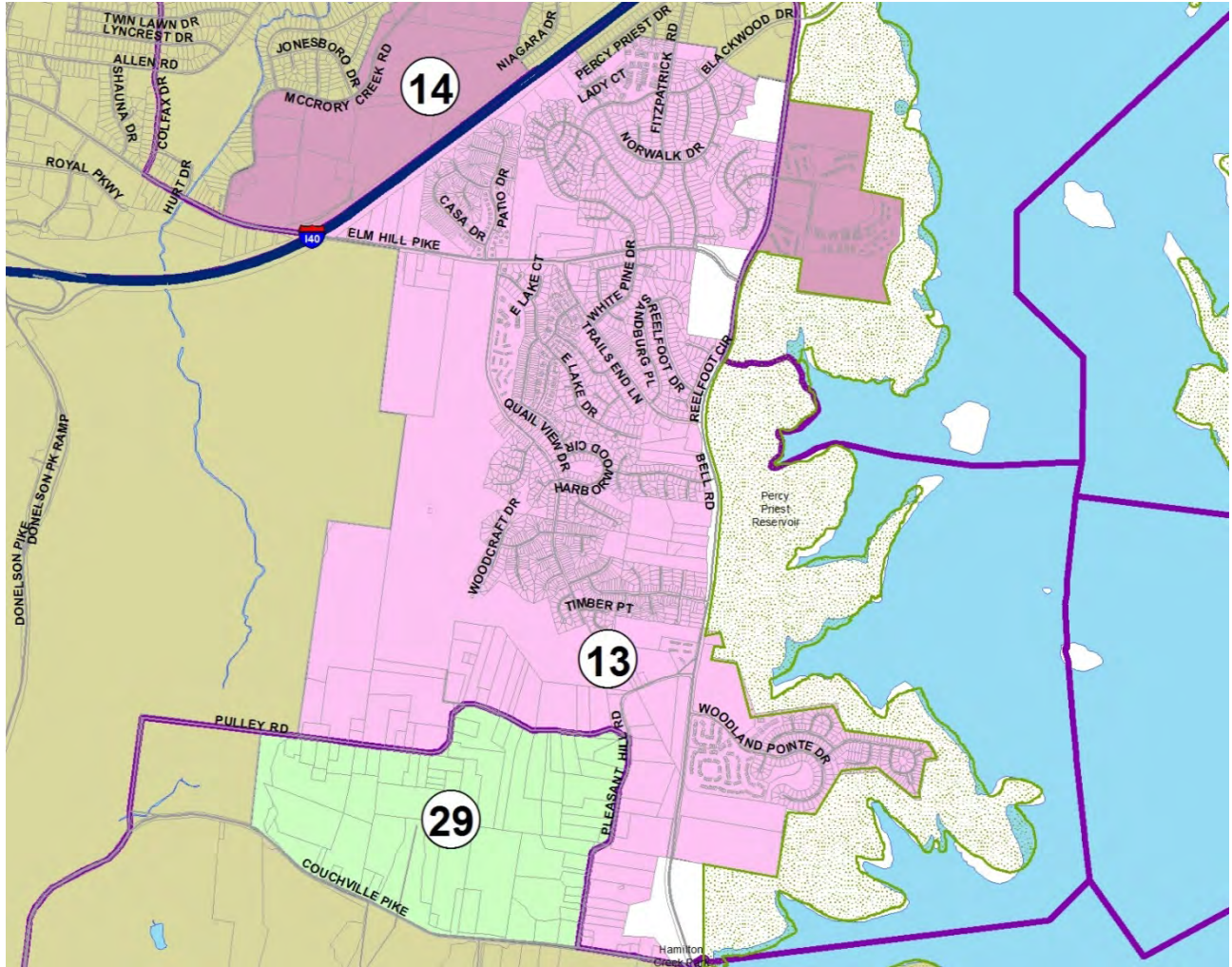
TRASH New Homes from Annexation							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		6,897	\$ 68,626	\$ 823,517		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		143	\$ 2,013	\$ 24,154		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 16,738	\$ 200,861		
Trash Cart Purchase	\$ 47.93					\$ 337,427	
Trash Cart Warranty	\$ 1.44			\$ 845	\$ 10,138		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 17,600</b>	<b>\$ 211,000</b>	<b>\$ 337,400</b>	<b>\$ -</b>
CURBY							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		5,385	\$ 15,387	\$ 184,638		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		112	\$ 451	\$ 5,416		
Curby Cart Purchase	\$ 47.93					\$ 258,126	
Curby Cart Warranty	\$ 1.44			\$ 660	\$ 7,916		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 16,500</b>	<b>\$ 198,000</b>	<b>\$ 258,100</b>	<b>\$ -</b>
DUMPSTERS							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		21	\$ 604.85	\$ 7,258.24		
Disposal Costs Per Ton	\$ 35.47	11.61	21	\$ 721	\$ 8,651		
Dumpster Purchase (General Services)	\$ 995.00		21			\$ 20,895	
Truck Purchases						\$ 22,109	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 1,300</b>	<b>\$ 15,900</b>	<b>\$ 43,000</b>	<b>\$ -</b>
STREET LIGHTS							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			914				\$ 517,711
Existing Light Poles			-				
Energy Charges (per kWH)	\$ 0.06631	828,550	914	\$ 4,578	\$ 54,941		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 5,609	\$ 67,302		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 10,200</b>	<b>\$ 122,200</b>	<b>\$ -</b>	<b>\$ 517,700</b>
REVENUE ANALYSIS							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 1,185,600</b>	<b>\$ 45,600</b>	<b>\$ 547,100</b>	<b>\$ 638,500</b>	<b>\$ 517,700</b>
Per Dwelling Unit	8,561		\$ 138.49	\$ 5.33	\$ 63.91	\$ 74.58	\$ 60.47
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 2,066,860</b>	<b>\$ 172,238</b>	<b>\$ 2,066,860</b>		
Per Dwelling Unit	8,561		\$ 241.43	\$ 20.12	\$ 241.43		-
Variance Total			\$ 881,260	\$ 126,638	\$ 1,519,760		
Variance Per Dwelling Unit			\$ 102.94	\$ 14.79	\$ 177.52		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 13

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE:USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
13 Huezo	\$114,712,106	\$4,501,303	\$5,180,399	\$679,096	1,083.48	\$626.78	3,556	3,359





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 13

Prepared January 2016

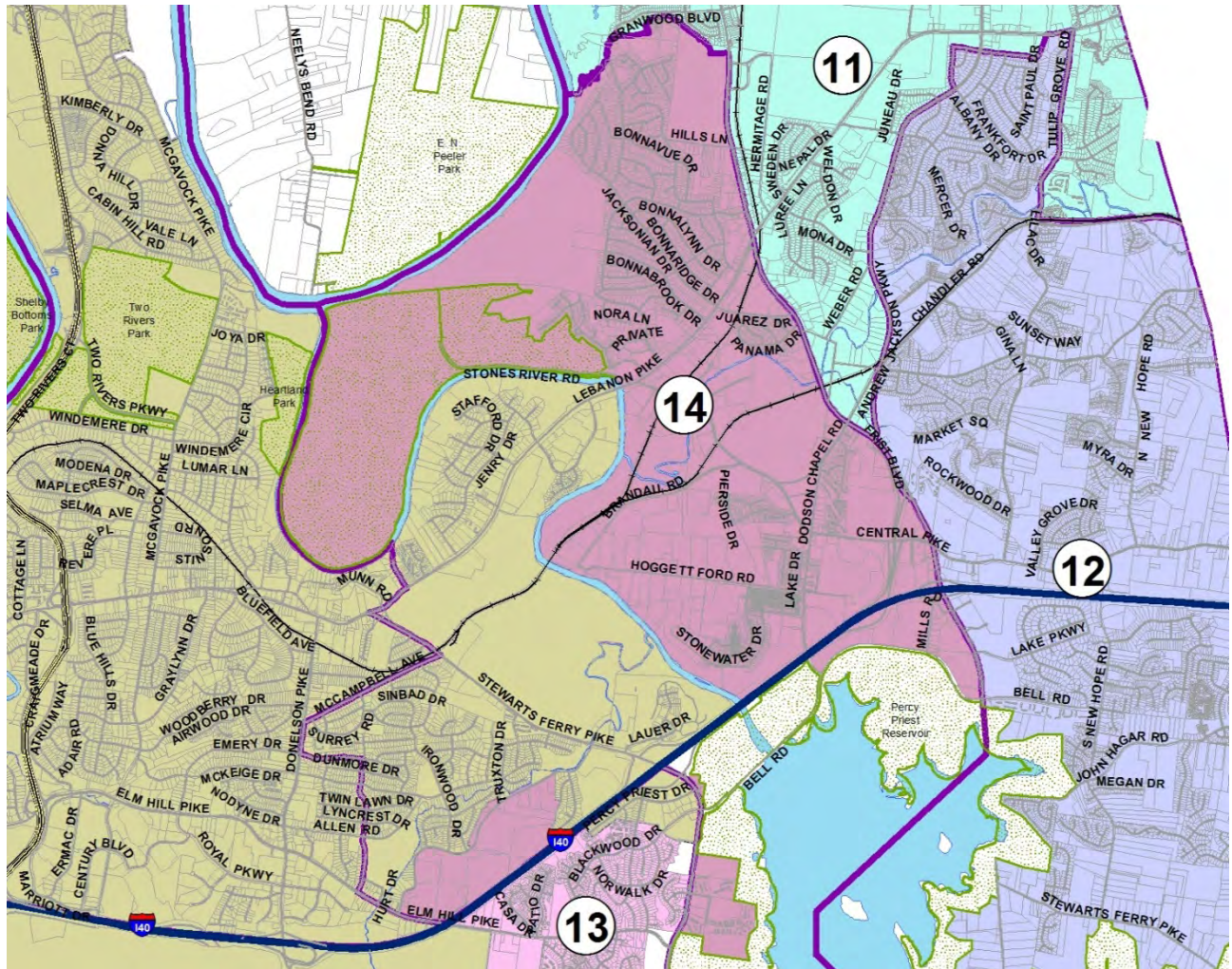
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		2,848	\$ 28,338	\$ 340,058		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		436	\$ 6,137	\$ 73,645		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 7,808	\$ 93,697		
Trash Cart Purchase	\$ 47.93					\$ 157,402	
Trash Cart Warranty	\$ 1.44			\$ 394	\$ 4,729		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 8,200</b>	<b>\$ 98,400</b>	<b>\$ 157,400</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		2,224	\$ 6,354	\$ 76,243		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		340	\$ 1,376	\$ 16,512		
Curby Cart Purchase	\$ 47.93					\$ 106,589	
Curby Cart Warranty	\$ 1.44			\$ 308	\$ 3,693		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 8,000</b>	<b>\$ 96,400</b>	<b>\$ 106,600</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		34	\$ 979.29	\$ 11,751.43		
Disposal Costs Per Ton	\$ 35.47	11.61	34	\$ 1,167	\$ 14,007		
Dumpster Purchase (General Services)	\$ 995.00		34			\$ 33,830	
Truck Purchases						\$ 35,795	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 2,100</b>	<b>\$ 25,800</b>	<b>\$ 69,600</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			107				\$ 60,540
Existing Light Poles			192				
Energy Charges (per kWH)	\$ 0.06631	248,065	299	\$ 1,371	\$ 16,449		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 1,834	\$ 22,013		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 3,200</b>	<b>\$ 38,500</b>	<b>\$ -</b>	<b>\$ 60,500</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 592,700</b>	<b>\$ 21,500</b>	<b>\$ 259,100</b>	<b>\$ 333,600</b>	<b>\$ 60,500</b>
Per Dwelling Unit	3,556		\$ 166.68	\$ 6.05	\$ 72.86	\$ 93.81	\$ 17.01
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 679,096</b>	<b>\$ 56,591</b>	<b>\$ 679,096</b>		
Per Dwelling Unit	3,556		\$ 190.97	\$ 15.91	\$ 190.97		-
Variance Total			\$ 86,396	\$ 35,091	\$ 419,996		
Variance Per Dwelling Unit			\$ 24.30	\$ 9.87	\$ 118.11		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 14

