

Metropolitan Planning Commission



Staff Reports

September 8, 2016



Metro Planning Commission Meeting of 9/8/2016

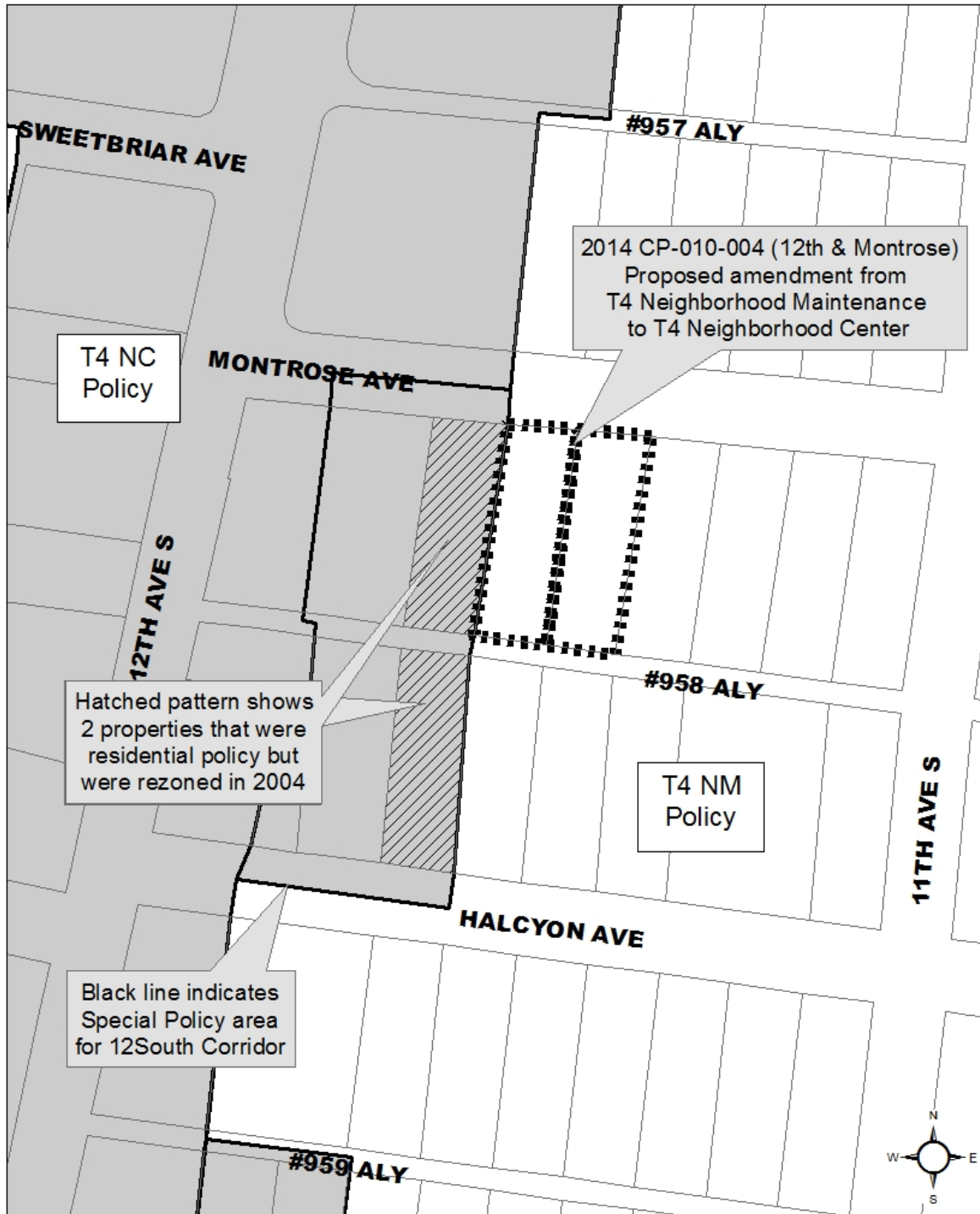
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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Metro Planning Commission Meeting of 9/8/2016



2014CP-010-004
GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT
Map 118-01, Parcel(s) 130-131
10, Green Hills - Midtown
17 (Colby Sledge)



Project No. Major Plan Amendment 2014CP-010-004
Project Name Green Hills-Midtown Community Plan: 2005 Update – 1109 and 1111 Montrose Avenue
Associated Case 2014SP-083-001
Council District 17 – Sledge
School District 8 – Pierce
Requested by Fulmer Engineering, LLC, applicant; The Shop Trust, LLC, owner.

Deferral This request was deferred at the January 8, 2015, January 22, 2015, and February 12, 2015, Planning Commission meetings. No public hearing was held.

Staff Reviewer McCaig
Staff Recommendation Disapprove.

APPLICANT REQUEST

Change the policy from Urban Neighborhood Maintenance (residential) to Urban Neighborhood Center (mixture of uses at a neighborhood-scale).

Major Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by changing the Community Character policy from Urban Neighborhood Maintenance policy to Urban Neighborhood Center policy for properties located at 1109 and 1111 Montrose Avenue, approximately 210 feet east of 12th Avenue South (0.34 acres).

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Current Policy

Urban Neighborhood Maintenance (T4 NM) policy 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 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.

Proposed Policy

Urban Neighborhood Center (T4 NC) policy 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 uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

BACKGROUND

The properties at 1109 and 1111 Montrose Avenue have been residentially zoned for decades and currently contain two single-family houses. The property owners would like to continue their development (along 12th Avenue South) on these two parcels. With the accompanying zone change



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request, the owners propose keeping the two single-family structures and using them for offices in the future as well as adding parking to the site.

The Green-Hills Midtown Community Plan was last updated in 2015 as part of NashvilleNext. The update also carried forward the 12th Avenue South Corridor Detailed Neighborhood Design Plan, created in 2008. The overarching goal of the design plan is to maintain the corridor as a livable and walkable community by providing a well-balanced mix of housing, neighborhood-scaled businesses, real transportation options, easily accessible open spaces, employment and social services, and civic and cultural opportunities. As one moves off the 12th Avenue corridor, the design plan highlights the importance of preserving the existing housing stock and single-family residential character of the immediately adjacent residential area. The design plan accommodates additional housing types by allowing them along the corridor itself. This approach provides additional housing choices but also helps to preserve the existing single-family housing.

COMMUNITY PARTICIPATION

A community meeting was held on December 4, 2014, to discuss the plan amendment request and associated rezoning. Approximately 55 people attended the meeting, along with the applicants, and the area councilmember at that time. Several attendees voiced concerns and left written comments regarding this proposal. Attendees were mainly concerned that the:

- proposed amendment and rezoning, if approved, would allow commercial to intrude into the adjacent residentially-zoned single-family neighborhood;
- proposed amendment and rezoning, if approved, would set a precedent for other businesses to expand into residential areas in other locations along the 12th Avenue South corridor;
- proposed amendment and rezoning, if approved, continues growth of the center, increases the volume of businesses into the residential area, and has implications for pushing the center's scale beyond that of just serving the immediate neighborhood;
- proposed amendment and rezoning, if approved, would increase the depth of non-residential uses to approximately 4 parcels from 12th Avenue South, taking up more than half of the block; and
- proposed amendment and rezoning, if approved, would result in the loss of residential zoning and single-family homes for residents in a desirable area to live.

Some attendees thought that the proposed development was acceptable, but still remained concerned about the precedent it would set for future commercial encroachment into the adjacent residential area and the implications for increasing the center's scale beyond that of serving the neighborhood.

In December 2014, Public Hearing Notices were mailed out to property owners within 1,300 feet prior to the MPC Public Hearing. Local neighborhood associations were also notified of both the community meeting and the public hearing. Copies of the notices were also placed on the Planning Department website.

On February 12, 2015, the item was deferred indefinitely. Since that time, Metro Council elections have occurred, and a new councilmember was elected for the district. The applicant has continued to work with the neighborhood and councilmember on ideas for the plan amendment request and associated rezoning.



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ANALYSIS

While the proposed request may seem minimal and innocuous, there are factors that cause concern. To the east, north, and south is an established single-family residential area. Additional housing is in great demand in the 12South area, and the neighborhood is extremely concerned about losing the existing single-family housing stock over time.

Previously, on September 23, 2004, the property owners requested a zone change (for the adjacent properties to the west) from Commercial Services (CS) to Mixed Use Limited (MUL). This request included two adjacent residential properties. At that time, Planning staff voiced concerns about rezoning the two residential properties to mixed use. One of the two properties is adjacent to the present rezoning request, and the other property is to the south. In 2004, staff recommended not to rezone the two residential properties. However, the Commission approved the rezoning at that time, including the two residential properties.

Since 2004, more detailed planning has taken place in the 12South area. The properties remained in residential policy with the community plan update in 2005. In 2008, more detailed planning work took place in the 12South area, and, again, the properties were included in the policy for the established residential area. Today, the two properties involved in the current plan amendment and rezoning request, remain in residential policy in NashvilleNext. These two properties and their houses are part of the single-family residential fabric along Montrose Avenue. The 12South area continues to be a desirable location with growth and development pressures.

The 12th Avenue South corridor is envisioned as a neighborhood-scaled center. Currently, it is experiencing growth pressures similar to what is found along major corridors, such as 8th Avenue South. Approving this plan amendment at this time may create negative implications for other properties in the area. Without a clearly defined boundary to limit any commercial expansion, the potential exists for fragmented business expansion into the adjacent residential neighborhoods.

STAFF RECOMMENDATION

Staff recommends disapproval of the amendment application because of concerns over the loss of residential properties and residential uses, commercial encroachment into the residential area, and the precedent that approving this application would set for additional non-residential encroachment into residential areas adjacent to the 12th Avenue South Corridor.



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2014SP-083-001
HOWELL CORNER/BECKER CORNER OFFICES SP
Map 118-01, Parcel(s) 130-131
10, Green Hills - Midtown
17 (Colby Sledge)



Project No. 2014SP-083-001
Project Name Howell Corner/Becker Corner Offices
Associated Case 2014CP-010-004
Council District 17 - Sledge
School District 8 - Pierce
Requested by Fulmer Engineering, Inc., applicant; The Shop Trust, LLC, owner.

Deferrals This request was deferred from the January 8, 2015, January 22, 2015, and February 12, 2015, Planning Commission meeting. No public hearing was held.

Staff Reviewer Milligan
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Preliminary SP to permit mixed-use development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Mixed Use (SP-MU) for properties located at 1109 and 1111 Montrose Avenue, approximately 210 feet east of 12th Avenue South (0.34 acres) to permit a mixed-use development.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *There are 2 existing lots.*

Proposed Zoning

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

History

The rezoning request and associated community plan amendment were previously deferred at the January 8, 2015, January 22, 2015, and February 12, 2015, Planning Commission meetings. The item was deferred indefinitely at the February 12, 2015 meeting. The applicant has reactivated both cases.

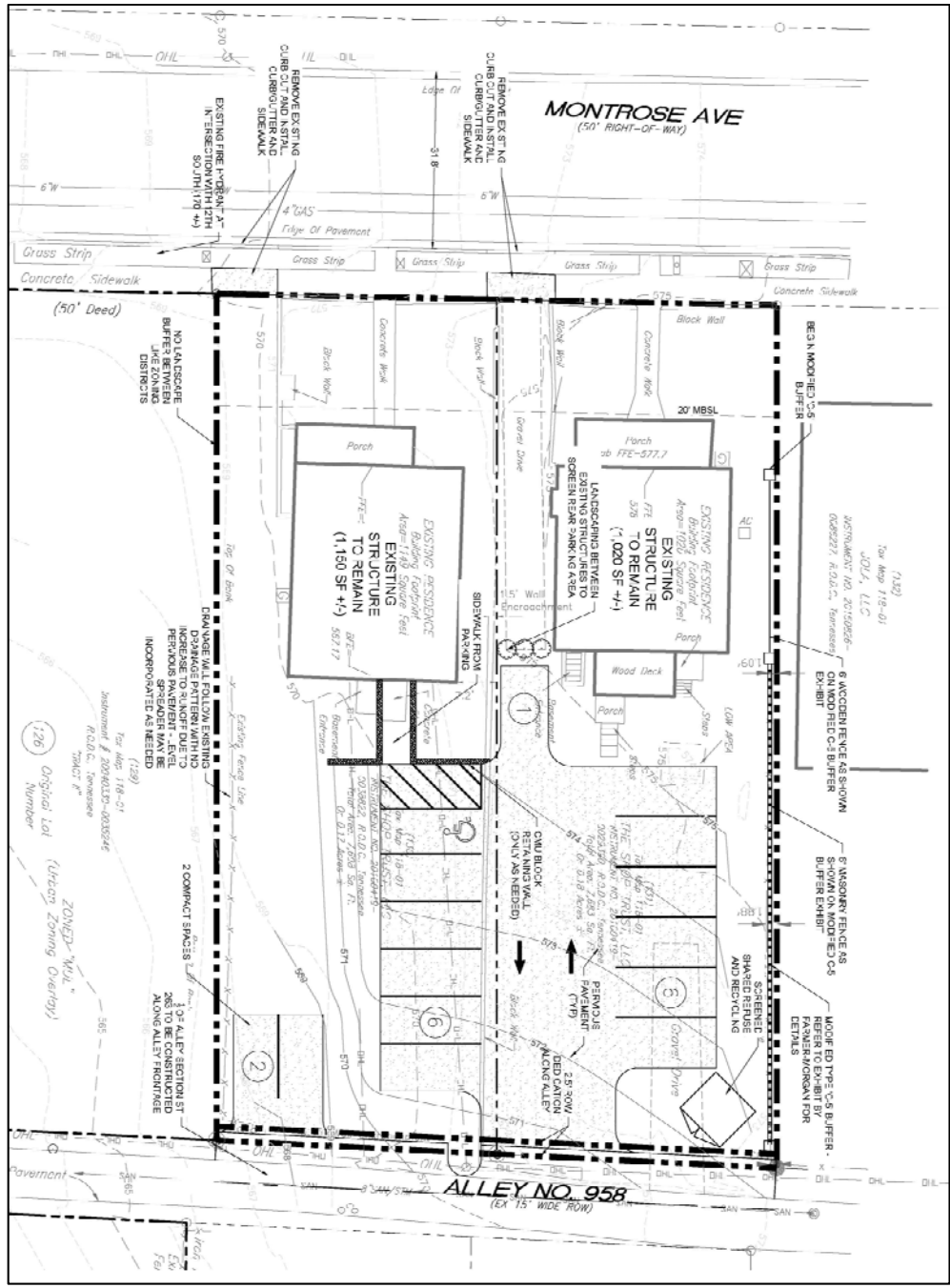
GREEN HILLS MIDTOWN COMMUNITY PLAN

Current Policy

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



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Proposed Site Plan



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connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Proposed Policy

T4 Urban Neighborhood Center (T4 NC) 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?