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE:USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
14 Rhoten	\$285,623,279	\$11,207,857	\$12,898,747	\$1,690,890	3,909.31	\$432.53	6,858	3,562





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 14

Prepared January 2016

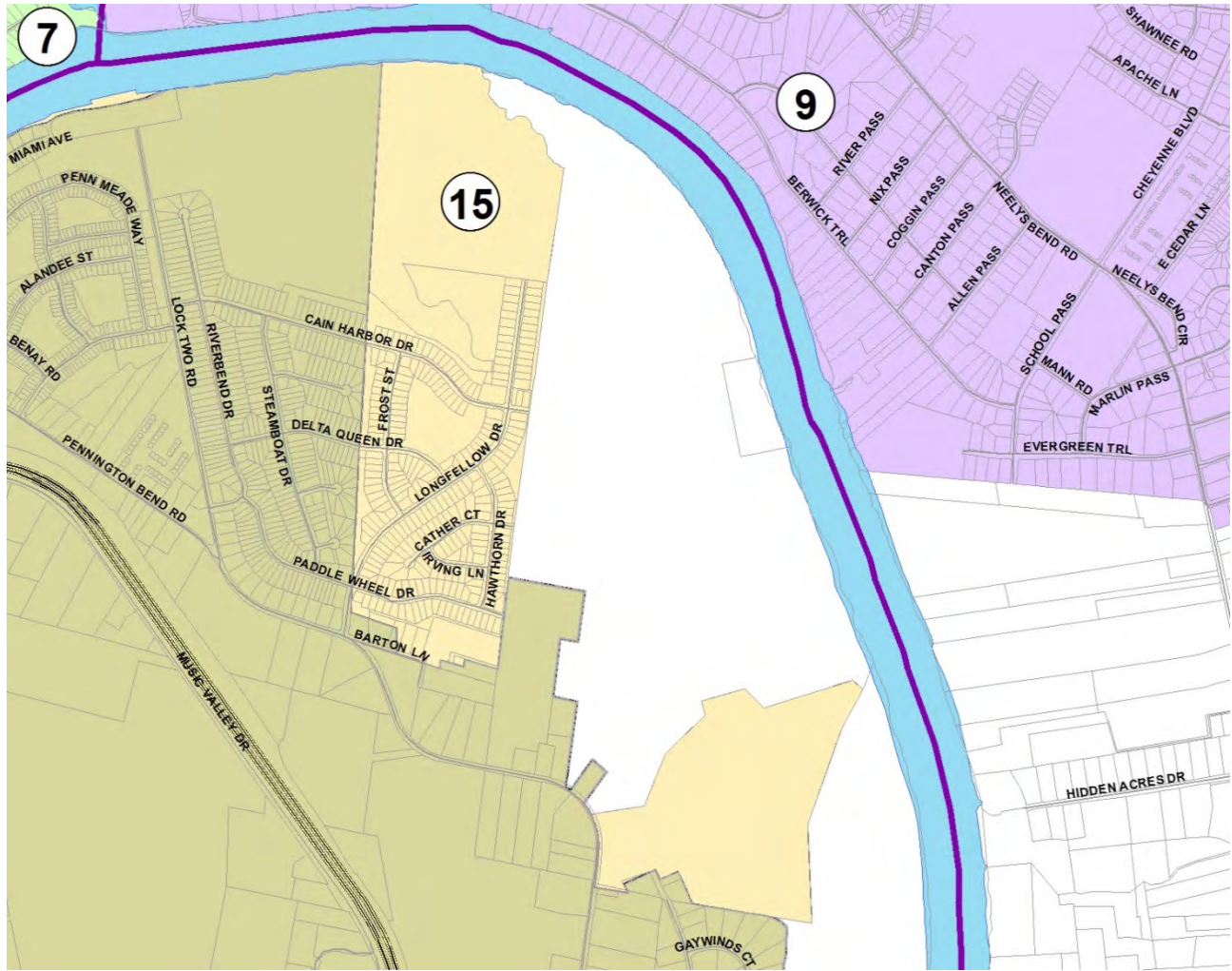
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		3,159	\$ 31,433	\$ 377,192		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		175	\$ 2,463	\$ 29,559		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 7,927	\$ 95,124		
Trash Cart Purchase	\$ 47.93					\$ 159,799	
Trash Cart Warranty	\$ 1.44			\$ 400	\$ 4,801		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 8,300</b>	<b>\$ 99,900</b>	<b>\$ 159,800</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		2,467	\$ 7,047	\$ 84,569		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		137	\$ 552	\$ 6,627		
Curby Cart Purchase	\$ 47.93					\$ 118,228	
Curby Cart Warranty	\$ 1.44			\$ 312	\$ 3,749		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 7,900</b>	<b>\$ 94,900</b>	<b>\$ 118,200</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		70	\$ 2,016.18	\$ 24,194.13		
Disposal Costs Per Ton	\$ 35.47	11.61	70	\$ 2,403	\$ 28,837		
Dumpster Purchase (General Services)	\$ 995.00		70			\$ 69,650	
Truck Purchases						\$ 73,696	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 4,400</b>	<b>\$ 53,000</b>	<b>\$ 143,300</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			408				\$ 231,420
Existing Light Poles			97				
Energy Charges (per kWH)	\$ 0.06631	455,123	505	\$ 2,515	\$ 30,179		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 3,102	\$ 37,230		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 5,600</b>	<b>\$ 67,400</b>	<b>\$ -</b>	<b>\$ 231,400</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 736,500</b>	<b>\$ 26,200</b>	<b>\$ 315,200</b>	<b>\$ 421,300</b>	<b>\$ 231,400</b>
Per Dwelling Unit	6,858		\$ 107.39	\$ 3.82	\$ 45.96	\$ 61.43	\$ 33.74
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 1,690,890</b>	<b>\$ 140,907</b>	<b>\$ 1,690,890</b>		
Per Dwelling Unit	6,858		\$ 246.56	\$ 20.55	\$ 246.56		-
Variance Total			\$ 954,390	\$ 114,707	\$ 1,375,690		
Variance Per Dwelling Unit			\$ 139.16	\$ 16.73	\$ 200.60		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 15

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
15 Syracuse	\$11,183,102	\$438,825	\$505,029	\$66,204	222.66	\$297.34	273	301





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 15

Prepared January 2016

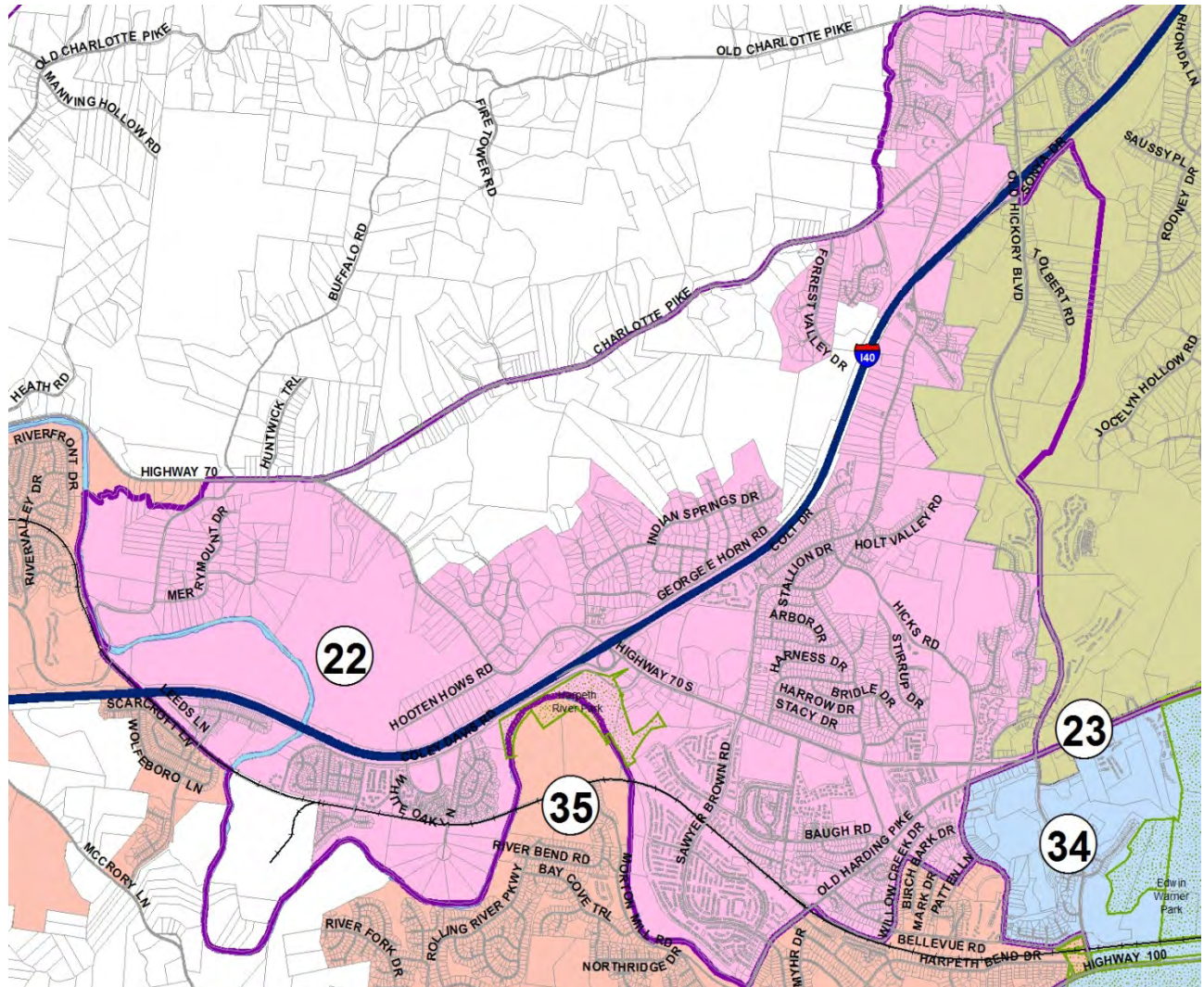
TRASH New Homes from Annexation							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		287	\$ 2,856	\$ 34,268		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 682	\$ 8,189		
Trash Cart Purchase	\$ 47.93					\$ 13,756	
Trash Cart Warranty	\$ 1.44			\$ 34	\$ 413		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 700</b>	<b>\$ 8,600</b>	<b>\$ 13,800</b>	<b>\$ -</b>
CURBY							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		224	\$ 640	\$ 7,683		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 10,741	
Curby Cart Warranty	\$ 1.44			\$ 27	\$ 323		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 700</b>	<b>\$ 8,000</b>	<b>\$ 10,700</b>	<b>\$ -</b>
DUMPSTERS							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	11.61	-	\$ -	\$ -		
Dumpster Purchase (General Services)	\$ 995.00		-			\$ -	
Truck Purchases						\$ -	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
STREET LIGHTS							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			-				\$ -
Existing Light Poles			45				
Energy Charges (per kWH)	\$ 0.06631	30,948	45	\$ 171	\$ 2,052		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 276	\$ 3,315		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 400</b>	<b>\$ 5,400</b>	<b>\$ -</b>	<b>\$ -</b>
REVENUE ANALYSIS							
	# of Dwelling Units	Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost	
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>		<b>\$ 46,500</b>	<b>\$ 1,800</b>	<b>\$ 22,000</b>	<b>\$ 24,500</b>	<b>\$ -</b>	
Per Dwelling Unit	273	\$ 170.33	\$ 6.59	\$ 80.59	\$ 89.74	\$ -	
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>		<b>\$ 66,204</b>	<b>\$ 5,517</b>	<b>\$ 66,204</b>			
Per Dwelling Unit	273	\$ 242.51	\$ 20.21	\$ 242.51		-	
Variance Total		\$ 19,704	\$ 3,717	\$ 44,204			
Variance Per Dwelling Unit		\$ 72.18	\$ 13.62	\$ 161.92			



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 22

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
22 Weiner	\$356,990,711	\$14,008,315	\$16,121,701	\$2,113,385	3,724.12	\$567.49	7,484	6,630







# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 22

Prepared January 2016

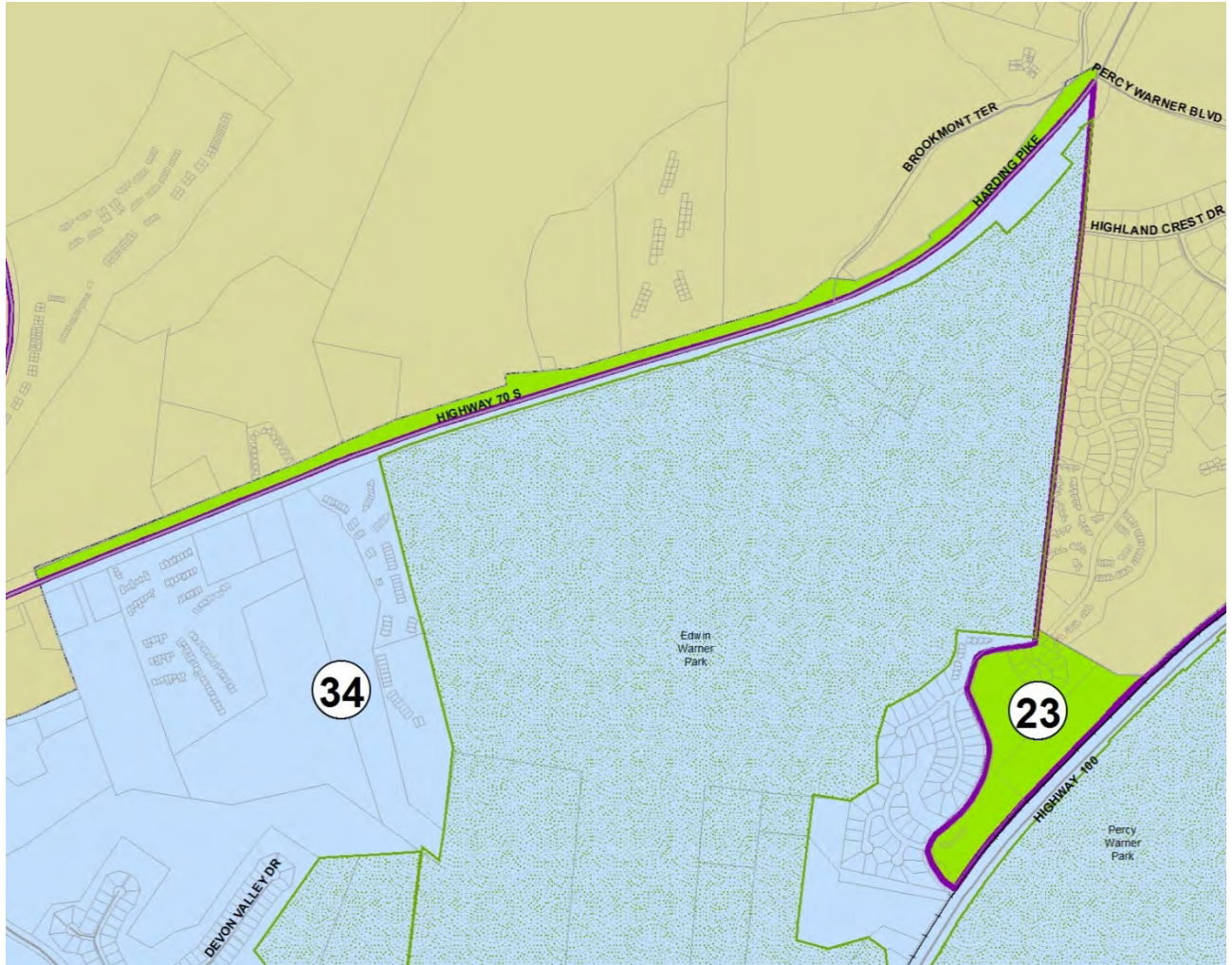
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		4,625	\$ 46,020	\$ 552,235		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		1,831	\$ 25,773	\$ 309,275		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 15,350	\$ 184,199		
Trash Cart Purchase	\$ 47.93					\$ 309,436	
Trash Cart Warranty	\$ 1.44			\$ 775	\$ 9,297		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 16,100</b>	<b>\$ 193,500</b>	<b>\$ 309,400</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		3,611	\$ 10,318	\$ 123,815		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		1,430	\$ 5,778	\$ 69,342		
Curby Cart Purchase	\$ 47.93					\$ 173,095	
Curby Cart Warranty	\$ 1.44			\$ 605	\$ 7,259		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 16,700</b>	<b>\$ 200,400</b>	<b>\$ 173,100</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		68	\$ 1,958.57	\$ 23,502.87		
Disposal Costs Per Ton	\$ 35.47	11.61	68	\$ 2,334	\$ 28,013		
Dumpster Purchase (General Services)	\$ 995.00		68			\$ 67,660	
Truck Purchases						\$ 71,591	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 4,300</b>	<b>\$ 51,500</b>	<b>\$ 139,300</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			475				\$ 268,908
Existing Light Poles			222				
Energy Charges (per kWH)	\$ 0.06631	661,484	697	\$ 3,655	\$ 43,863		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 4,276	\$ 51,311		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 7,900</b>	<b>\$ 95,200</b>	<b>\$ -</b>	<b>\$ 268,900</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 1,162,400</b>	<b>\$ 45,000</b>	<b>\$ 540,600</b>	<b>\$ 621,800</b>	<b>\$ 268,900</b>
Per Dwelling Unit	7,484		\$ 155.32	\$ 6.01	\$ 72.23	\$ 83.08	\$ 35.93
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 2,113,385</b>	<b>\$ 176,115</b>	<b>\$ 2,113,385</b>		
Per Dwelling Unit	7,484		\$ 282.39	\$ 23.53	\$ 282.39		-
Variance Total			\$ 950,985	\$ 131,115	\$ 1,572,785		
Variance Per Dwelling Unit			\$ 127.07	\$ 17.52	\$ 210.15		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 23

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE:USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
23 M. Johnson	\$1,283,500	\$50,365	\$57,963	\$7,598	2.04	\$3,717.54	19	20