The proposed development is not consistent with the current policy. Staff is recommending disapproval of the requested policy change due to concerns including the need for housing in this area, commercial encroachment into a residential area, and the precedent set for additional commercial encroachment into residential areas along the 12th Avenue South corridor. Please see the staff report for 2014CP-010-004 for additional information.

PLAN DETAILS

The site is located at 1109 and 1111 Montrose Avenue. The site is located approximately 210 feet east of 12th Avenue South, south of Montrose Avenue. The site is approximately 0.34 acres in size. The current use of the property is 2 single-family detached residential units.

Site Plan

The proposed plan adds office uses to the two existing buildings. The plan also adds commercial parking behind the buildings, adjacent to the existing alley. A total of 15 parking spaces are proposed. However, the majority of the parking spaces are proposed for Phase 2. Proposed parking is based on Urban Zoning Overlay standards which exempts the 1st 2,000 square feet of office from providing parking.

The existing driveways off of Montrose Avenue will be removed. All vehicular access will be from the alley. An existing sidewalk runs along the entire length of the property. A landscape buffer is proposed along the northern property line.

ANALYSIS

In 2004, a request was made to rezone the adjacent properties to the west of the subject property. The property immediately adjacent to the subject property, 1113 Montrose Avenue, was within the Residential Medium (RM) policy area. Staff recommended disapproval of the rezoning of this property as the rezoning was not consistent with the policy. The Planning Commission approved the entire rezoning request, including those properties that staff recommended disapproval.

Following the adjacent rezoning, a Detailed Neighborhood Design Plan (DNDP) was completed for the 12th Avenue South Corridor. The two properties that are a part of the current request are within a residential policy (T4 Urban Neighborhood Maintenance). Staff finds that it is inappropriate given the policy and the DNDP to expand non-residential uses further into the established and stable residential area. Staff recommends that the residential area needs to be protected from further commercial encroachment.



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FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues for the structures will be addressed at permit application review.

STORMWATER RECOMMENDATION

Approve with conditions

- If post developed sheet flow condition can't be achieved, then offsite improvements may be required.

HISTORIC ZONING COMMISSION STAFF RECOMMENDATION

- Staff recommended that both residential structures be maintained which is being done with the current plan. The properties are noted as worthy of conservation but are not within the recently adopted conservation overlay.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by Department of Public Works. Final design may vary based on field conditions.
- Build and dedicate ½ MPW standard ST-263 alley along property frontage. ROW dedication must be recorded prior to building permit approval.
- Coordinate stormwater outfall with MPW and Metro Stormwater to confirm no stormwater flow into the alley causing excessive ponding or flooding, may require hard connection to the existing infrastructure with Final SP.

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.34	5.44 D	2 U*	20	2	3

*Based on one two-family lot.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.34	-	4,020 SF	210	11	32

Traffic changes between maximum: **R8** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+190	+9	+29



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WATER SERVICES RECOMMENDATION

Approved

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High

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

The proposed SP-MU zoning district will not generate any additional students than the existing zoning.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

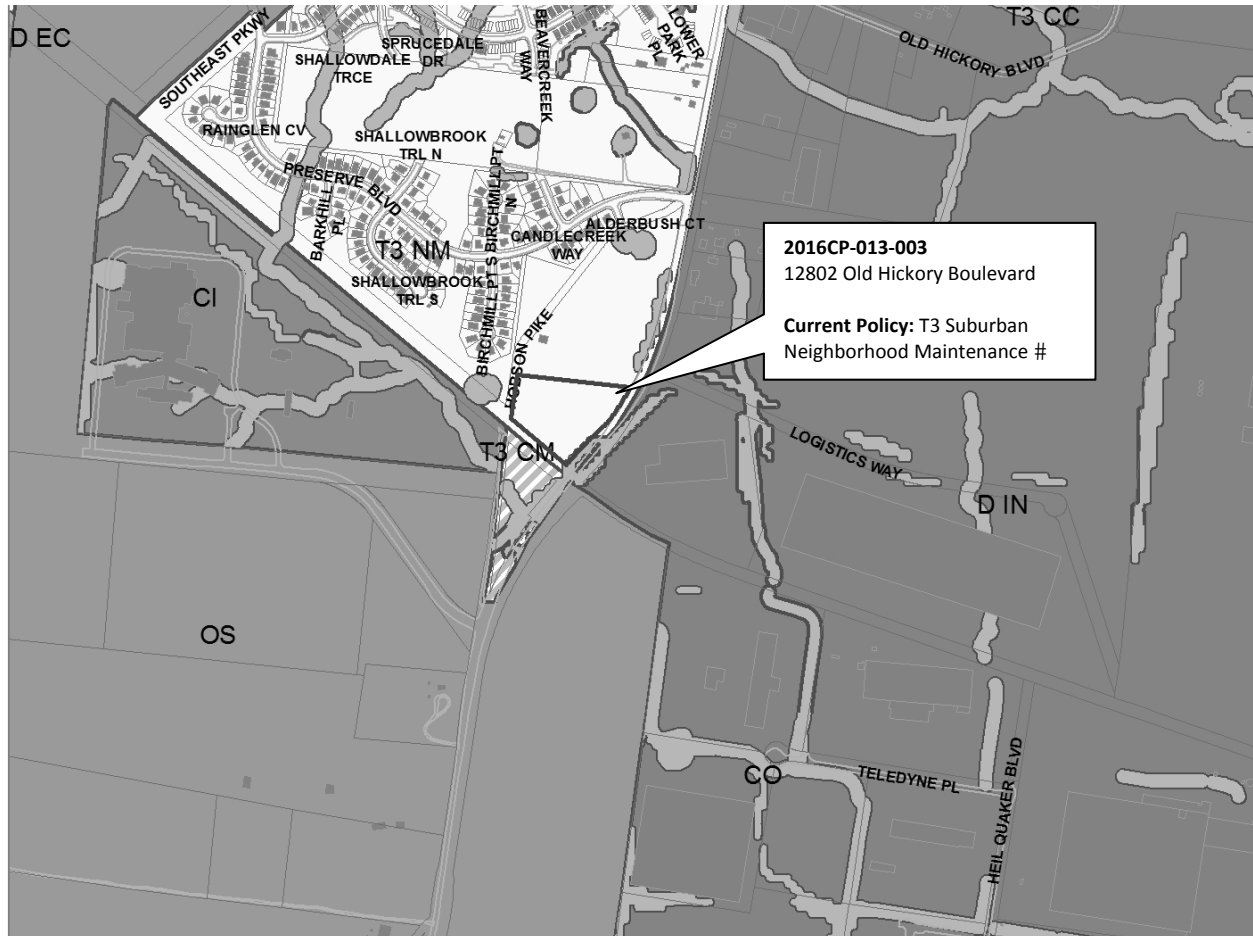
1. Will this project include any affordable or workforce housing units? The project does not include any affordable or workforce housing units.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures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

STAFF RECOMMENDATION

Staff recommends disapproval. Staff does not find that the requested zoning is consistent with the existing policy for the area as well as the recommendations of the Detailed Neighborhood Design Plan.



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2016CP-013-003

ANTIOCH – PRIEST LAKE COMMUNITY PLAN AMENDMENT

Map 175, Parcel(s) 032

13, Antioch - Priest Lake

32 (Jacobia Dowell)



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

Deferrals This item was deferred from the August 11, 2016, and August 25, 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.



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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). The area 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



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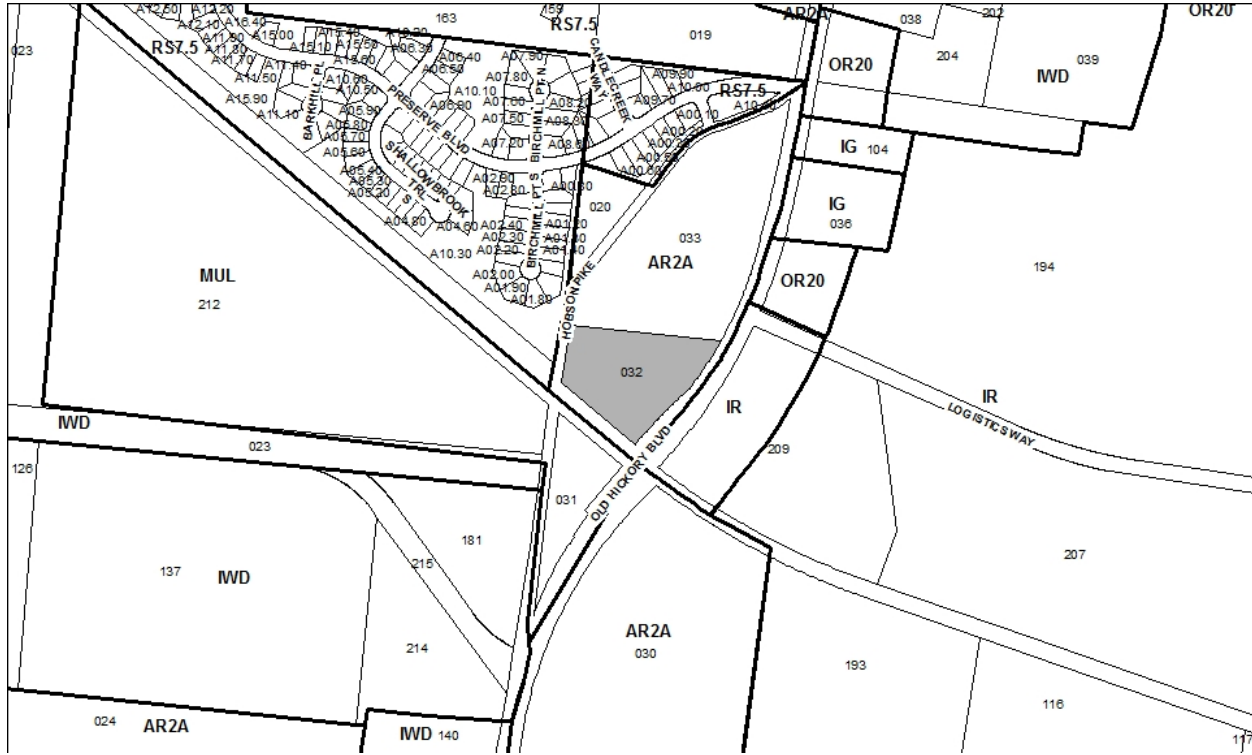
warehouses and distribution facilities within the areas, there are still several vacant parcels in the area of a similar size as the subject property.

STAFF RECOMMENDATION

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



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



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

Deferrals This item was deferred from the August 11, 2016, and August 25, 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.



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Proposed Site Plan



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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



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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



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STAFF RECOMMENDATION

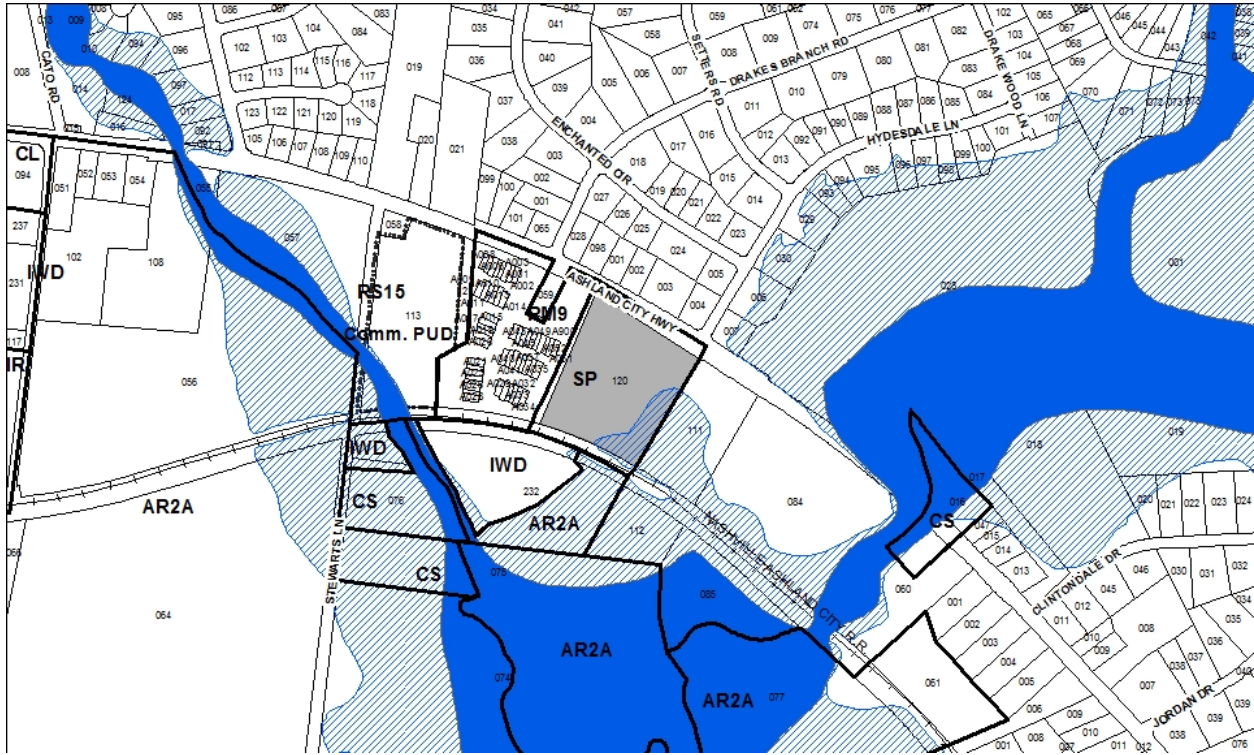
Staff recommends disapproval as the proposed zoning is inconsistent with the T3 Neighborhood Maintenance policy and not all agencies have recommended approval.