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 23

Prepared January 2016

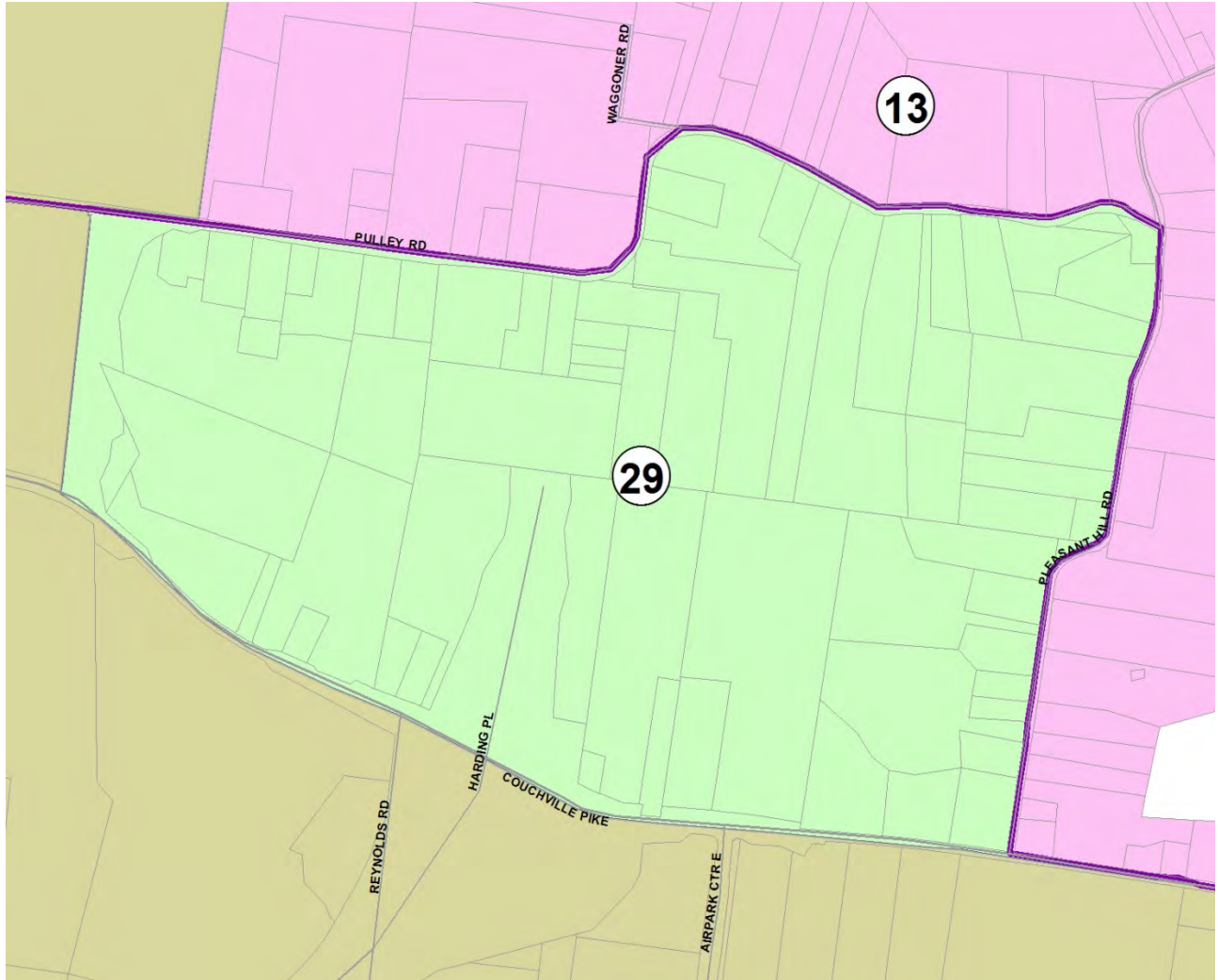
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		11	\$ 109	\$ 1,313		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		9	\$ 127	\$ 1,520		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 48	\$ 571		
Trash Cart Purchase	\$ 47.93					\$ 959	
Trash Cart Warranty	\$ 1.44			\$ 2	\$ 29		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ -</b>	<b>\$ 600</b>	<b>\$ 1,000</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		9	\$ 25	\$ 294		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		7	\$ 28	\$ 341		
Curby Cart Purchase	\$ 47.93					\$ 412	
Curby Cart Warranty	\$ 1.44			\$ 2	\$ 22		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 100</b>	<b>\$ 700</b>	<b>\$ 400</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	11.61	-	\$ -	\$ -		
Dumpster Purchase (General Services)	\$ 995.00		-			\$ -	
Truck Purchases						\$ -	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			19				\$ 10,508
Existing Light Poles			-				
Energy Charges (per kWH)	\$ 0.06631	16,817	19	\$ 93	\$ 1,115		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 114	\$ 1,366		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 200</b>	<b>\$ 2,500</b>	<b>\$ -</b>	<b>\$ 10,500</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 5,200</b>	<b>\$ 300</b>	<b>\$ 3,800</b>	<b>\$ 1,400</b>	<b>\$ 10,500</b>
Per Dwelling Unit	19		\$ 273.68	\$ 15.79	\$ 200.00	\$ 73.68	\$ 552.63
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 7,598</b>	<b>\$ 633</b>	<b>\$ 7,598</b>		
Per Dwelling Unit	19		\$ 399.91	\$ 33.33	\$ 399.91		-
Variance Total			\$ 2,398	\$ 333	\$ 3,798		
Variance Per Dwelling Unit			\$ 126.23	\$ 17.54	\$ 199.91		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 29

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
29 K. Johnson	\$7,030,239	\$275,867	\$317,486	\$41,619	307.29	\$135.44	48	69





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 29

Prepared January 2016

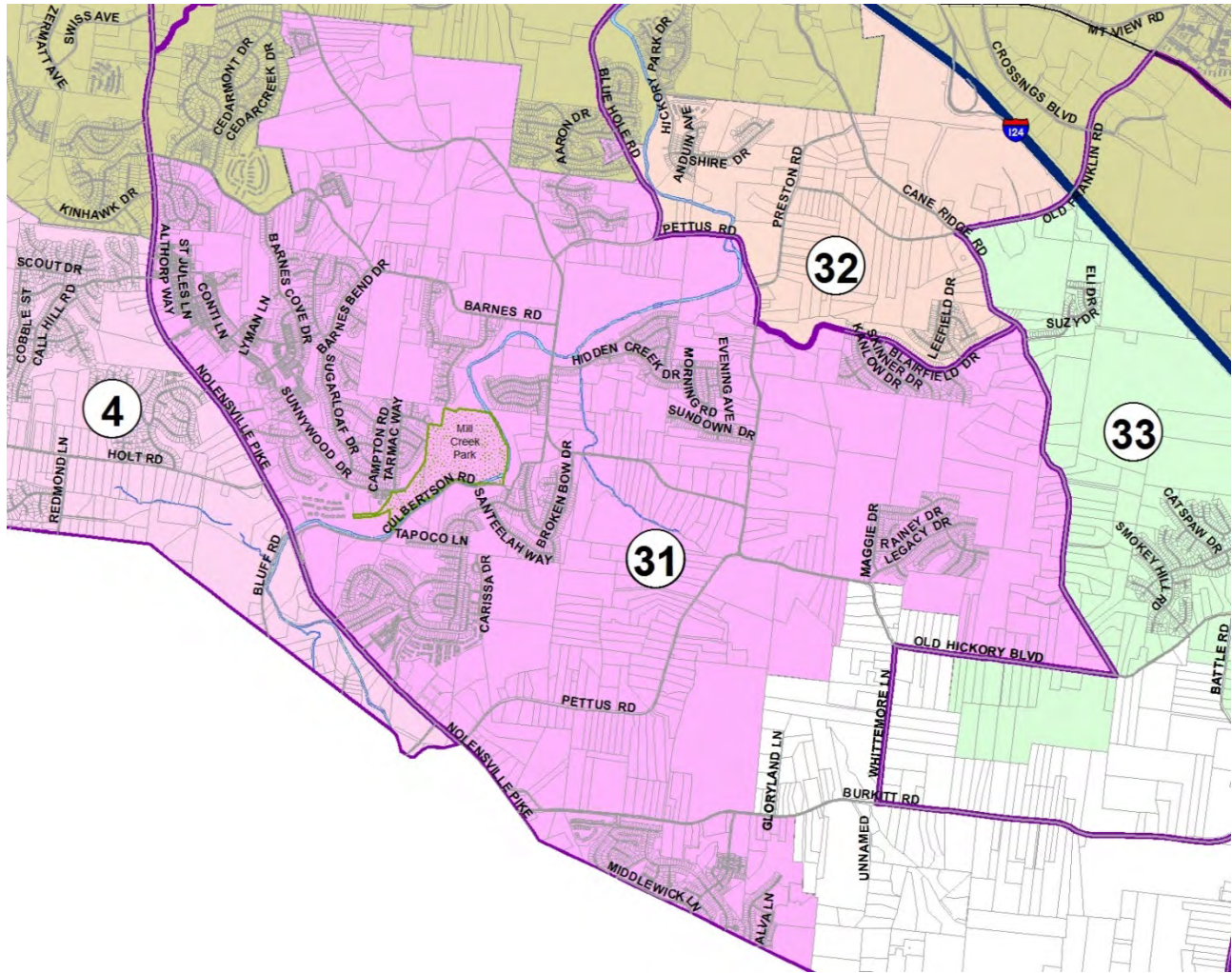
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		66	\$ 657	\$ 7,881		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 157	\$ 1,883		
Trash Cart Purchase	\$ 47.93					\$ 3,163	
Trash Cart Warranty	\$ 1.44			\$ 8	\$ 95		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 200</b>	<b>\$ 2,000</b>	<b>\$ 3,200</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		52	\$ 147	\$ 1,767		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 2,470	
Curby Cart Warranty	\$ 1.44			\$ 6	\$ 74		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 200</b>	<b>\$ 1,800</b>	<b>\$ 2,500</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	11.61	-	\$ -	\$ -		
Dumpster Purchase (General Services)	\$ 995.00		-			\$ -	
Truck Purchases						\$ -	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			16				\$ 8,800
Existing Light Poles			2				
Energy Charges (per kWH)	\$ 0.06631	15,259	18	\$ 84	\$ 1,012		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 108	\$ 1,291		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 200</b>	<b>\$ 2,300</b>	<b>\$ -</b>	<b>\$ 8,800</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 11,800</b>	<b>\$ 600</b>	<b>\$ 6,100</b>	<b>\$ 5,700</b>	<b>\$ 8,800</b>
Per Dwelling Unit	48		\$ 245.83	\$ 12.50	\$ 127.08	\$ 118.75	\$ 183.33
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 41,619</b>	<b>\$ 3,468</b>	<b>\$ 41,619</b>		
Per Dwelling Unit	48		\$ 867.06	\$ 72.26	\$ 867.06		-
Variance Total			\$ 29,819	\$ 2,868	\$ 35,519		
Variance Per Dwelling Unit			\$ 621.23	\$ 59.76	\$ 739.98		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 31

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
31 Bedne	\$324,210,399	\$12,722,016	\$14,641,342	\$538,297	5,238.20	\$102.76	6,125	6,403





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 31

Prepared January 2016

<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		6,441	\$ 64,089	\$ 769,070		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 15,314	\$ 183,771		
Trash Cart Purchase	\$ 47.93					\$ 308,717	
Trash Cart Warranty	\$ 1.44			\$ 773	\$ 9,275		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 16,100</b>	<b>\$ 193,000</b>	<b>\$ 308,700</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		5,029	\$ 14,369	\$ 172,431		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 241,060	
Curby Cart Warranty	\$ 1.44			\$ 604	\$ 7,242		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 15,000</b>	<b>\$ 179,700</b>	<b>\$ 241,100</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		19	\$ 547.25	\$ 6,566.98		
Disposal Costs Per Ton	\$ 35.47	11.61	19	\$ 652	\$ 7,827		
Dumpster Purchase (General Services)	\$ 995.00		19			\$ 18,905	
Truck Purchases						\$ 20,003	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 1,200</b>	<b>\$ 14,400</b>	<b>\$ 38,900</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			-				\$ -
Existing Light Poles			764	*			
Energy Charges (per kWH)	\$ 0.06631	636,696	764	\$ 3,518	\$ 42,219		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 4,690	\$ 56,278		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 8,200</b>	<b>\$ 98,500</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 1,074,300</b>	<b>\$ 40,500</b>	<b>\$ 485,600</b>	<b>\$ 588,700</b>	<b>\$ -</b>
Per Dwelling Unit	6,125		\$ 175.40	\$ 6.61	\$ 79.28	\$ 96.11	\$ -
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 538,297</b>	<b>\$ 44,858</b>	<b>\$ 538,297</b>		
Per Dwelling Unit	6,125		\$ 87.89	\$ 7.32	\$ 87.89		-
Variance Total			\$ (536,003)	\$ 4,358	\$ 52,697		
Variance Per Dwelling Unit			\$ (87.51)	\$ 0.71	\$ 8.60		

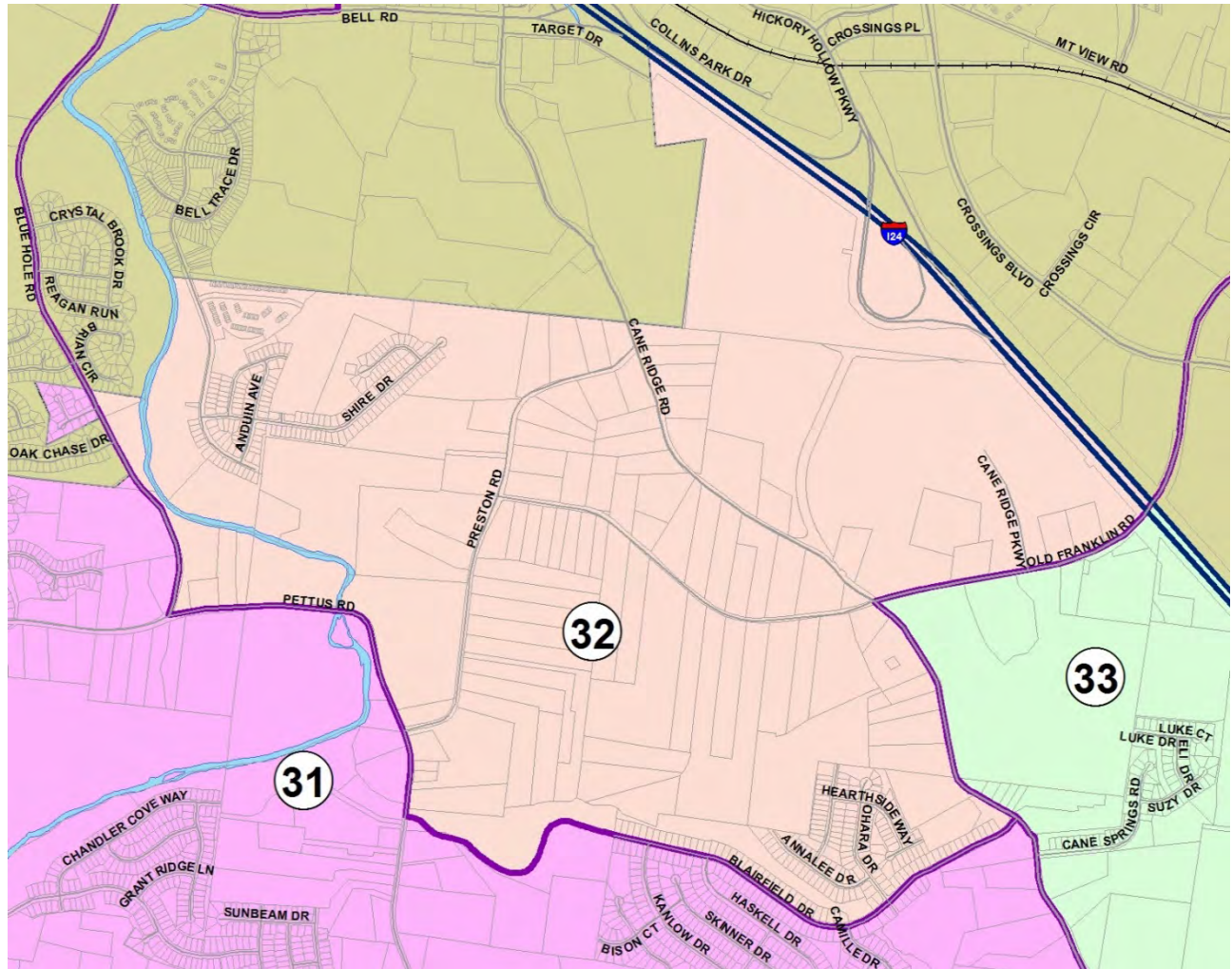
\* This area is estimated to only need 658 lights but there are currently 764 existing.



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 32

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
32 Dowell	\$19,357,869	\$759,603	\$874,201	\$114,599	919.76	\$124.60	376	556







# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 32

Prepared January 2016

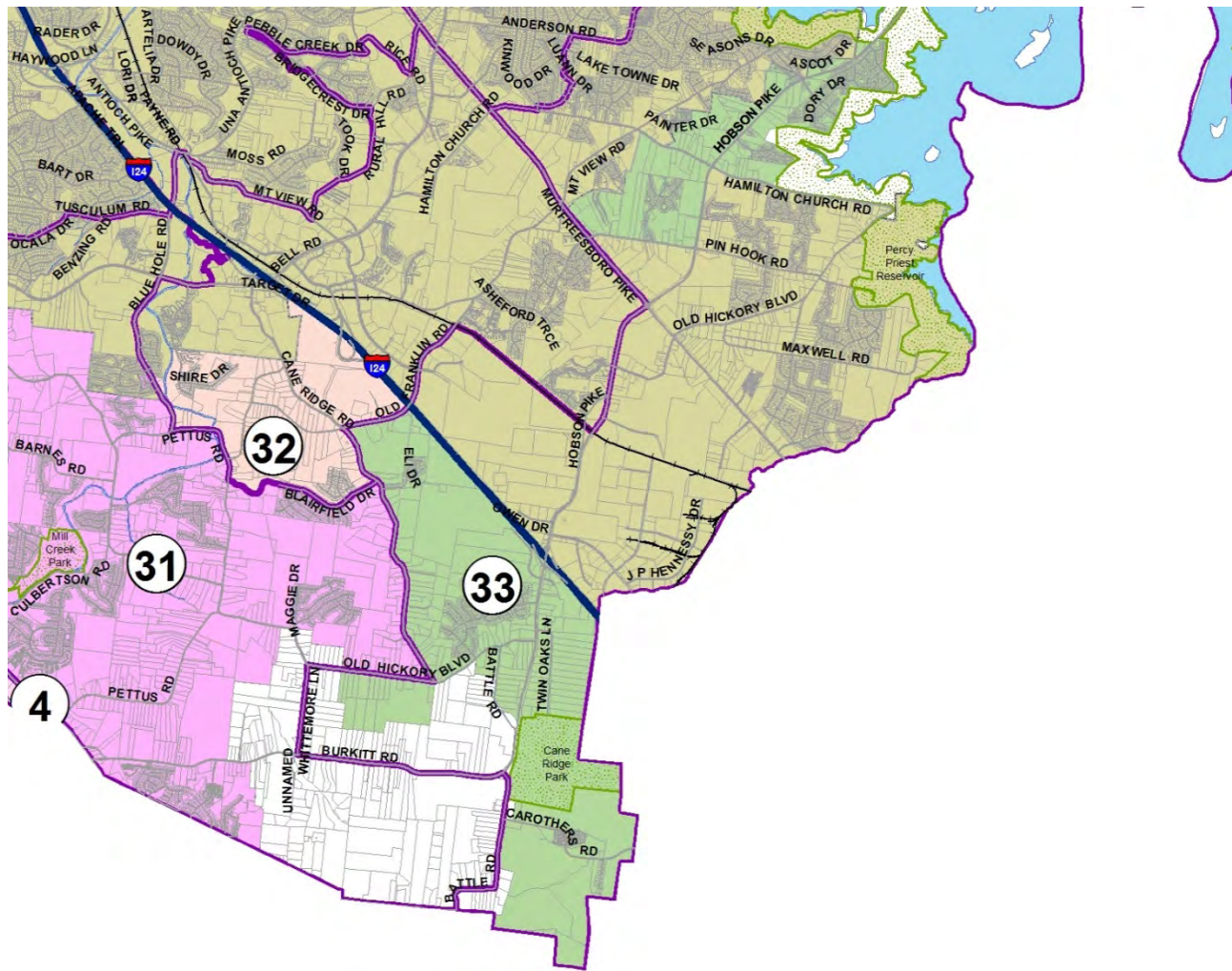
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		534	\$ 5,313	\$ 63,761		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 1,270	\$ 15,236		
Trash Cart Purchase	\$ 47.93					\$ 25,595	
Trash Cart Warranty	\$ 1.44			\$ 64	\$ 769		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 1,300</b>	<b>\$ 16,000</b>	<b>\$ 25,600</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		417	\$ 1,191	\$ 14,296		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 19,985	
Curby Cart Warranty	\$ 1.44			\$ 50	\$ 600		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 1,200</b>	<b>\$ 14,900</b>	<b>\$ 20,000</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		1	\$ 28.80	\$ 345.63		
Disposal Costs Per Ton	\$ 35.47	11.61	1	\$ 34	\$ 412		
Dumpster Purchase (General Services)	\$ 995.00		1			\$ 995	
Truck Purchases						\$ 1,053	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 100</b>	<b>\$ 800</b>	<b>\$ 2,000</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			-				\$ -
Existing Light Poles			62				
Energy Charges (per kWH)	\$ 0.06631	36,984	62	\$ 204	\$ 2,452		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 381	\$ 4,567		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 600</b>	<b>\$ 7,000</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 86,300</b>	<b>\$ 3,200</b>	<b>\$ 38,700</b>	<b>\$ 47,600</b>	<b>\$ -</b>
Per Dwelling Unit	376		\$ 229.52	\$ 8.51	\$ 102.93	\$ 126.60	\$ -
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 114,599</b>	<b>\$ 9,550</b>	<b>\$ 114,599</b>		
Per Dwelling Unit	376		\$ 304.78	\$ 25.40	\$ 304.78		-
Variance Total			\$ 28,299	\$ 6,350	\$ 75,899		
Variance Per Dwelling Unit			\$ 75.26	\$ 16.89	\$ 201.86		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 33

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
33 Coleman	\$90,928,601	\$3,568,038	\$4,106,336	\$538,297	3,307.43	\$162.75	1,752	2,213