CONDITIONS (if approved)

1. Uses are limited to a building contractor supply.
2. Provide eight foot wide sidewalk and six foot wide planting strip along the frontage of the property 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. 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.
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.



Metro Planning Commission Meeting of 9/8/2016



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



Project No. Specific Plan 2009SP-010-002
Project Name Ashland City Funeral Home
Council District 1 – Leonardo
School District 1 - Gentry
Requested by Land Solutions Company, LLC, applicant; Green Trails, LLC, owner.

Deferrals This item was deferred from the August 25, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the October 13, 2016, Planning Commission meeting.*

APPLICANT REQUEST

Final Site Plan for a funeral home.

Final Site Plan

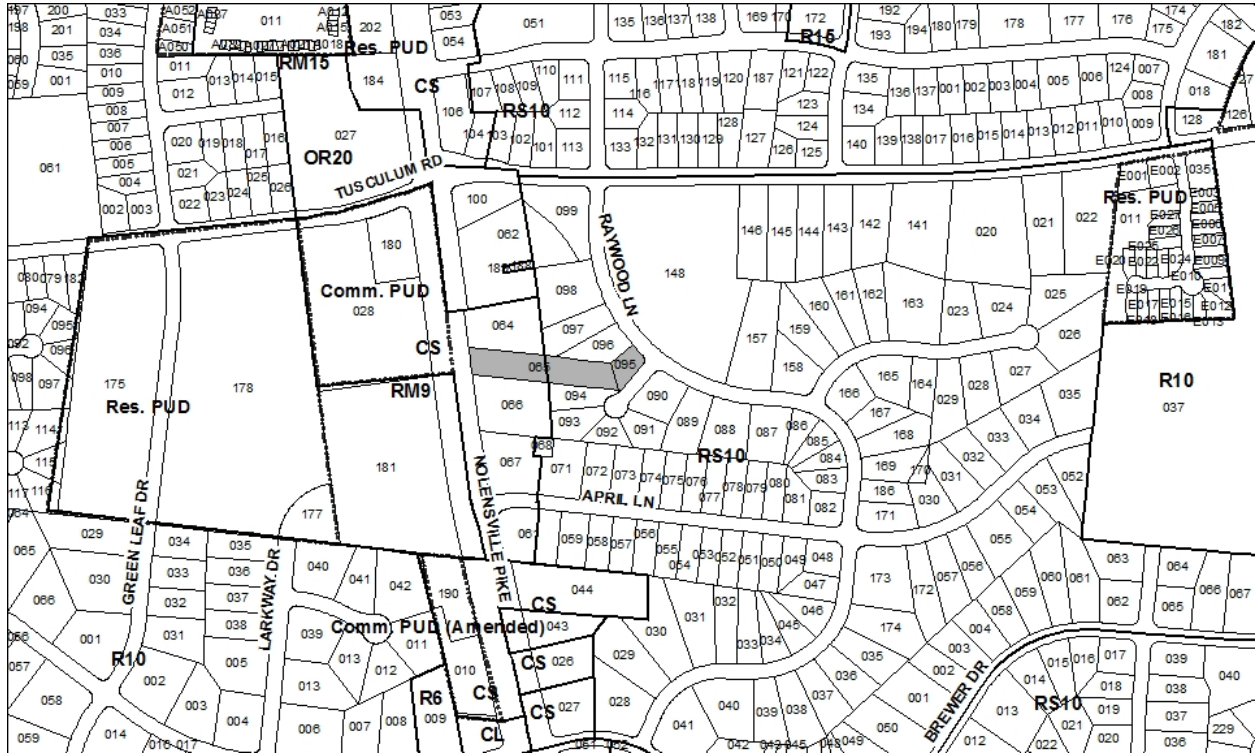
A request for final site plan approval for property located at Ashland City Highway (unnumbered), at the terminus of Hydesdale Lane (7.14 acres) zoned Specific Plan (SP), to permit a funeral home.

STAFF RECOMMENDATION

Staff recommends deferral to the October 13, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 9/8/2016



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, the April 14, 2016, and the August 25, 2016, Planning Commission meetings. A public hearing was held on August 25, 2016. The Commission recommended that the public hearing be reopened.

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Create three lots.

Final Plat

A request for final plat approval to create three 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

A public hearing was held on August 25, 2016. The Commission suggested that the applicant continue to work with staff to determine if two residential lots and one commercial lot would meet the requirements of the Subdivision Regulations, or if it would be harmonious. The applicant submitted a revised plat for three lots, and staff’s recommendation is based on the updated plat.

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

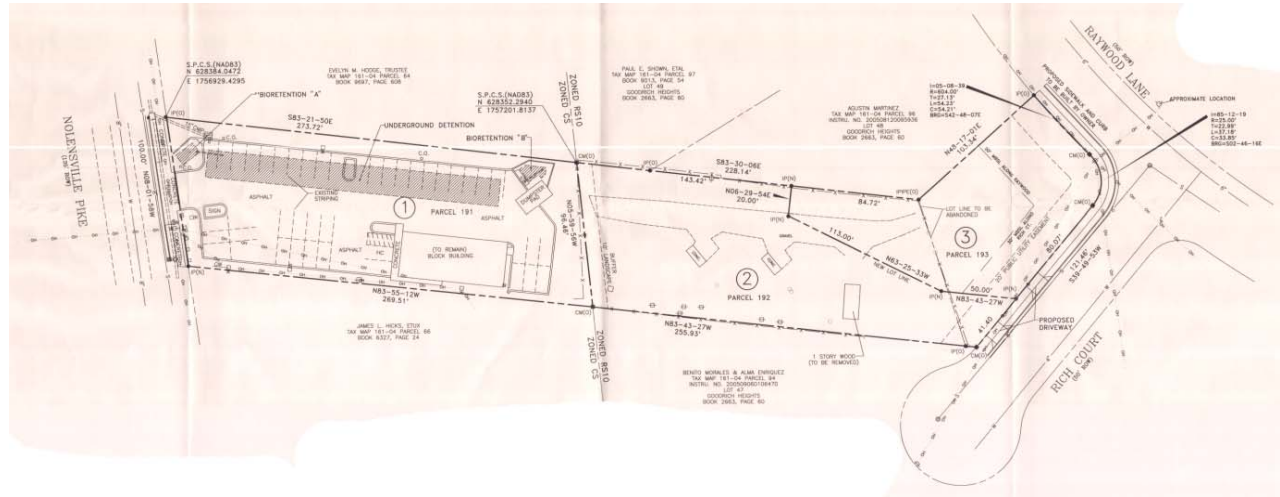
N/A

PLAN DETAILS

The request is for final plat approval to create three lots from two existing parcels totaling approximately 1.35 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 two lots front onto Raywood Lane and/or Rich Court, and are zoned RS10.



Metro Planning Commission Meeting of 9/8/2016



Proposed Site Plan



Metro Planning Commission Meeting of 9/8/2016

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. Lot 3 does 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): 19,569 Sq. Ft., (0.44 Acres), and 41.4 Ft. of frontage.
- Lot 3 (Corner of Raywood Lane and Rich Court): 13,582 Sq. Ft., (0.31 Acres), and 76 Ft. of frontage on Raywood Lane and 95 Ft. on Rich Court

A sidewalk is required along Raywood Lane and Rich Court, and the plat identifies the required five foot sidewalk, and four foot grass strip on the plat. The plat also contains a note that indicates that no building permits can be issued until the required sidewalk is constructed. 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, and is not required to meet the lot comparability requirements. Staff reviewed the final plat for the two residential lots within the T3 NM policy against the following criteria as required by the Subdivision Regulations:

Zoning Code

Both lots meet the minimum standards of the RS10 zoning district.

Street Frontage

Both 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, which is 70% of the average of the parcel frontage of the surrounding parcels along Raywood Lane. Lot 3 has 76 feet of frontage along Raywood Lane. *Lot 3 does not meet the community character for lot frontage along Raywood Lane.*



Metro Planning Commission Meeting of 9/8/2016

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 along Rich Court. Lot 2 has approximately 41.4 feet of frontage on Rich Court, and Lot 3 has approximately 95 feet of frontage along Rich Court. *Both lots meet the community character for lot frontage along Rich Court.*

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

Lot Frontage Analysis (Rich Court)	
Minimum Proposed	41.4
70% of Average	41.3'
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 along Raywood Lane. Lot 3 is 13,582 square feet in size. *Lot 3 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 13,582 square feet. *Lots 2 and Lot 3 meet the community character for lot area on Rich Court.*

Lot Area Analysis (Raywood Lane)	
Minimum Proposed	13,582 sq. ft.
70% of Average	17,685 sq. ft.
Smallest Surrounding Parcel	16,988 sq. ft.

Lot Area Analysis (Rich Court)	
Minimum Proposed	13,582sq. ft.
70% of Average	10,916
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.

A home could be placed on Lot 2 consistent with the surrounding setbacks along Rich Court. Lots along Raywood Lane include a 50 foot platted front setback. As proposed, Lot 3 maintains the 50 foot setback consistent with the setback requirement.

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

The lot configuration for Lot 2, which is located along Rich Court, would permit a home to be oriented to Rich Court. Lot 3, 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 3 facing the corner would better maintain the existing development pattern. The plat contains a note requiring that any home on Lot 3 be oriented to the corner consistent with the home on the opposite corner of Raywood Lane and Rich Court



Metro Planning Commission Meeting of 9/8/2016

Agency Review

All agencies have recommended approval.

Harmony of Development

The proposed subdivision for Lot 3 does not meet the community character criteria for frontage or area along Raywood Lane. While Lot 3 does not meet the community character criteria, 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. A raised foundation of 18"- 36" is required for all residential structures.
2. Residential height is limited to two stories in 35 feet.
3. Lot 3 is to be oriented to the corner of Rich Court and Raywood Lane.

While Lot 3 does not meet the community character for frontage or area along Raywood Lane, staff recognizes the uniqueness of the existing lot layout and zoning pattern. The existing lot along Nolensville Pike is split zoned, with the front portion along Nolensville Pike being commercial and the rear portion being zoned residential. The portion of the lot that is zoned residential protrudes into the Goodrich Heights Subdivision, but does not have frontage onto Rich Court. Due to its proximity to the adjacent residential lots, it would not be appropriate for this portion to be rezoned to commercial, nor would a commercial zoning be consistent with the residential policy. As proposed, this subdivision would remedy a unique situation.

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.

STORMWATER RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

No exception taken



Metro Planning Commission Meeting of 9/8/2016

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

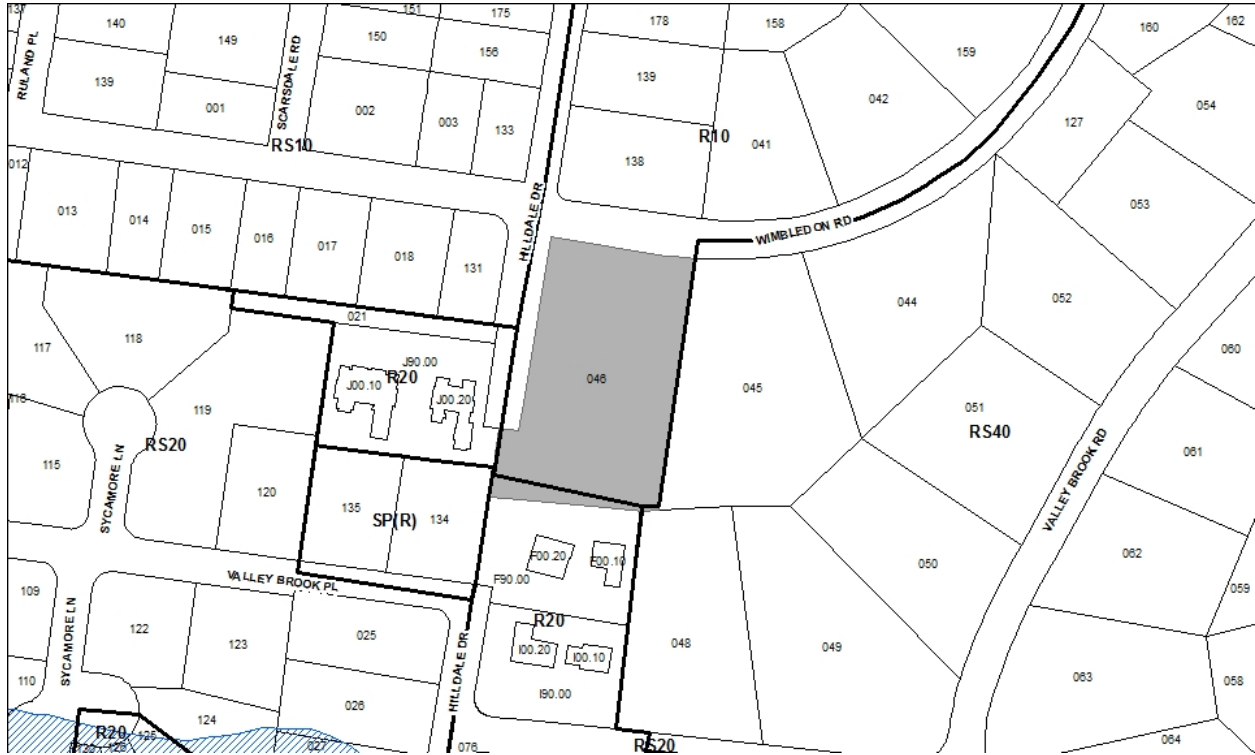
1. Add the following note to the plat: “The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. 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. Add the following note to the plat: “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.”