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 33

Prepared January 2016

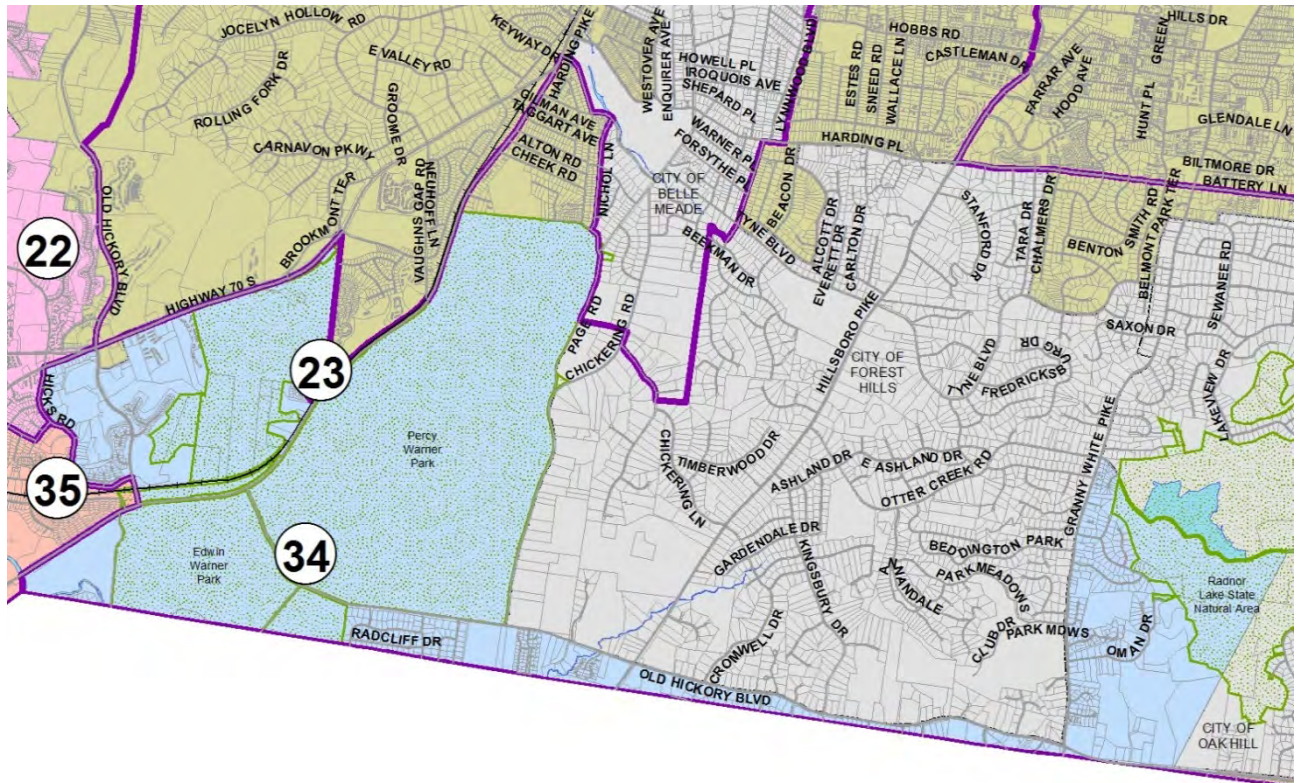
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		2,102	\$ 20,915	\$ 250,983		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 4,998	\$ 59,973		
Trash Cart Purchase	\$ 47.93					\$ 100,749	
Trash Cart Warranty	\$ 1.44			\$ 252	\$ 3,027		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 5,200</b>	<b>\$ 63,000</b>	<b>\$ 100,700</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		1,641	\$ 4,689	\$ 56,272		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 78,669	
Curby Cart Warranty	\$ 1.44			\$ 197	\$ 2,364		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 4,900</b>	<b>\$ 58,600</b>	<b>\$ 78,700</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		8	\$ 230.42	\$ 2,765.04		
Disposal Costs Per Ton	\$ 35.47	11.61	8	\$ 275	\$ 3,296		
Dumpster Purchase (General Services)	\$ 995.00		8			\$ 7,960	
Truck Purchases						\$ 8,422	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 500</b>	<b>\$ 6,100</b>	<b>\$ 16,400</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			-				\$ -
Existing Light Poles			263				
Energy Charges (per kWH)	\$ 0.06631	189,468	263	\$ 1,047	\$ 12,564		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 1,614	\$ 19,373		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 2,700</b>	<b>\$ 31,900</b>	<b>\$ -</b>	<b>\$ -</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 355,400</b>	<b>\$ 13,300</b>	<b>\$ 159,600</b>	<b>\$ 195,800</b>	<b>\$ -</b>
Per Dwelling Unit	1,752		\$ 202.85	\$ 7.59	\$ 91.10	\$ 111.76	\$ -
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 538,297</b>	<b>\$ 44,858</b>	<b>\$ 538,297</b>		
Per Dwelling Unit	1,752		\$ 307.25	\$ 25.60	\$ 307.25		-
Variance Total			\$ 182,897	\$ 31,558	\$ 378,697		
Variance Per Dwelling Unit			\$ 104.39	\$ 18.01	\$ 216.15		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 34

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE:USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
34 Henderson	\$152,223,159	\$5,973,237	\$6,874,398	\$901,161	4,829.60	\$186.59	1,861	1,096





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 34

Prepared January 2016

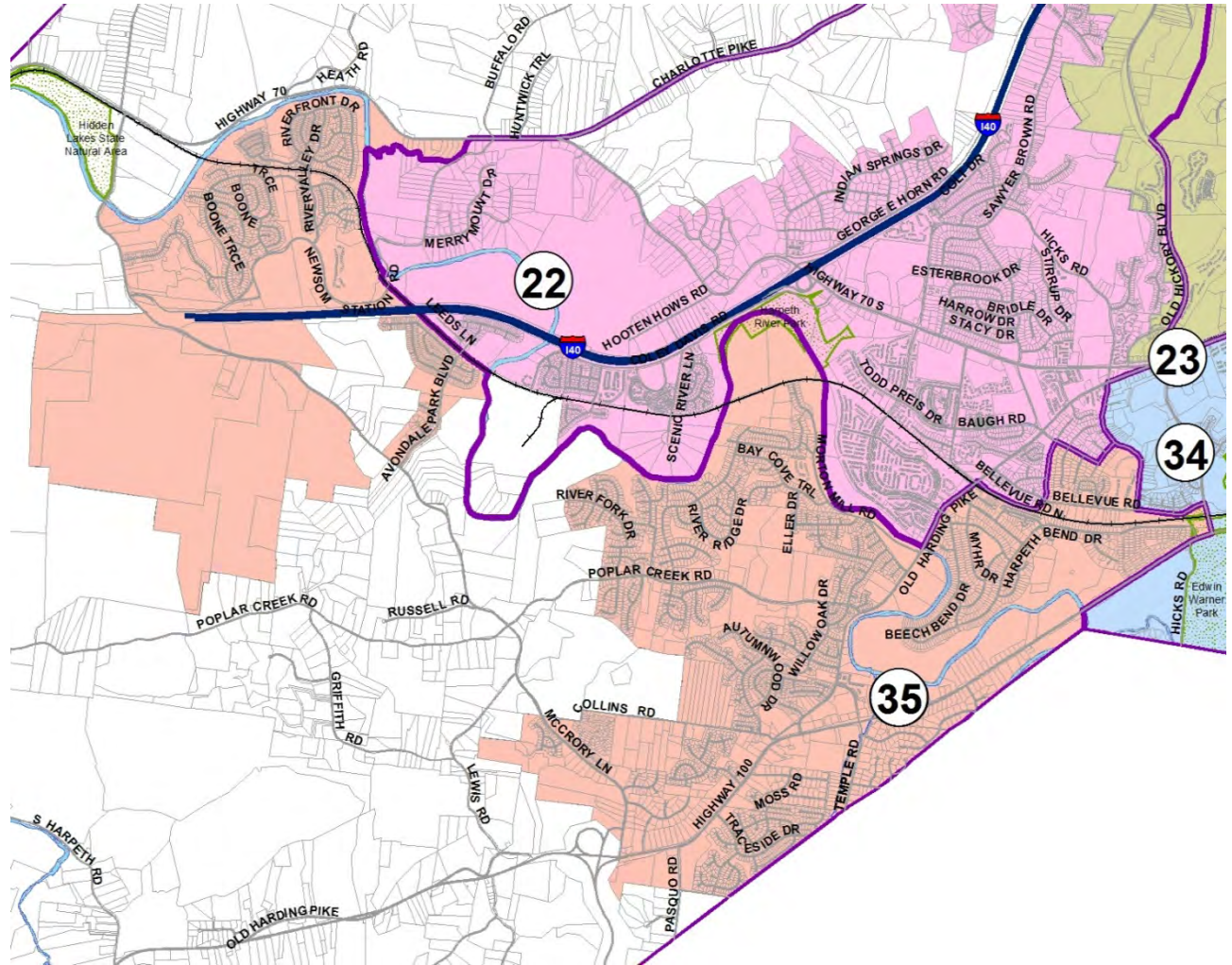
<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		986	\$ 9,811	\$ 117,731		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		71	\$ 999	\$ 11,993		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 2,513	\$ 30,158		
Trash Cart Purchase	\$ 47.93					\$ 50,662	
Trash Cart Warranty	\$ 1.44			\$ 127	\$ 1,522		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 2,600</b>	<b>\$ 31,700</b>	<b>\$ 50,700</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		770	\$ 2,200	\$ 26,396		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		55	\$ 224	\$ 2,689		
Curby Cart Purchase	\$ 47.93					\$ 36,902	
Curby Cart Warranty	\$ 1.44			\$ 99	\$ 1,189		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 2,500</b>	<b>\$ 30,300</b>	<b>\$ 36,900</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		32	\$ 921.68	\$ 11,060.17		
Disposal Costs Per Ton	\$ 35.47	11.61	32	\$ 1,099	\$ 13,183		
Dumpster Purchase (General Services)	\$ 995.00		32			\$ 31,840	
Truck Purchases						\$ 33,690	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 2,000</b>	<b>\$ 24,200</b>	<b>\$ 65,500</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			276				\$ 156,665
Existing Light Poles			-				
Energy Charges (per kWH)	\$ 0.06631	250,728	276	\$ 1,385	\$ 16,626		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 1,697	\$ 20,366		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 3,100</b>	<b>\$ 37,000</b>	<b>\$ -</b>	<b>\$ 156,700</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 276,300</b>	<b>\$ 10,200</b>	<b>\$ 123,200</b>	<b>\$ 153,100</b>	<b>\$ 156,700</b>
Per Dwelling Unit	1,861		\$ 148.47	\$ 5.48	\$ 66.20	\$ 82.27	\$ 84.20
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 901,161</b>	<b>\$ 75,097</b>	<b>\$ 901,161</b>		
Per Dwelling Unit	1,861		\$ 484.23	\$ 40.35	\$ 484.23		-
Variance Total			\$ 624,861	\$ 64,897	\$ 777,961		
Variance Per Dwelling Unit			\$ 335.77	\$ 34.87	\$ 418.03		