SEE NEXT PAGE



Metro Planning Commission Meeting of 9/8/2016



2016S-136-001
2811 WIMBLEDON
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, July 28, 2016, August 11, 2016, and August 25, 2016, Planning Commission meetings. No public hearing was held.

Staff Reviewer Sharp
Staff Recommendation *Defer to the September 22, 2016, Planning Commission meeting.*

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).

STAFF RECOMMENDATION

Staff recommends deferral to the September 22, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 9/8/2016



2016S-160-001

RESUBDIVISION 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, and the August 25, 2016, Planning Commission meetings. A public hearing was held on August 11, 2016.

Staff Reviewer Napier
Staff Recommendation *Defer to the September 22, 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 22, 2016, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 9/8/2016



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, and August 25, 2016, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Approve with conditions.*

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 and to change the use from office to retail.

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 and to change the use from office to retail.

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. *The PUD controls the land uses for this property. The PUD is a commercial PUD.*

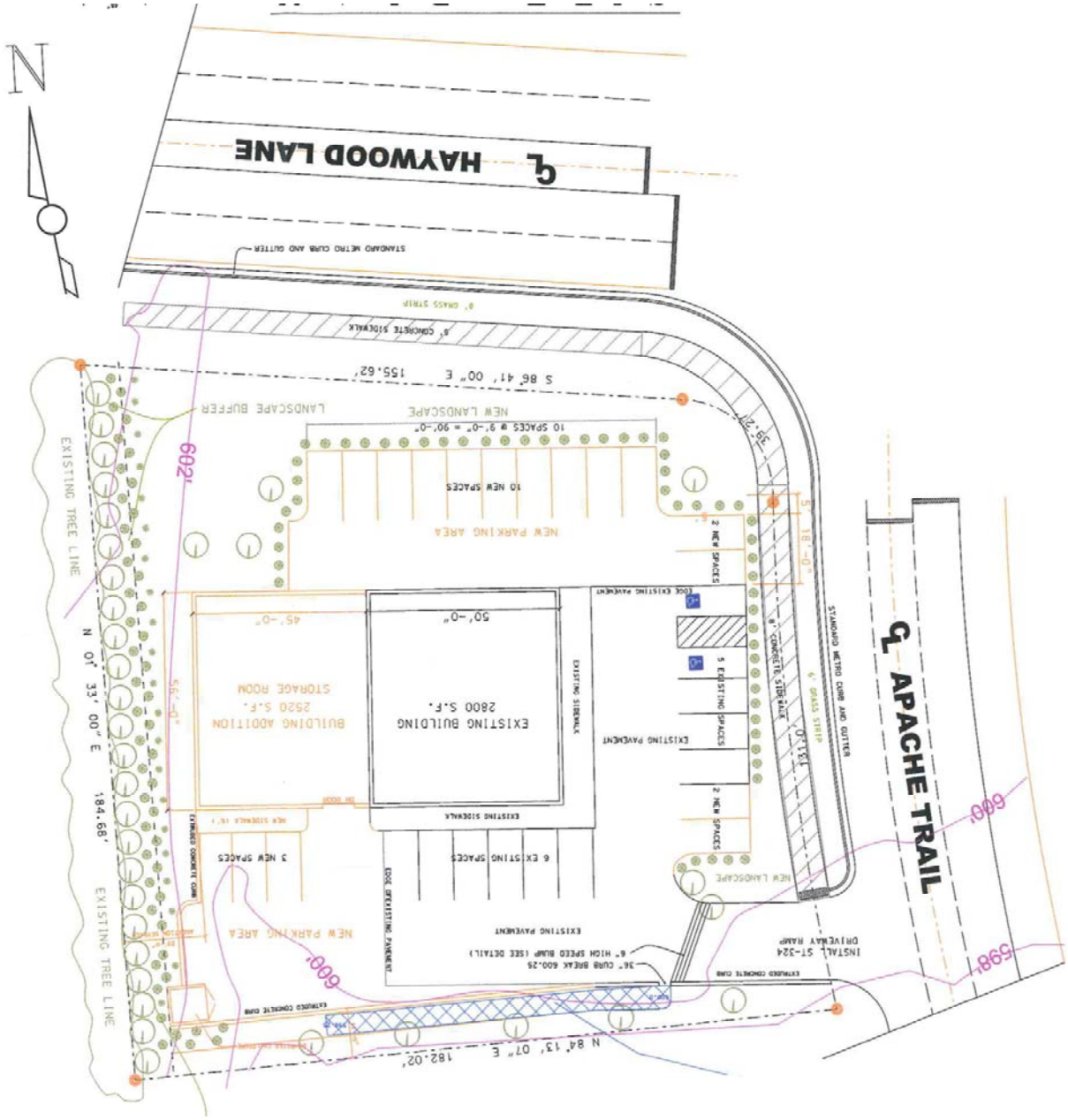
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of 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 9/8/2016



Proposed Site Plan



Metro Planning Commission Meeting of 9/8/2016

REQUEST DETAILS

This is a request to revise the last approved preliminary PUD plan for a portion of the Apache Trail PUD. The Apache Trail PUD was originally approved by Council in 1972, and was last amended in 1976 to permit the use of a 28,520 square foot bowling alley. The PUD is currently approved for 65,409 square feet of office, general commercial, and recreation (bowling alley) uses.

The request pertains to parcel 136 which contains a former realty office. The proposal is to expand the existing structure by 2,520 square feet to provide an added storage area for the building. Additional parking will be included with the addition to the structure. The site plan provides a total of 26 spaces. The applicant has indicated the proposed use of the site as a fruit market, which would be classified as a retail use. Retail uses are currently allowed under the PUD.

PLAN DETAILS

The proposed plan calls for the existing parking lot to be expanded by 17 spaces for a total of 26 parking spaces, which meets the requirement of the Zoning Code for retail uses based on the expanded square footage. The existing access driveway will provide a single point of ingress and egress from the site. The site plan also shows a new location for the refuse and dumpster. The proposed addition will not expand square footage of the existing structure beyond what is allowed under the regulations of a PUD revision. The site plan shows the frontage along Apache Trail and Haywood lane will be upgraded with the sidewalk and grass strip as required by the Major and collector street plan. The street frontage along Apache trail is required to be upgraded to a 6 foot grass strip and an 8 foot wide sidewalk. The frontage along Haywood lane is required to be upgraded to an 8 foot grass strip and a 6 foot wide sidewalk.

ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions.

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
 2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);



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

This request can be considered a minor modification because the proposed addition to the existing structure does not increase the total floor area more than ten percent beyond the total floor area which was last approved for the PUD.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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



Metro Planning Commission Meeting of 9/8/2016

preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

- All construction within the ROW is to comply with MPW standard drawings and specifications. Indicate installation of ADA compliant ramp at the intersection of Haywood and Apache.
- Indicate installation of a ST-324 driveway ramp at the connection to Apache Tr. ~ Show graphically

STORMWATER RECOMMENDATION

Approve with conditions

- Provide Bearing information.
- Show FEMA Note
- Additional water quality measures may be required during technical review of the development plan.
- Speed bumps are typically not used for drainage purpose and storm piping may be required in lieu of the speed bump.

METRO WATER RECOMMENDATION

Approved with conditions

- Approved as a Preliminary PUD Amendment only. The required capacity fees must be paid prior to Final PUD/Site Plan approval.

STAFF RECOMMENDATION

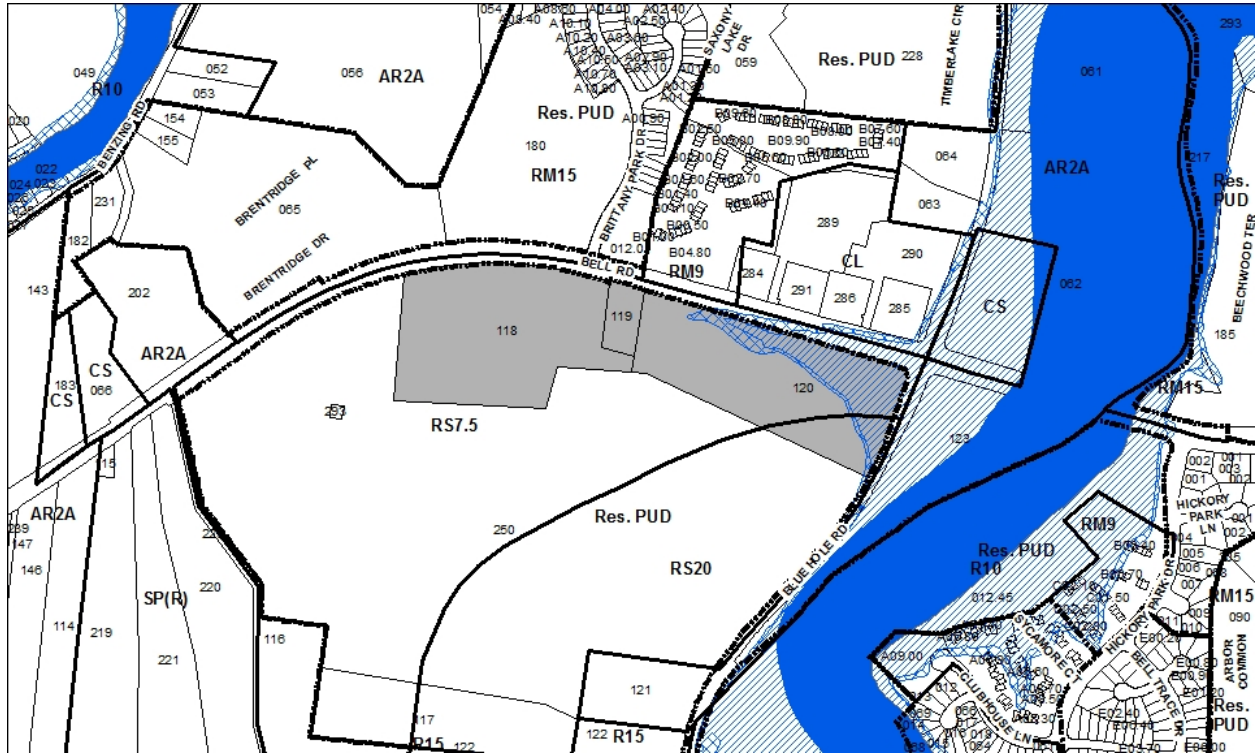
Staff recommends approval with conditions.

CONDITIONS

1. 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.
2. 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 re-approval by the Planning Commission and/or Metro Council.
3. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to the issuance of any permit for this property, and in any event no later than 120 days after the date of conditional approval by the Planning Commission. Failure to submit a corrected copy of the final PUD site plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.
4. The 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 9/8/2016



95P-025-002
MILLWOOD COMMONS PHASE II
Map 162, Parcel(s) 118-120
12, Southeast
31 (Fabian Bedne)



Project No. **Planned Unit Development 95P-025-002**
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.

Deferrals This item was deferred from the August 25, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the September 22, 2016, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. 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 Single-Family Residential (RS20) and Single-Family Residential (RS7.5) (25.95 acres), to permit 280 residential units.

Existing Zoning

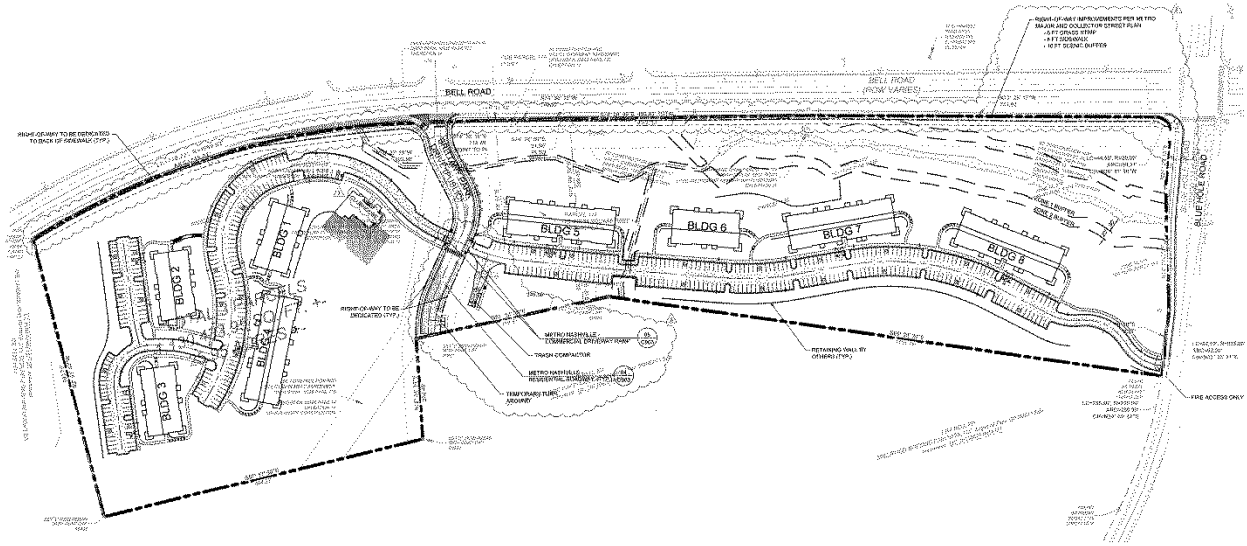
Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 139 units.*

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



Metro Planning Commission Meeting of 9/8/2016



Proposed Site Plan



Metro Planning Commission Meeting of 9/8/2016

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

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

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. No changes are being proposed that conflict with the Council approved plan. 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



Metro Planning Commission Meeting of 9/8/2016

unit development master plan being amended by the council shall adhere to all provisions of this code:

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

The proposal is for a revision to the preliminary plan 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.