# Metro Planning Commission Meeting of 8/25/2016

## COUNCIL DISTRICT 35

DISTRICT	TOTAL ASSESSED VALUE	REVENUE: GSD TAX RATE	REVENUE: USD TAX RATE	INCREASE	ACRES	TAX INCREASE PER ACRE	Dwelling Units	No. Parcels
35 Rosenberg	\$366,248,907	\$14,371,607	\$16,539,801	\$2,168,194	4,893.48	\$443.08	5,742	6,156





# Metro Planning Commission Meeting of 8/25/2016

## ESTIMATION PURPOSES ONLY - ANNEXATION

### District 35

Prepared January 2016

<b>TRASH</b>							
<b>New Homes from Annexation</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 9.95		5,999	\$ 59,691	\$ 716,294		
Semi-Automated Cart Pick-up - Contractor	\$ 14.08		-	\$ -	\$ -		
Disposal Costs Per Ton	\$ 35.47	0.80		\$ 14,263	\$ 171,160		
Trash Cart Purchase	\$ 47.93					\$ 287,532	
Trash Cart Warranty	\$ 1.44			\$ 720	\$ 8,639		
<b>TOTAL PROJECTED COST FOR ANNEXATION - TRASH</b>				<b>\$ 15,000</b>	<b>\$ 179,800</b>	<b>\$ 287,500</b>	<b>\$ -</b>
<b>CURBY</b>							
	Rate	Estimated Tons/Cart/Yr	Estimated # of Homes/Carts	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Automated Cart Pick-up - Contractor	\$ 2.86		4,684	\$ 13,383	\$ 160,598		
Semi-Automated Cart Pick-up - Contractor	\$ 4.04		-	\$ -	\$ -		
Curby Cart Purchase	\$ 47.93					\$ 224,518	
Curby Cart Warranty	\$ 1.44			\$ 562	\$ 6,745		
<b>TOTAL PROJECTED COST FOR ANNEXATION - CURBY</b>				<b>\$ 13,900</b>	<b>\$ 167,300</b>	<b>\$ 224,500</b>	<b>\$ -</b>
<b>DUMPSTERS</b>							
	Rate	Estimated Tons/Dumpster/Yr	Estimated # of Dumpsters	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Dumpster Pick-up - Metro	\$ 28.80		13	\$ 374.43	\$ 4,493.20		
Disposal Costs Per Ton	\$ 35.47	11.61	13	\$ 446	\$ 5,355		
Dumpster Purchase (General Services)	\$ 995.00		13			\$ 12,935	
Truck Purchases						\$ 13,686	
<b>TOTAL PROJECTED COST FOR ANNEXATION - DUMPSTERS</b>				<b>\$ 800</b>	<b>\$ 9,800</b>	<b>\$ 26,600</b>	<b>\$ -</b>
<b>STREET LIGHTS</b>							
	Rate	Estimated kWH per year	Estimated # of Light Poles	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
Install Light Poles - Wooden Above Ground			591				\$ 334,959
Existing Light Poles			222				
Energy Charges (per kWH)	\$ 0.06631	746,852	813	\$ 4,127	\$ 49,524		
Maintenance Charges Above Ground (% of install annually)	0.13			\$ 4,991	\$ 59,898		
<b>TOTAL PROJECTED COST FOR ANNEXATION - STREET LIGHTS</b>				<b>\$ 9,100</b>	<b>\$ 109,400</b>	<b>\$ -</b>	<b>\$ 335,000</b>
<b>REVENUE ANALYSIS</b>							
	# of Dwelling Units		Estimated Grand Total	Monthly Cost	Estimated Annual Cost ( x 12 Mos.)	Estimated Start-up Cost	Estimated Optional Capital Cost
<b>TOTAL PROJECTED COST FOR ANNEXATION</b>			<b>\$ 1,004,900</b>	<b>\$ 38,800</b>	<b>\$ 466,300</b>	<b>\$ 538,600</b>	<b>\$ 335,000</b>
Per Dwelling Unit	5,742		\$ 175.01	\$ 6.76	\$ 81.21	\$ 93.80	\$ 58.34
<b>TOTAL PROJECTED ADDITIONAL REVENUE FOR ANNEXATION</b>			<b>\$ 2,168,194</b>	<b>\$ 180,683</b>	<b>\$ 2,168,194</b>		
Per Dwelling Unit	5,742		\$ 377.60	\$ 31.47	\$ 377.60		-
Variance Total			\$ 1,163,294	\$ 141,883	\$ 1,701,894		
Variance Per Dwelling Unit			\$ 202.59	\$ 24.71	\$ 296.39		







## Metro Planning Commission Meeting of 8/25/2016

Public Works Solid Waste division counted the number of trash carts that were being picked up (automated/semi-automated) in the various districts. They also counted dumpster and compactors. These were the numbers used to estimate area costs for trash.

<b>District 1</b>	
Automated	419
Dumpster (Metro)	0
Private Dumpster (Commercial)	0
Semi Automated	0
Compactor	0
Vacant	0
<b>Total</b>	<b>419</b>

<b>District 3</b>	
Automated	3463
Dumpster (Metro)	16
Private Dumpster (Commercial)	66
Semi Automated	0
Compactor	0
Vacant	11
<b>Total</b>	<b>3556</b>

<b>District 4</b>	
Automated	3111
Dumpster (Metro)	1
Private Dumpster (Commercial)	8
Semi Automated	0
Compactor	0
Vacant	1
<b>Total</b>	<b>3121</b>

<b>District 7</b>	
Automated	1101
Dumpster (Metro)	15
Private Dumpster (Commercial)	30
Semi Automated	0
Compactor	0
Vacant	2
<b>Total</b>	<b>1148</b>

<b>District 8</b>	
Automated	2812
Dumpster (Metro)	47
Private Dumpster (Commercial)	157
Semi Automated	262
Compactor	10
Vacant	0
<b>Total</b>	<b>3288</b>



## Metro Planning Commission Meeting of 8/25/2016

<b>District 9</b>	
Automated	5690
Dumpster (Metro)	138
Private Dumpster (Commercial)	157
Semi Automated	20
Compactor	0
Vacant	35
<b>Total</b>	<b>6040</b>

<b>District 10</b>	
Automated	1511
Dumpster (Metro)	25
Private Dumpster (Commercial)	156
Semi Automated	23
Compactor	2
Vacant	22
<b>Total</b>	<b>1739</b>

<b>District 11</b>	
Automated	7402
Dumpster (Metro)	27
Private Dumpster (Commercial)	277
Semi Automated	523
Compactor	1
Vacant	39
<b>Total</b>	<b>8269</b>

<b>District 12</b>	
Automated	6897
Dumpster (Metro)	21
Private Dumpster (Commercial)	36
Semi Automated	143
Compactor	6
Vacant	1
<b>Total</b>	<b>7104</b>

<b>District 13</b>	
Automated	2848
Dumpster (Metro)	34
Private Dumpster (Commercial)	15
Semi Automated	436
Compactor	1
Vacant	1
<b>Total</b>	<b>3335</b>

<b>District 14</b>	
Automated	3159
Dumpster (Metro)	70
Private Dumpster (Commercial)	122
Semi Automated	175
Compactor	7
Vacant	12
<b>Total</b>	<b>3545</b>

<b>District 15</b>	
Automated	287
Dumpster (Metro)	0
Private Dumpster (Commercial)	0
Semi Automated	0
Compactor	0
Vacant	0
<b>Total</b>	<b>287</b>



## Metro Planning Commission Meeting of 8/25/2016

<b>District 22</b>	
Automated	4625
Dumpster (Metro)	68
Private Dumpster (Commercial)	76
Semi Automated	1831
Compactor	4
Vacant	20
<b>Total</b>	<b>6624</b>

<b>District 23</b>	
Automated	11
Dumpster (Metro)	0
Private Dumpster (Commercial)	0
Semi Automated	9
Compactor	0
Vacant	0
<b>Total</b>	<b>20</b>

<b>District 29</b>	
Automated	66
Dumpster (Metro)	0
Private Dumpster (Commercial)	3
Semi Automated	0
Compactor	0
Vacant	0
<b>Total</b>	<b>69</b>

<b>District 31</b>	
Automated	6441
Dumpster (Metro)	19
Private Dumpster (Commercial)	34
Semi Automated	0
Compactor	4
Vacant	1
<b>Total</b>	<b>6499</b>

<b>District 32</b>	
Automated	534
Dumpster (Metro)	1
Private Dumpster (Commercial)	1
Semi Automated	0
Compactor	0
Vacant	0
<b>Total</b>	<b>536</b>



## Metro Planning Commission Meeting of 8/25/2016

<b>District 33</b>	
Automated	2102
Dumpster (Metro)	8
Private Dumpster (Commercial)	13
Semi Automated	0
Compactor	2
Vacant	1
<b>Total</b>	<b>2126</b>

<b>District 34</b>	
Automated	986
Dumpster (Metro)	32
Private Dumpster (Commercial)	18
Semi Automated	71
Compactor	4
Vacant	3
<b>Total</b>	<b>1114</b>

<b>District 35</b>	
Automated	5999
Dumpster (Metro)	13
Private Dumpster (Commercial)	21
Semi Automated	0
Compactor	0
Vacant	1
<b>Total</b>	<b>6034</b>

<b>GRAND TOTAL</b>	
Automated	59464
Dumpster (Metro)	535
Private Dumpster (Commercial)	1190
Semi Automated	3493
Compactor	41
Vacant	150
<b>Total</b>	<b>64873</b>