Metro Planning Commission Meeting of 9/8/2016

FIRE MARSHAL RECOMMENDATION

Approved with conditions

Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Returned for corrections

- Does not appear that grading plans have been submitted. Grading plans must be approved prior to final PUD approval.

WATER SERVICES RECOMMENDATION

Returned for corrections

- 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 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.
- 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 for corrections

- Additional analysis and revised TIS has been requested.



Metro Planning Commission Meeting of 9/8/2016

STAFF RECOMMENDATION

Staff recommends deferral to the September 22, 2016, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.

CONDITIONS

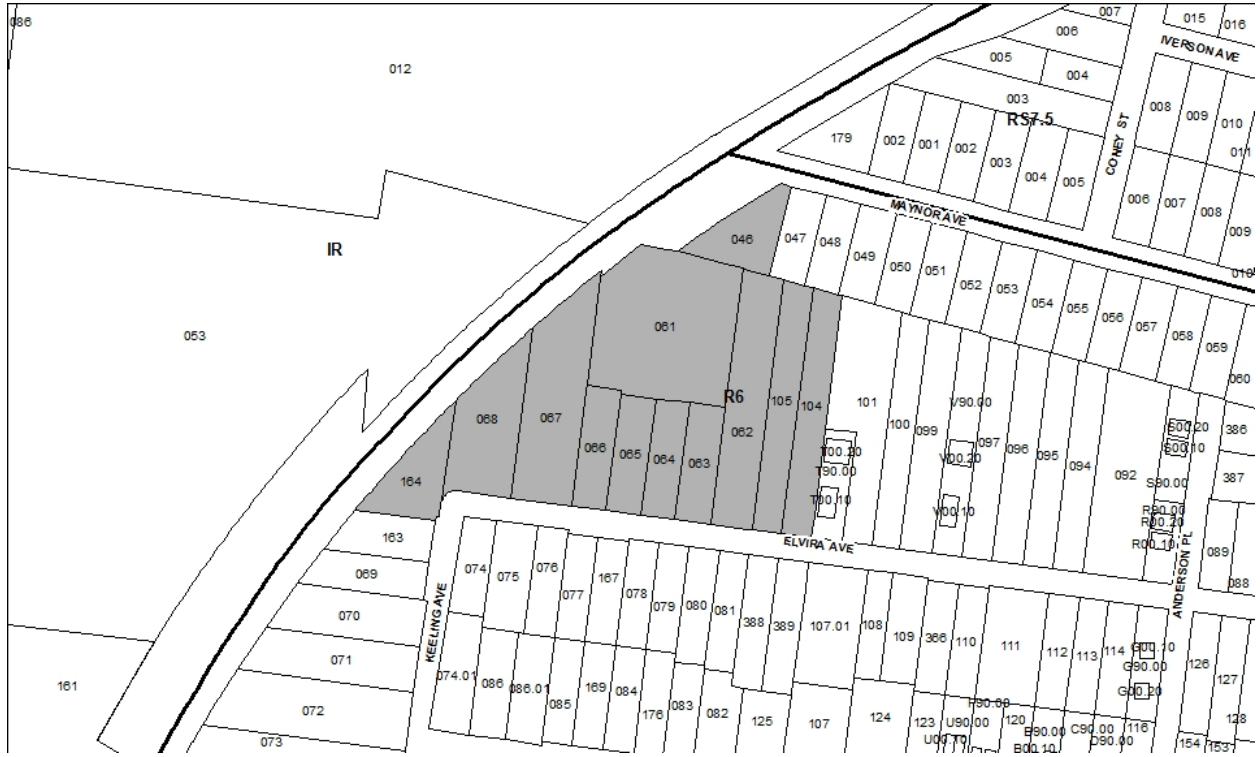
1. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be 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 9/8/2016



2016Z-089PR-001 ~ BL2016-414

Map 072-05, Parcel(s) 061-068, 164

Map 072-06, Parcel(s) 046, 104-105

05, East Nashville

05 (Scott Davis)



Project No. **Zone Change 2016Z-089PR-001**
Council District 5 – S. Davis
Council Bill No. BL2016-414
School District 3 – Speering
Requested by Councilmember Scott Davis, applicant; various property owners.

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

Staff Reviewer Swaggart
Staff Recommendation *Defer to the September 22, 2016, Planning Commission meeting.*

APPLICANT REQUEST

Zone change from R6 to RM40-A.

Zone Change

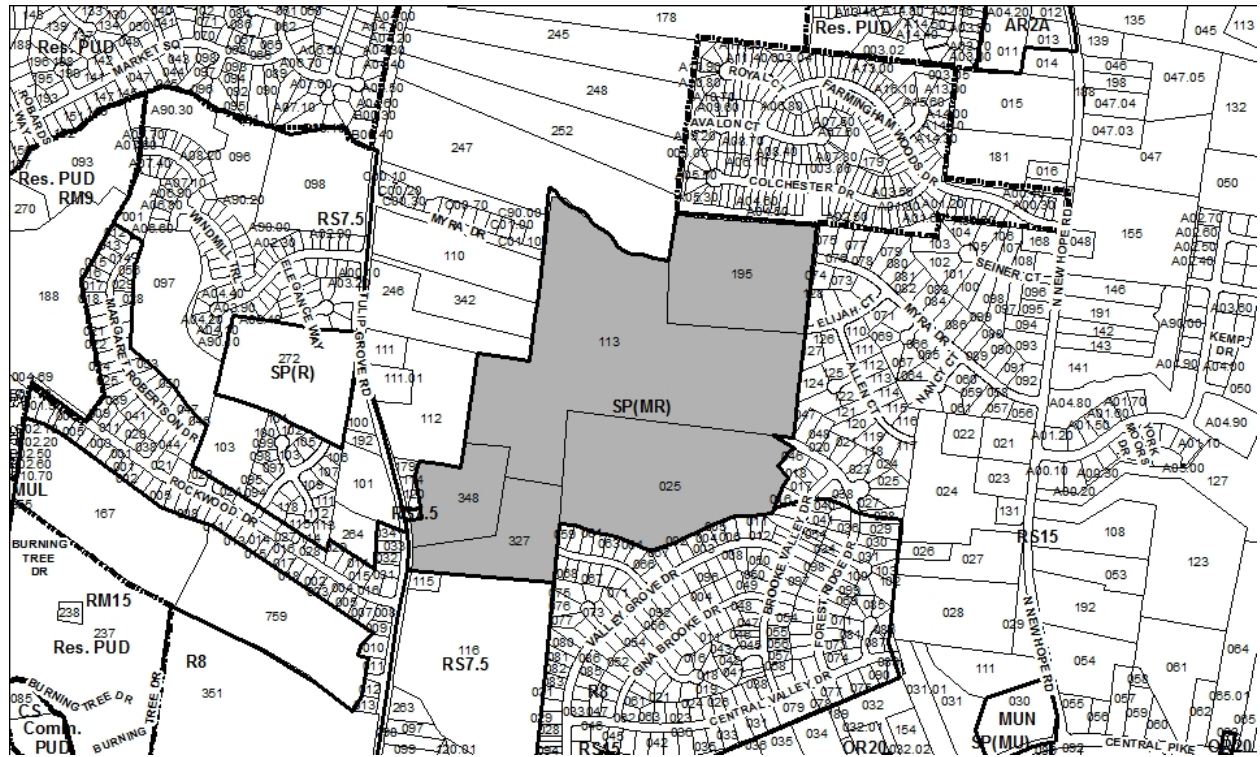
A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential-Alternative (RM40-A) zoning for various properties along Elvira Avenue, Maynor Avenue, and Keeling Avenue, approximately 600 feet west of Anderson Place, (5.82 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 22, 2016, Planning Commission meeting at the request of the applicant.



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2007SP-150-001

EVANS HILL

Map 086, Parcel(s) 113, 327, 348

Map 087, Parcel(s) 025, 195

14, Donelson - Hermitage

12 (Steve Glover)



Project No.	Specific Plan 2007SP-150-001
Project Name	Evans Hill SP
Council District	12 – Glover
School District	4 – Shepherd
Requested by	Wamble & Associates, PLLC, applicant; The Wise Group, Inc., owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change to permit up to 340 residential units.

Zone Change

A request to amend a previously approved SP for properties located at 1209 and 1213 Tulip Grove Road, Tulip Grove Road (unnumbered) and Valley Grove Road (unnumbered), approximately 200 feet northeast of Rockwood Drive, (72.01 acres), to permit up to 340 residential units consisting of 180 single-family lots and 160 multi-family units

Existing Zoning

Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types. The current SP is approved for 340 residential units.

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

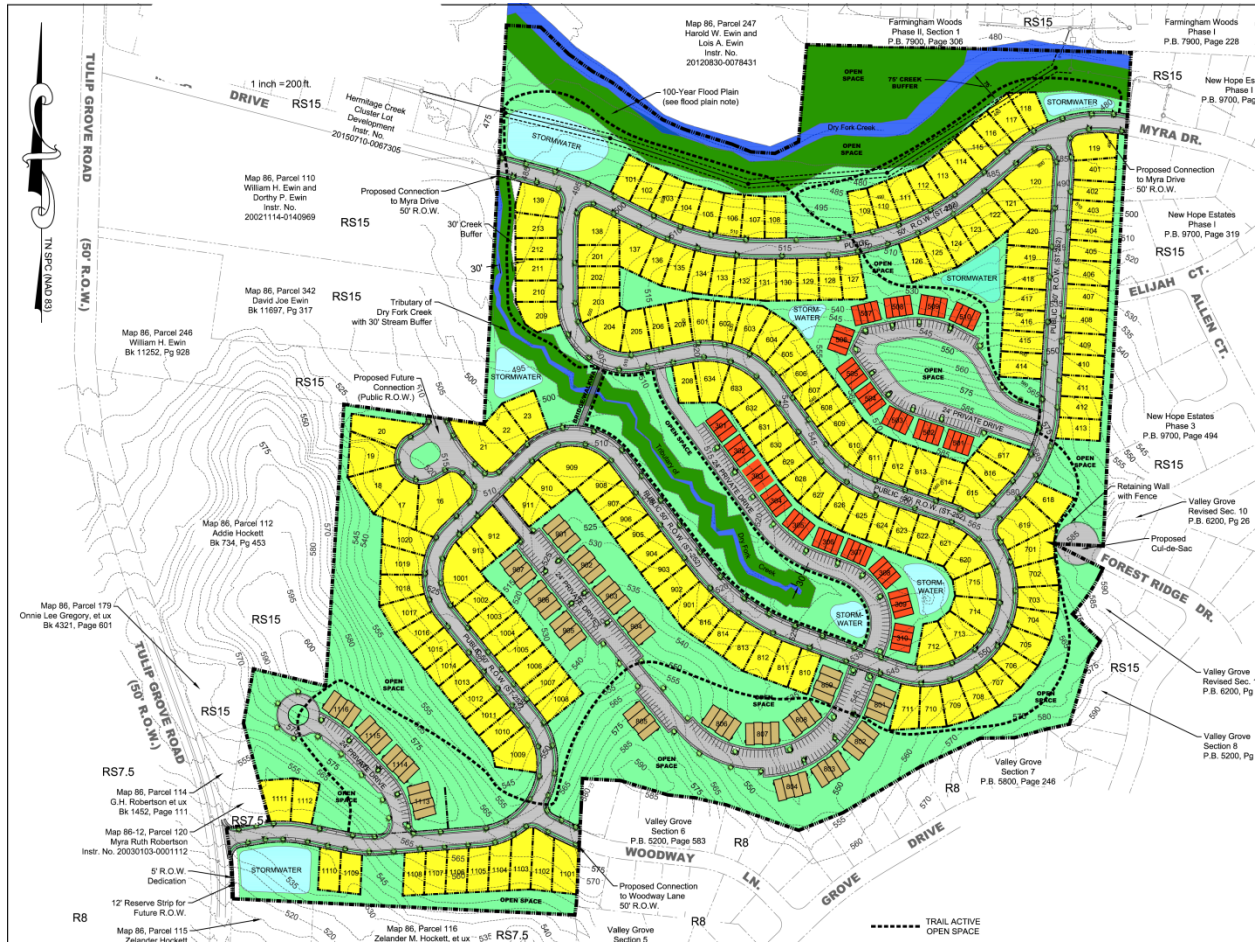
DONELSON/HERMITAGE COMMUNITY PLAN

Conservation (CO) is intended to preserve and enhance environmentally sensitive land in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they area in and whether or not they have already been disturbed.

T3 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



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Proposed Site Plan



Metro Planning Commission Meeting of 9/8/2016

features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

Consistent with Policy?

No. The existing, approved, SP provides a better layout that is more walkable by providing rear access for all townhomes, and a majority of the single-family lots. The proposed plan calls for all single-family lots to be front-loaded with each lot having its own driveway. This introduces conflicts between pedestrians using the sidewalks and automobiles. The existing SP provides open space that is more integrated into the plan by providing townhome units that front onto common court yards. In areas along Dry Fork Creek and its tributary, the existing SP calls for the side of the street abutting these areas to be open with housing on the opposite side of the street facing these areas. This better incorporates these areas into the overall design by providing a natural enhancement. The proposed plan calls for lots to back up to these areas, which does not utilize these areas as a natural element that would enhance the project. Parking for the townhomes is from large surface parking areas in front of the units which is not consistent with promoting walkability.

PLAN DETAILS

The approximately 72 acre site is east of Tulip Grove Road. The property is vacant, and is densely forested. The site contains some areas with steep slopes in excess of 25 percent. Dry Fork Creek runs along the northern property boundary, and a small tributary stream runs through the middle portion of the site. Adjacent subdivisions include Farmingham Woods to the north, New Hope Estates and Valley Grove to the east and south, and Hermitage Creek to the west.

The original SP was approved in 2007 for 340 residential units. It is approved for a variety of housing types, including 159 single-family lots, 119 row-houses, and 62 townhomes. The layout is pedestrian oriented in design. A majority of the units are accessed by rear alley ways. All of the townhomes and row-houses are accessed by a rear alley way. Many of the townhomes and row-houses front onto common open space. When it was approved, the Commission permitted a density slightly over what the policies at that time permitted. The additional density was permitted due to the design that was overall more pedestrian friendly, and better utilized natural features on the site.

Site Plan

The plan calls for a maximum of 340 residential units which includes single-family and multi-family. Unit types are as follows:

- 180 - Single-Family Lots
- 80 - 20' wide townhomes (four unit buildings)
- 80 - 16' wide townhomes (four unit buildings)

The minimum single-family lot lot size is 4,000 square feet. The minimum single-family lot width at the street is 51 feet. The SP limits the height for single-family homes, and townhomes to two stories in 35 feet.

The plan provides architectural standards. Standards pertain to windows, primary entrances, glazing, and building materials. The plan does not require raised foundations. It requires that no less than 50% of single-family units with front loaded garages be recessed at least two feet from the front façade or front porch.



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Existing, approved SP plan



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Access into the site is provided from the east and the west. The plan calls for Myra Drive to be continued filling in the gap between New Hope Estates and Hermitage Creek. This also makes a connection between New Hope Road and Tulip Grove Road. Access is also provided from Woodway Lane in Valley Grove, and directly from Tulip Grove Road. A stub street is provided to the northeast. All single-family lots are front loaded and each lot will be permitted a drive. Multi-Family units are located on private drives. A five foot sidewalk and four foot planting strip is provided along all public streets. Private drives include a five foot sidewalk.

The plan calls for approximately 27 acres (36%) of open space which does not include stormwater facilities. This includes approximately eight acres of undisturbed areas (buffers, creeks and areas with steep slopes). The plan also calls for walking trails/paths throughout the site.

ANALYSIS

Staff recommends disapproval as the existing SP plan better meets the goals of the policy and provides a more pedestrian oriented design that provides transitions between single family lots and townhome units better than the currently proposed plan.

While the density on both ends of Myra Drive are lower than the existing SP, the additional density with the existing SP was supported due to the exceptional layout. The existing SP provides a better layout that is more walkable by providing rear access for all townhomes, and a majority of the single-family lots. The proposed plan calls for all single-family lots to be front loaded with each lot having its own driveway. This introduces conflicts between pedestrians using the sidewalks and automobiles. It also takes away from the public realm along the street. Large surface parking areas are utilized for the townhomes, and are not consistent with promoting walkability. The existing SP provides open space that is more integrated into the plan by providing townhome units that front onto common court yards. In areas along Dry Fork Creek and its tributary the existing SP calls for the side of the street abutting these areas to be open with housing on the opposite side of the street facing these areas. This better incorporates these areas into the overall design by providing a natural enhancement. The proposed plan calls for lots to back up to these areas, which does not utilize these areas as a natural element that would enhance the project.

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.



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PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC & PARKING RECOMMENDATION

Returned for corrections

- An updated TIS and parking study is required prior to amending the preliminary site plan and approving the phasing plan.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	72.01		159 U	1795	137	183

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	72.01		181 U	1088	82	106

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	72.01	-	180 U	1789	136	182

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	72.01	-	160 U	1094	83	106

Traffic changes between maximum: **SP-MR** and **SP-MR**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-3	-	-1

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MR district: 58 Elementary 39 Middle 33 High

Projected student generation proposed SP-MR district: 55 Elementary 38 Middle 32 High



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The proposed SP-MR zoning district would generate five fewer students than what is typically generated under the existing SP-MR zoning district. Students would attend Dodson Elementary, DuPont Tyler Middle School and McGavock 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.

School Site Dedication

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. While this request would typically create fewer students than what would typically be generated under the existing, approved SP, the plan could generate more than 100 students. The Planning Commission adopted a policy in 2004, pertaining to student generation. The policy specifies thresholds for requiring school site dedications. An elementary site dedication is required if 100 or more students could be generated.

This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the McGavock High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final site plan for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final site plan consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.

AFFORDABLE AND WORKFORCE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? Absolutely
2. If so, how many and what is the percentage of the entire development? Minimum of 15% or possibly higher
3. How will you enforce the affordability requirements? Built into SP
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends disapproval. It is also important to note that the plan has not been approved by the Metro Traffic Engineer.

CONDITIONS (if approved)

1. Uses in the SP shall be limited to 180 single-family lots and 160 multi-family units.
2. Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the McGavock High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final site plan for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of



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this requirement. However, failure of the Board of Education to act prior to final site plan consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.

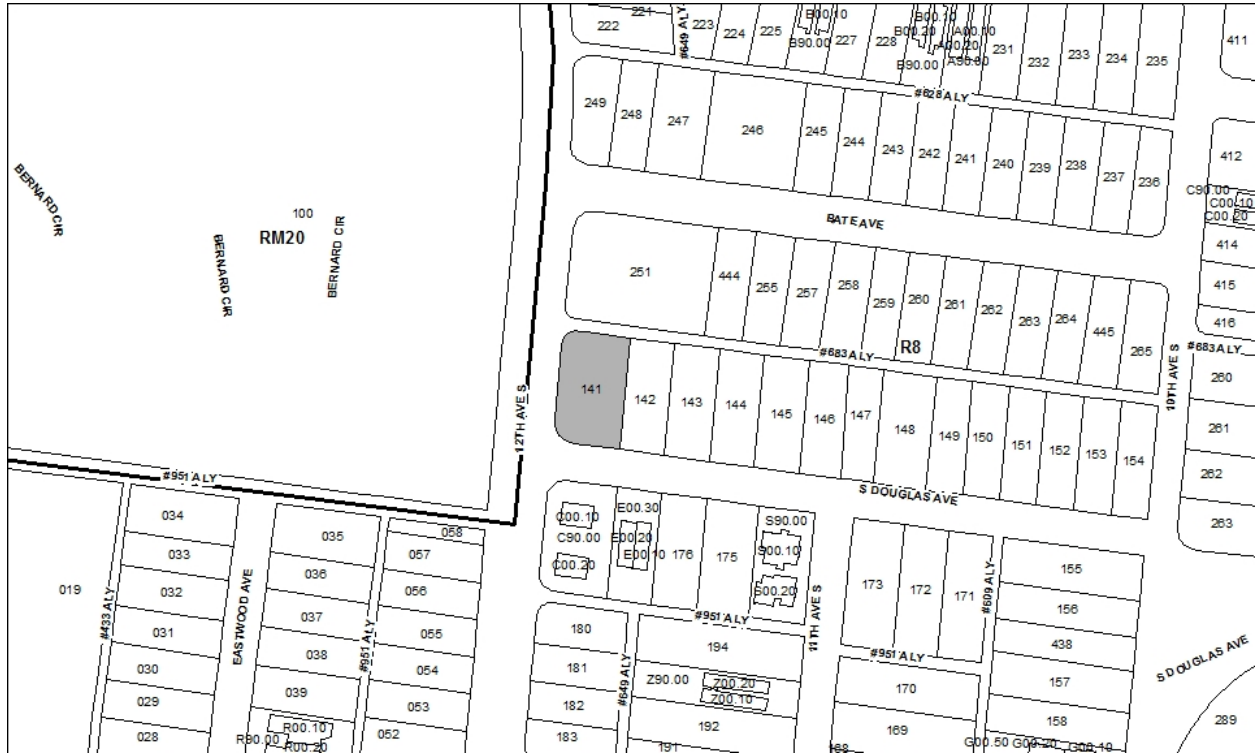
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district for single-family lots and RM9 as of the date of the applicable request or application.
4. 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.
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. 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.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



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2016SP-061-001
12TH AND SOUTH DOUGLAS RESIDENTIAL SP
Map 105-13, Parcel(s) 141
10, Green Hills - Midtown
17 (Colby Sledge)



Project No.	Specific Plan 2016SP-061-001
Project Name	12th and South Douglas Residential SP
Council District	17 - Sledge
School District	08 - Pierce
Requested by	Civil Site Design Group, PLLC applicant; Aspen Construction Holdings, LLC owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

To permit four residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning for property located at 1112 South Douglas Avenue, at the northwest corner of 12th Avenue South and South Douglas Avenue, (0.32 acres), to permit four residential units.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development

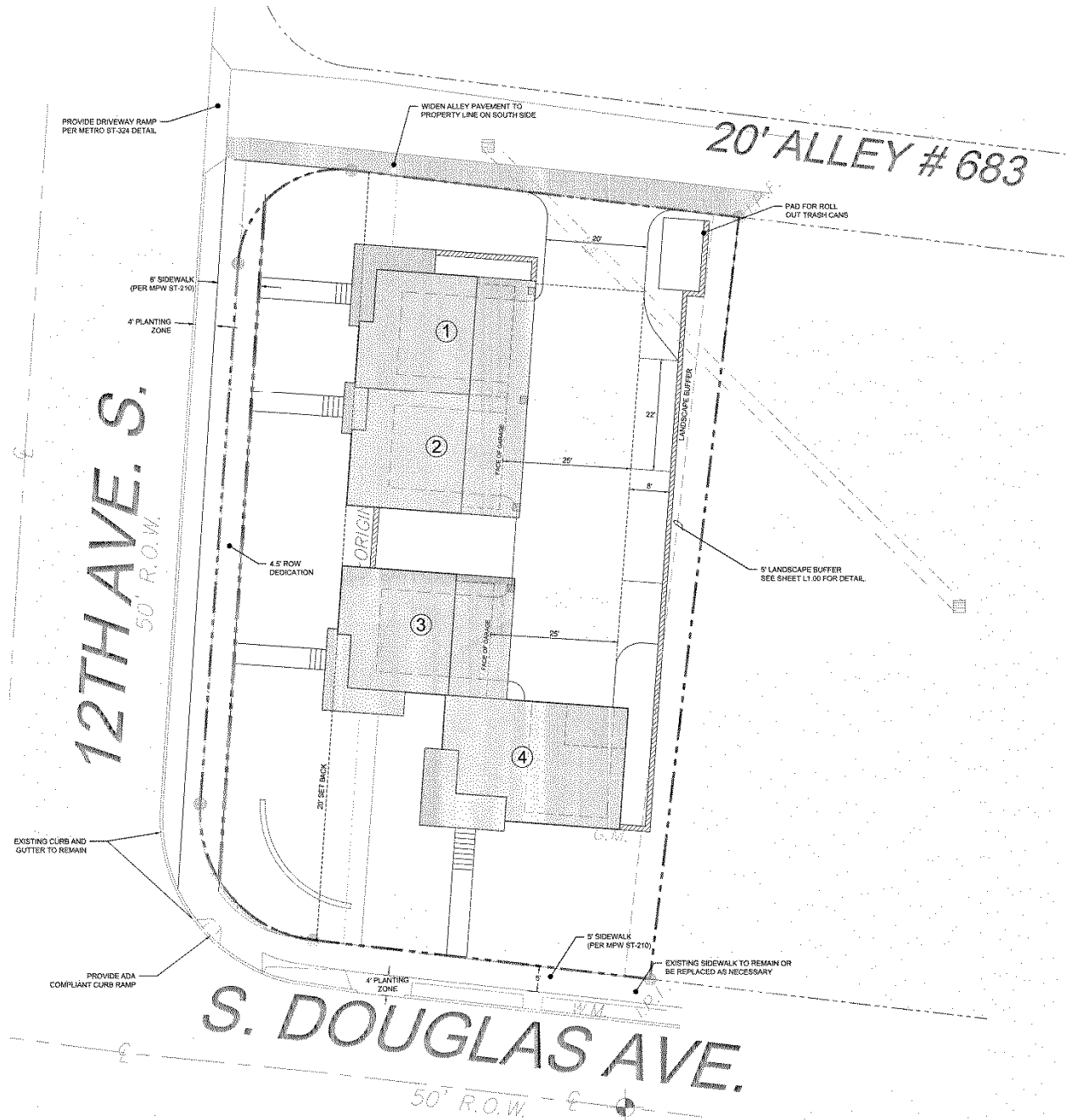
This request directs development to areas where infrastructure is already existing (i.e. sewer lines, roads) as opposed to areas where there are not adequate public facilities. This reduces the service constraints placed on Metro’s resources. The proposed request would also enhance walkability along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

GREEN HILLS- MIDTOWN COMMUNITY PLAN

T4 Urban Residential Corridor (T4 RC) is intended to preserve, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



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Proposed Site Plan



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Special Policy 10-12S-T4-RC-SD4

The intent of this special policy is to enhance the current developed condition of this central corridor and provide a mixture of housing types to meet the diverse needs of the neighborhood. Specific objectives outlined in this sub district include:

- Preserving historic homes.
- Rezone properties to SP with a density of RM15.
- Maintain and continue throughout the current sub district the current pattern of setbacks and spacing.
- Limit height to three stories at 35 feet with additional height allowed for raised foundations.
- Redevelop non-historic properties with flats, manor homes, and townhomes.
- Place buildings so that the primary pedestrian entrance is oriented to the street.
- Access buildings from alleys.
- Provide parking behind, beneath, or beside buildings.
- Construct buildings of high quality building material.
- For buildings on corners, utilize urban design techniques to ensure that the corner is addressed in a manner that recognizes its role as a focal point.

Consistent with Policy?

Yes. This request is consistent with the land use and special policy. The intent of the land use policy is to create urban residential corridors and is applied to prominent urban arterial-boulevard and collector-avenue corridors. Generally, buildings at the edges of this policy step down in height as they move closer to adjacent lower-intensity areas.

This proposal is appropriate for this site along a designated arterial-boulevard. This property is also located at the edge of the policy and provides a step down in height and massing to the adjacent property which is of lower intensity. The site plan achieves the design principals of the policy.