# Metro Planning Commission Meeting of 8/25/2016

All Districts - MONTHLY									
Road Length	3,462,429	Feet			<b>Total Energy Costs</b>			<b>\$ 46,298.45</b>	
Total Area	-	Acres			<b>Total Investment Charge</b>			<b>\$ 54,070.67</b>	
Rate (12/15)	\$ 0.06631	kWh							
Facility Charge (12/15)	0.13000	% of Install Cost							
Average Unit Cost	\$ 566.63	Per Lightpole							
Average Wattage (12/15)	161.50	Per Light							
Average kWh (12/15)	75.57	Per Light							
<b>Existing Lights</b>		Metro General Services			<b>Existing Lights</b>		Other Street Light Accounts		
Quantity		Total kWh	Energy Cost		Quantity	Total kWh	Energy Cost		
	1,204	137,833	\$ 9,139.71			2,107	144,936	\$ 9,610.71	
<b>New Lights</b>					<b>All Lights</b>				
Quantity		Total kWh	Energy Cost		Quantity	Total kWh	Energy Cost		
	5,497	415,443	\$ 27,548.04			8,808	698,212	\$ 46,298.45	
<b>New Light Installation Costs</b>									
\$	3,115,027.18								
<b>District 1</b>									
Road Length	18,383	Feet			<b>Total Energy Costs</b>			<b>\$ 230.30</b>	
Total Area		Acres			<b>Total Investment Charge</b>			<b>\$ 282.11</b>	
<b>Existing Lights</b>		Metro General Services			<b>Existing Lights</b>		Other Street Light Accounts		
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
-			-	\$ -	-			-	\$ -
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
46	161.50	75.57	3,473	\$ 230.30					
<b>New Light Installation Costs</b>									
\$	26,040.90								
<b>District 3</b>									
Road Length	243,339	Feet			<b>Total Energy Costs</b>			<b>\$ 3,049.21</b>	
Total Area		Acres			<b>Total Investment Charge</b>			<b>\$ 3,734.34</b>	
<b>Existing Lights</b>		Metro General Services			<b>Existing Lights</b>		Other Street Light Accounts		
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
					1	100	49	49	\$ 3.25
38	150	71	2,698	\$ 178.90	2	150	71	142	\$ 9.42
3	250	115	345	\$ 22.88					
1	400	178	178	\$ 11.80					
					3			191	\$ 12.67
42			3,221	\$ 213.58					
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
563	161.50	75.57	42,572	\$ 2,822.96					
<b>New Light Installation Costs</b>									
\$	319,209.59								



# Metro Planning Commission Meeting of 8/25/2016

District 4									
Road Length	200,455	Feet			<b>Total Energy Costs</b>	<b>\$ 2,273.64</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 3,093.80</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
6	100	49	294	\$ 19.50	76	100	49	3,724	\$ 246.94
19	150	71	1,349	\$ 89.45	396	150	71	28,116	\$ 1,864.37
1	250	115	115	\$ 7.63	6	250	115	690	\$ 45.75
<hr/>					<hr/>				
26					478				
1,758					32,530				
\$ 116.57					\$ 2,157.06				
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
-	161.50	75.57	-	\$ -					
<b>New Light Installation Costs</b>									
\$ -									
District 7									
Road Length	68,055	Feet			<b>Total Energy Costs</b>	<b>\$ 849.64</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 1,044.39</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
1	100	49	49	\$ 3.25					
47	150	71	3,337	\$ 221.28					
5	250	115	575	\$ 38.13					
<hr/>					<hr/>				
53					-				
3,961					-				
\$ 262.65					\$ -				
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
117	161.50	75.57	8,852	\$ 586.98					
<b>New Light Installation Costs</b>									
\$ 66,373.62									
District 8									
Road Length	255,060	Feet			<b>Total Energy Costs</b>	<b>\$ 5,906.53</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 3,914.21</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
15	100	49	735	\$ 48.74	2	100	49	98	\$ 6.50
113	150	71	8,023	\$ 532.01	28	150	71	1,988	\$ 131.82
37	250	115	4,255	\$ 282.15	9	250	115	1,035	\$ 68.63
77	400	178	13,706	\$ 908.84					
94	1000	419	39,386	\$ 2,611.69					
<hr/>					<hr/>				
336					39				
66,105					3,121				
\$ 4,383.42					\$ 206.95				
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
263	161.50	75.57	19,848	\$ 1,316.15					
<b>New Light Installation Costs</b>									
\$ 148,825.37									



# Metro Planning Commission Meeting of 8/25/2016

<b>District 9</b>									
Road Length	313,491	Feet			<b>Total Energy Costs</b>	<b>\$ 4,102.69</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 4,810.90</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
14	100	49	686	\$ 45.49	37	100	49	1,813	\$ 120.22
94	150	71	6,674	\$ 442.55	26	150	71	1,846	\$ 122.41
43	250	115	4,945	\$ 327.90	23	250	115	2,645	\$ 175.39
13	400	178	2,314	\$ 153.44	6	400	178	1,068	\$ 70.82
164			14,619	\$ 969.39	92			7,372	\$ 488.84
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
528	161.50	75.57	39,880	\$ 2,644.47					
<b>New Light Installation Costs</b>									
\$	299,026.23								
<b>District 10</b>									
Road Length	116,820	Feet			<b>Total Energy Costs</b>	<b>\$ 1,662.73</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 1,792.75</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
32	100	49	1,568	\$ 103.97	2	100	49	98	\$ 6.50
63	150	71	4,473	\$ 296.60	5	150	71	355	\$ 23.54
106	250	115	12,190	\$ 808.32	1	250	115	115	\$ 7.63
201			18,231	\$ 1,208.90	8			568	\$ 37.66
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
83	161.50	75.57	6,276	\$ 416.17					
<b>New Light Installation Costs</b>									
\$	47,058.62								
<b>District 11</b>									
Road Length	436,956	Feet			<b>Total Energy Costs</b>	<b>\$ 5,474.02</b>			
Total Area		Acres			<b>Total Investment Charge</b>	<b>\$ 6,705.63</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
-			-	\$ -	-			-	\$ -
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
1,092	161.50	75.57	82,552	\$ 5,474.02					
<b>New Light Installation Costs</b>									
\$	618,980.95								







# Metro Planning Commission Meeting of 8/25/2016

<b>District 15</b>									
Road Length	10,514	Feet			<b>Total Energy Costs</b>	<b>\$ 171.01</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 276.23</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
					28	100	49	1,372	\$ 90.98
					17	150	71	1,207	\$ 80.04
-			-	\$ -	45			2,579	\$ 171.01
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
	161.50	75.57	-	\$ -					
<b>New Light Installation Costs</b>									
\$	-								
<b>District 22</b>									
Road Length	278,630	Feet			<b>Total Energy Costs</b>	<b>\$ 3,655.25</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 4,275.92</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
13	100	49	637	\$ 42.24	41	100	49	2,009	\$ 133.22
50	150	71	3,550	\$ 235.40	43	150	71	3,053	\$ 202.44
22	250	115	2,530	\$ 167.76	31	250	115	3,565	\$ 236.40
17	400	178	3,026	\$ 200.65	5	400	178	890	\$ 59.02
102			9,743	\$ 646.06	120			9,517	\$ 631.07
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
475	161.50	75.57	35,864	\$ 2,378.12					
<b>New Light Installation Costs</b>									
\$	268,908.43								
<b>District 23</b>									
Road Length	7,418	Feet			<b>Total Energy Costs</b>	<b>\$ 92.93</b>			
Total Area		Acres			<b>Total Investment Charge</b>	<b>\$ 113.84</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
-			-	\$ -	-			-	\$ -
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
19	161.50	75.57	1,401	\$ 92.93					
<b>New Light Installation Costs</b>									
\$	10,508.15								



# Metro Planning Commission Meeting of 8/25/2016

District 29									
Road Length	7,012	Feet			<b>Total Energy Costs</b>	<b>\$ 84.32</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 107.61</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
2	100	49	98	\$ 6.50					
2			98	\$ 6.50	-			-	\$ -
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
16	161.50	75.57	1,174	\$ 77.82					
<b>New Light Installation Costs</b>									
\$ 8,799.76									
<b>District 31</b>									
Road Length	263,081	Feet			<b>Total Energy Costs</b>	<b>\$ 3,518.28</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 4,689.81</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
11	100	49	539	\$ 35.74	274	100	49	13,426	\$ 890.28
8	150	71	568	\$ 37.66	451	150	71	32,021	\$ 2,123.31
					3	250	115	345	\$ 22.88
					4	400	178	712	\$ 47.21
					13	1000	419	5,447	\$ 361.19
19			1,107	\$ 73.41	745			51,951	\$ 3,444.87
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
	161.50	75.57	-	\$ -					
<b>New Light Installation Costs</b>									
\$ -									
<b>District 32</b>									
Road Length	23,210	Feet			<b>Total Energy Costs</b>	<b>\$ 204.37</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 380.59</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
1	100	49	49	\$ 3.25	59	100	49	2,891	\$ 191.70
1	150	71	71	\$ 4.71	1	150	71	71	\$ 4.71
2			120	\$ 7.96	60			2,962	\$ 196.41
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
	161.50	75.57	-	\$ -					
<b>New Light Installation Costs</b>									
\$ -									



# Metro Planning Commission Meeting of 8/25/2016

District 33									
Road Length	96,984	Feet			<b>Total Energy Costs</b>	<b>\$ 1,046.97</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 1,614.42</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
34	100	49	1,666	\$ 110.47	164	100	49	8,036	\$ 532.87
14	250	115	1,610	\$ 106.76	43	150	71	3,053	\$ 202.44
					8	400	178	1,424	\$ 94.43
48			3,276	\$ 217.23	215			12,513	\$ 829.74
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
-	161.50	75.57	-	\$ -					
<b>New Light Installation Costs</b>									
\$ -									
<b>District 34</b>									
Road Length	110,594	Feet			<b>Total Energy Costs</b>	<b>\$ 1,385.48</b>			
Total Area		Acres			<b>Total Investment Charge</b>	<b>\$ 1,697.20</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
-			-	\$ -	-			-	\$ -
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
276	161.50	75.57	20,894	\$ 1,385.48					
<b>New Light Installation Costs</b>									
\$ 156,664.70									
<b>District 35</b>									
Road Length	325,257	Feet			<b>Total Energy Costs</b>	<b>\$ 4,126.98</b>			
Total Area	-	Acres			<b>Total Investment Charge</b>	<b>\$ 4,991.47</b>			
<b>Existing Lights</b> Metro General Services					<b>Existing Lights</b> Other Street Light Accounts				
Quantity	Wattage	kWh/month	Total kWh	Energy Cost	Quantity	Wattage	kWh/month	Total kWh	Energy Cost
8	100	49	392	\$ 25.99	7	100	49	343	\$ 22.74
24	150	71	1,704	\$ 112.99	156	150	71	11,076	\$ 734.45
12	250	115	1,380	\$ 91.51					
5	400	178	890	\$ 59.02	10	400	178	1,780	\$ 118.03
	1000	419	-	\$ -					
49			4,366	289.50946	173			13,199	875.22569
<b>New Lights</b>									
Quantity	Wattage	kWh/month	Total kWh	Energy Cost					
591	161.50	75.57	44,673	\$ 2,962.24					
<b>New Light Installation Costs</b>									
\$ 334,959.07									