This request also achieves the objectives of the special policy. This property contains no historic homes and the applicant is proposing to redevelop this site with townhomes. The request to rezone to SP, with a density of 12.5 units per acre, is consistent with the special policy. This proposal is maintaining the current setbacks and spacing along 12th Avenue South and meets the height requirements. The design provides pedestrian entrances to the street and vehicular access is from an existing alley.

This proposal also is utilizing urban design techniques to ensure the corner is addressed in a manner that recognize its role as a focal point on a street corner by proposing wrap around porches with differentiated base and column materials.

PLAN DETAILS

This site is located at 1112 South Douglas Avenue at the intersection of 12th Avenue South and South Douglas. The site is approximately 0.32 acres and currently has no existing structures.

Site Plan

The plan proposes two sets of two attached residential structures for a total of four units. Three units would front onto 12th Avenue South and one unit would front onto South Douglas Avenue. All units would have a direct pedestrian connection to the public sidewalk.



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1 FRONT ELEVATION
10th AVENUE SOUTH SCALE: NTS



2 SIDE ELEVATION
ALLEY SCALE: NTS



3 REAR ELEVATION
REAR SCALE: NTS



4 FRONT ELEVATION
8th DOUGLAS AVENUE SCALE: NTS

Elevations



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Vehicular access is proposed from the existing alley (#683). There is an interior private driveway off the alley that would connect residents to their garages. All units would have two car garages providing for parking and two additional parking spaces provided on site.

There are currently substandard sidewalks present along 12th Avenue South and South Douglas Avenue; the proposal would upgrade them to include an eight foot sidewalk and a four foot planting strip along 12th Avenue South and a five foot sidewalk and four foot planting strip along South Douglas Avenue consistent with the Major and Collector Street Plan.

Architectural standards have been included for this development including 18"-36" raised foundations, porches that provide a minimum depth of six feet, and glazing requirements.

ANALYSIS

The proposed site plan is consistent with land use and special policy and supports two critical planning goals. This application would provide for a more pedestrian oriented design through the placement of buildings and enhancement of the pedestrian network. Structures are oriented towards the street and sidewalks will be improved to meet the Major and Collector Street Plan standards. This proposal would activate the public realm with the use of urban design techniques and creates a focal point, given its location at a street corner.

Staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Location of retaining wall subject to approval from MWS Engineering.

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.
- ROW dedication(s) are to be recorded prior to MPW signoff on the building permit.

TRAFFIC & PARKING RECOMMENDATION

Approved



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (230)	0.32	5.4 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)	0.32	-	4 U	32	3	4

Traffic changes between maximum: **R8** 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

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. FYI - shared private sewer service lines are against Metro Water policy. A variance must be approved by Metro Water for a shared sewer setup, before the Final SP can be approved. Also, retaining walls may not be built on top of MWS manholes. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

METRO SCHOOL BOARD REPORT

Projected student generation existing **R8** district 0 Elementary 0 Middle 0 High

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

The proposed SP- R zoning district would generate no additional student than what is typically generated under the R8 zoning district using the Urban Infill Factor. All three schools have been identified as having additional capacity. Students would attend Waverly-Belmont Elementary, J.T. Moore Middle School and Hillsboro High School. This information is based upon data from the school board last updated March 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? No
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? Yes, one single family residence.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the request is consistent with policy.



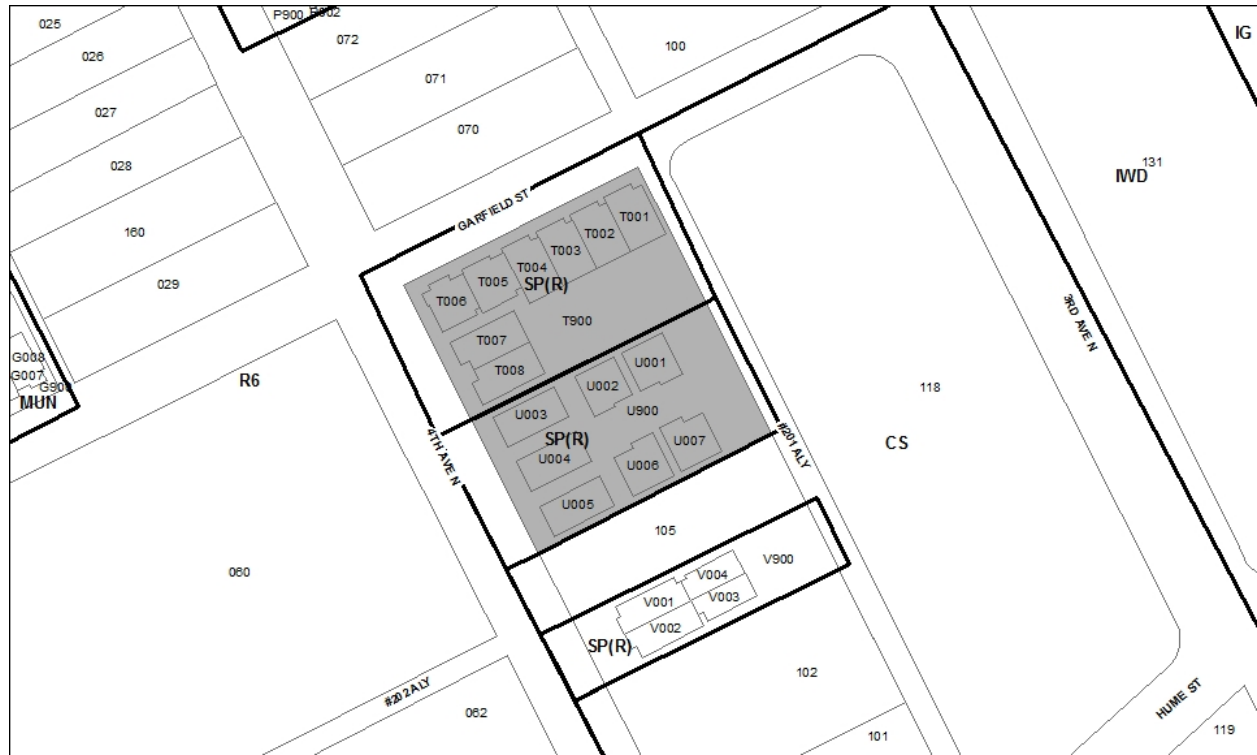
Metro Planning Commission Meeting of 9/8/2016

CONDITIONS

1. Uses shall be limited to up to four residential units.
2. The following design standards shall be added to the plan:
 - a. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
 - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
 - c. EIFS, vinyl siding and untreated wood shall be prohibited.
 - d. Porches shall provide a minimum of six feet of depth.
3. 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.
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 RM15-A zoning district as of the date of the applicable request or 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.



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2016SP-065-001

4TH AVENUE NORTH & GARFIELD SP

Map 082-05-0-T, Parcel(s) 001-008, 900

Map 082-05-0-U, Parcel(s) 001-007, 900

08, North Nashville

19 (Freddie O'Connell)



Project No. Specific Plan 2016SP-065-001
Project Name 4th Avenue North & Garfield SP
Council District 19 – O’Connell
School District 1 - Gentry
Requested by Dale & Associates, applicant; 4th & Garfield, LLC, owner.

Staff Reviewer Napier
Staff Recommendation *Approve with conditions and disapprove with all conditions.*

APPLICANT REQUEST
To permit 16 residential units.

Zone Change

A request to rezone from Specific Plan-Residential(SP-R) to Specific Plan-Residential(SP-R) zoning for various properties located on Garfield Street and 4th Avenue North, on the southeast corner of Garfield Street and 4th Avenue North, (0.8 acres) to permit 16 residential units.

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. This site consists of two previously approved SP plans, 2014SP-079-001 and 2015SP-002-002. Case number 2014SP-079-001 was approved in October of 2015 to permit up to seven detached residential dwelling units. Case number 2015SP-002-002 was approved in August of 2015 to permit up to eight detached residential dwelling units.

Proposed Zoning

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

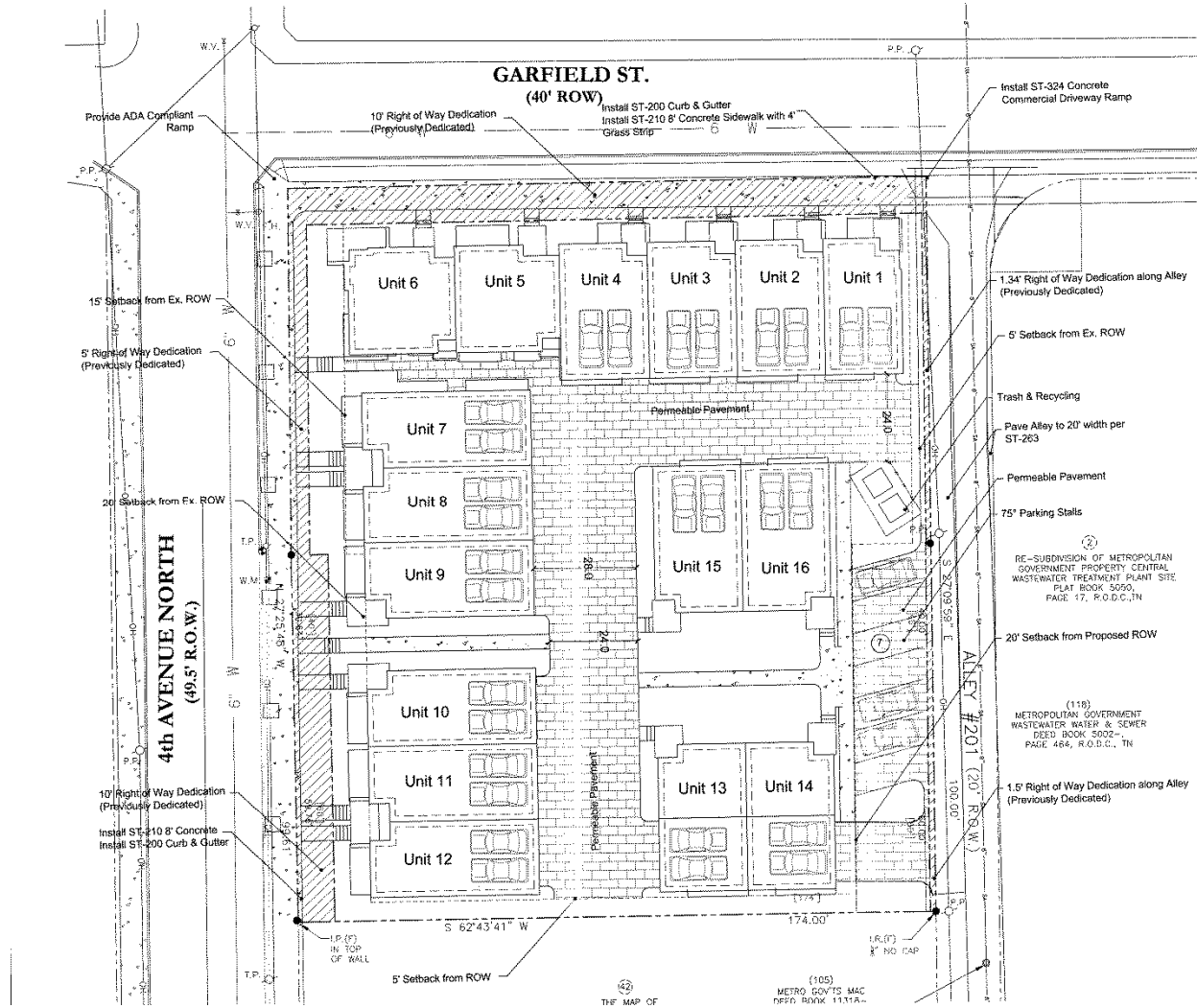
CRITICAL PLANNING GOALS

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

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 provide direct connection to the surrounding sidewalk network. This connection will allow for access to public transportation as well as a safe path of travel for pedestrians. 3rd Avenue North is approximately 225 feet away from the site which is an existing MTA bus route. This bus route will provide an alternative method of transportation for future residents of this site.



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Proposed Site Plan



Metro Planning Commission Meeting of 9/8/2016

NORTH NASHVILLE 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 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 rezoning to SP-R is consistent with the T4 Urban Neighborhood Evolving (T4 NE) policy and is appropriate given the site’s location in an urban area. The rezone would meet the goals of the policy by placing increased density in close proximity to alternative methods of transportation.

PLAN DETAILS

The site consists of four parcels located the northwest corner of Garfield Street and 4th Avenue North. The proposed SP includes 16 attached residential dwelling units. There will be 6 units that front 4th Avenue North and 6 units which front Garfield Street. The remaining four units will be located towards the interior of the site.

The site will be accessed from the existing alley to the rear of the site which connects to Garfield Street to the north. All units except for unit 5 and unit 6 will contain two car garages. The site plan also proposes parking along the alley to accommodate visitors and provide parking for units 5 and 6. The site plan shows sidewalks which meet the standards of the Major and Collector Street Plan. A 4 foot wide grass strip and a 5 foot wide sidewalk are being provided along 4th Avenue North and an 8 foot wide sidewalk and a 4 foot wide grass strip are being provided along Garfield Street. All units will have a pedestrian connection to the sidewalk network surrounding this site as well as pedestrian access to the parking located along the alley. Street trees within the grass strip are being provided along both 4th Avenue North and Garfield Street frontages.

Architectural standards have been included on the plan. The units are proposed to have heights ranging from 45 feet for units 1-12 to 38 feet for units 13-16. Staff has included a condition in regards to the height to step the height down for the southern most units, consistent with the previously approved specific plan. The property immediately adjacent to the south is within a Historic Landmark District.

ANALYSIS

This SP is the result of a combination of two previously approved SP plans which contained a total of 15 units. The requested rezoning is increasing the number of units to 16. The layout of the proposed SP is consistent with the previously approved plans although units have changed from detached to attached. Setbacks, building location, and parking location remain in keeping with the approved plans.

The SP is consistent with the T4 Urban Neighborhood Evolving (T4 NE) policy and meets several critical planning goals. The 16 attached residential units will provide a well-designed development



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in proximity the two collector streets, Garfield Street and 3rd Avenue North. The proposed SP is consistent with the land use polices, staff recommends approval with conditions.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

Fire Code issues will be addressed in the permit phase.

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.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. Please submit a revised availability study, reflecting the increased number of units over the current study, before Final SP submittal. If the increased number of units warrants a change in the approved construction plans, please submit revised plans for review and approval. (Must also happen before Final SP approval.)

STORMWATER RECOMMENDATION

Approved With Conditions

- Remove all notes of 80% TSS from plans.
- Add note stating that offsite improvements may be required.

TRAFFIC AND PARKING RECOMMENDATION

Approved

Maximum Uses in Existing Zoning District: SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential* (230)	0.4	-	8 U	60	6	7

Maximum Uses in Existing Zoning District: SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential* (230)	0.4	-	7 U	53	6	6

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)	0.8	-	16 U	131	12	14



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+18	-	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed zone change would not generate any additional students than what is typically generated under the existing SP-R zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl Cohn 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? No
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? 2

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses in the SP shall be limited to up to 16 residential units.
2. Units 10, 11, 12, 13, and 14 shall be limited to a maximum height of 35 feet to the roofline.
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 RM20 zoning district as of the date of the applicable request or application.
4. 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.
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 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.



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



SEE NEXT PAGE



Metro Planning Commission Meeting of 9/8/2016



2016SP-067-001
STERLING POINT SP
Map 091-09, Parcel(s) 277
Map 091-10, Parcel(s) 001
07, West Nashville
20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2016SP-067-001
Project Name	Sterling Point SP
Council District	20- Roberts
School District	09- Frogge
Requested by	4Site, Inc., applicant; Cynthia Black, owner.
Staff Reviewer	Deus
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
To permit 28 residential units.

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan-Residential (SP-R) zoning for properties located at 6006 and 6010 Sterling Street, at the southwest corner of Mackie Street and Sterling Street, (2.35 acres), to permit 28 residential units.

Existing Zoning

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

- Creates Walkable Neighborhoods
- Supports Infill Development

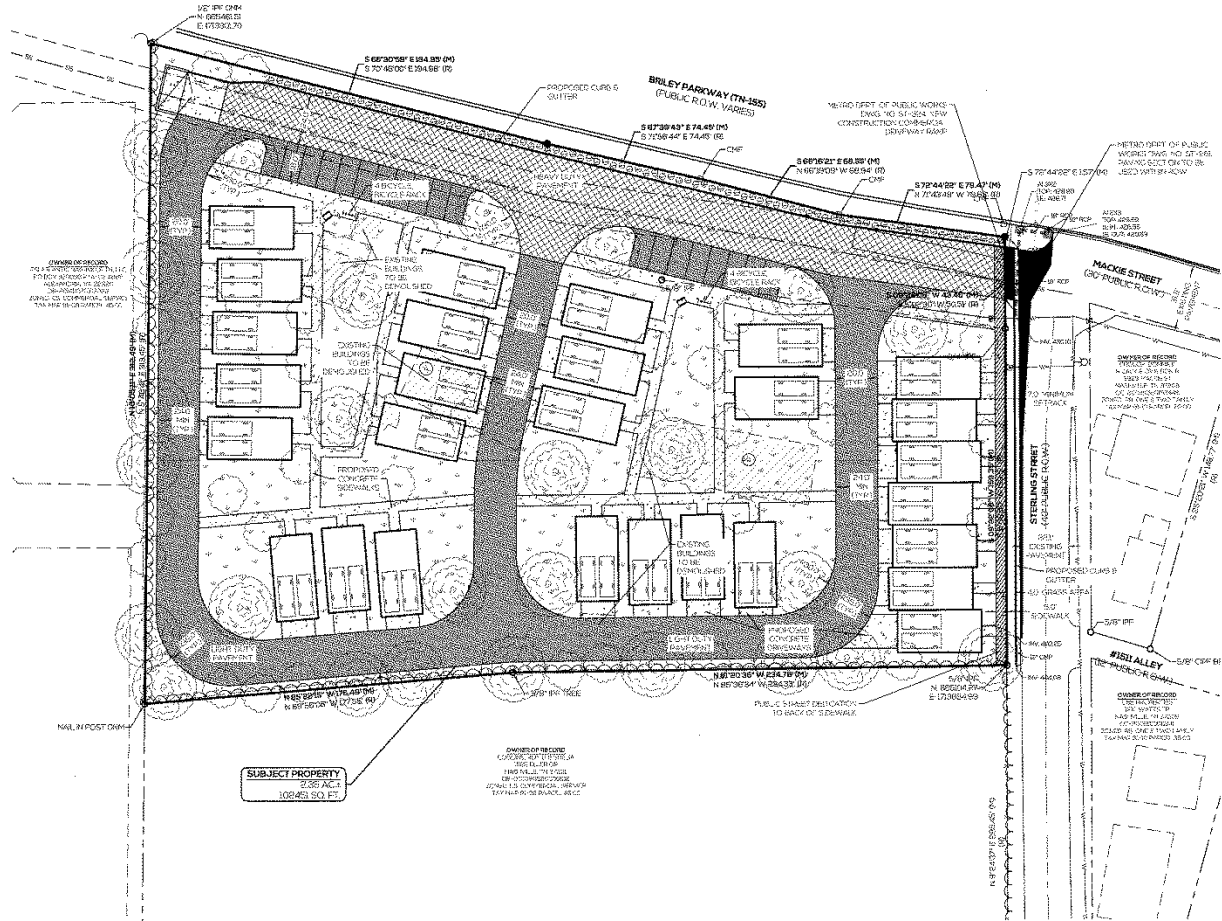
This request directs development to areas where infrastructure is already existing (i.e. sewer lines, roads) as opposed to areas where there are not adequate public facilities. This reduces the service constraints placed on Metro’s resources. The proposed request would also enhance walkability along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

WEST NASHVILLE 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 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.



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Proposed Site Plan



Metro Planning Commission Meeting of 9/8/2016

Consistent with Policy?

Yes. The properties consist of two large underdeveloped lots adjacent to a more established existing urban neighborhood. This application would produce a multi-family development in the form of detached and attached residential structures that would provide more intensity to the neighborhood and achieve more housing diversity. Furthermore, the site plan achieves the design principals of the policy.

This application would also move these properties into compliceance with the policy, as the present zoning allows for commercial uses in a residential land use policy.

PLAN DETAILS

This site is located at 6006 and 6010 Sterling Street at the terminus of Sterling Street. The site is approximately 2.35 acres and currently has two structures.

Site Plan

The plan proposes a multi-family residential development with 28 residential dwelling units. Attached residential units would front on Sterling Street. There would also be detached residential units towards the interior of the site that would front open space courtyards.

Vehicular access would come from Sterling Street. There is a private driveway that would connect residents to the interior units. All units would have two car garages providing for parking and there is additional parking provided towards the north of the site. This plan also proposes bicycle parking.

There are currently no sidewalks present on Sterling Street; the proposal would include a five foot sidewalk and a four foot planting strip consistent with local street standards. There are also internal sidewalks that are provided throughout the development that would connect the public sidewalk to all units within this development.

Architectural standards have been included for this development including 18"-36" raised foundations, porches that provide a minimum depth of six feet, and glazing requirements. These standards would enhance the public realm.

ANALYSIS

The proposed SP is consistent with the T4 Neighborhood Evolving policy and supports two critical planning goals. This application would provide for a more pedestrian oriented design through the placement of buildings and would activate the public realm with the use of urban design techniques. Given these reasons, staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Additional areas of water quality may be required (to be determined during construction drawing review).



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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.
- ROW dedication as shown on the plans, to the back of sidewalk, are to be recorded prior to the building permit approval by MPW.
- Remove note number 8, solid waste pickup is to be provided via the dumpster, as shown on the plans.

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Comply with Road comments.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.35	0.6 F	61, 419 SF	4947	116	459

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)	2.35	-	28 U	213	19	22

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-4,734	-97	-437

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 SCHOOL BOARD REPORT

Projected student generation existing **CS** district

0 Elementary 0 Middle 0 High

Projected student generation proposed **SP-R** district

5 Elementary 2 Middle 2 High



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The proposed SP- R zoning district would generate nine additional student than what is typically generated under the CS zoning district. All three schools have been identified as having additional capacity. Students would attend Cockrill Elementary, McKissack Middle School and Pearl-Cohn High School. This information is based upon data from the school board last updated March 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT

1. Will this project include any affordable or workforce housing units? No, these will be market rate units.
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 as the request is consistent with policy.

CONDITIONS

1. Uses within this SP shall be limited to up to 28 residential units.
2. The following design standards shall be added to the plan:
 - a. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
 - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
 - c. EIFS, vinyl siding and untreated wood shall be prohibited.
 - d. Porches shall provide a minimum of six feet of depth.
3. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
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 RM15-A zoning district as of the date of the applicable request or application.
5. 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.
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.



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2016SP-068-001

13TH AVENUE SOUTH & SIGLER SP

Map 093-13, Parcel(s) 219-220

10, Green Hills - Midtown

19 (Freddie O'Connell)



Project No.	Specific Plan 2016SP-068-001
Project Name	13th Avenue South & Sigler SP
Council District	19- O'Connell
School District	05 - Buggs
Requested by	Smith Gee Studio, applicant; Alice & Bobby Fanning, Angela Parks, owners.
Staff Reviewer	Sharp
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit 11 multi-family units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) and Specific Plan-Residential (SP-R) to Specific Plan-Residential (SP-R) zoning for properties located at 1116 and 1118 Sigler Street, at the northeast corner of Sigler Street and 13th Avenue South (0.5 acres), to permit 11 multi-family 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 2 lots with 2 duplex lots for a total of 4 units.*

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.

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.

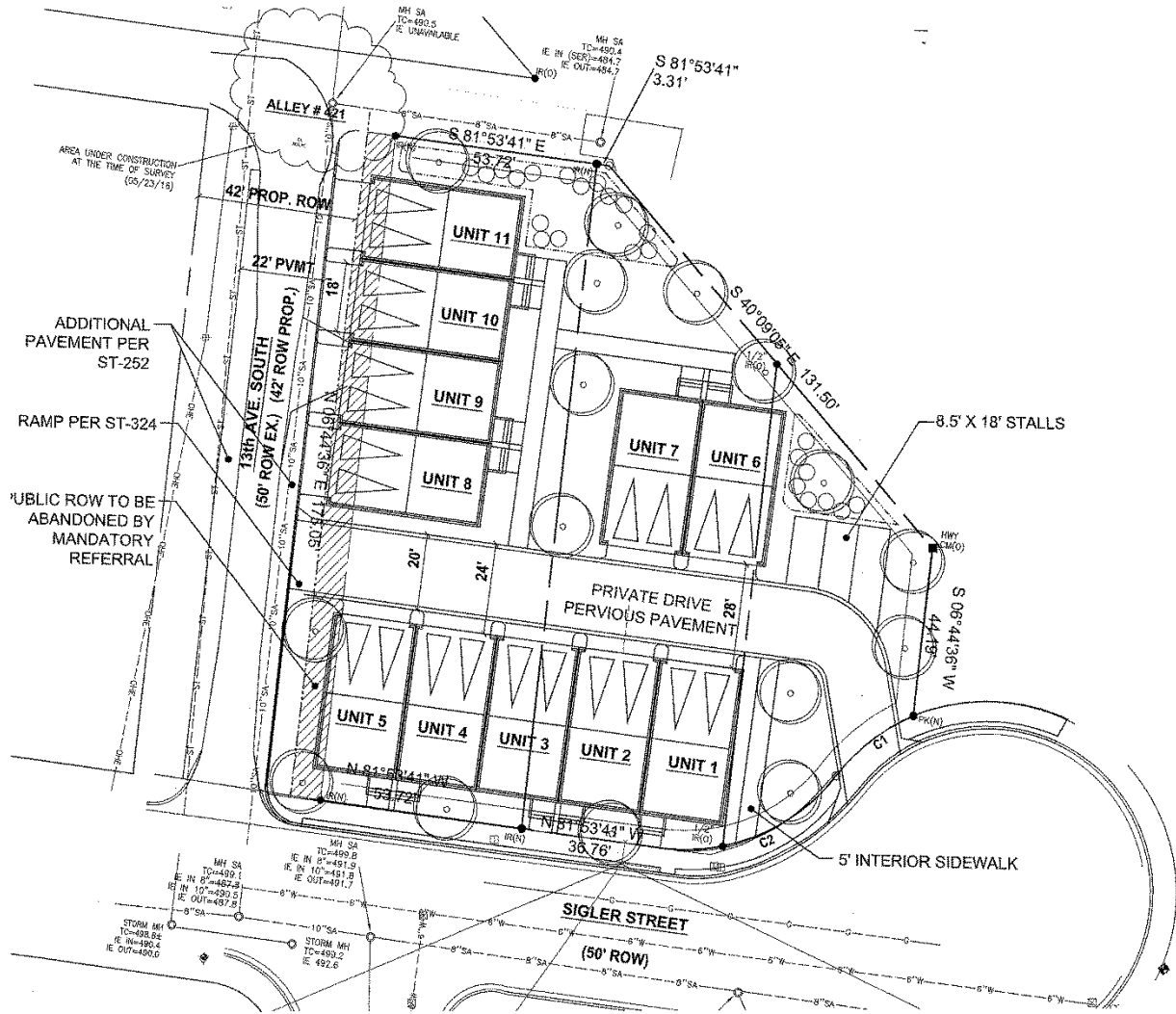
CRITICAL PLANNING GOALS

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

This request creates an opportunity for urban development that fills 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 proposed multi-family units would complement the diversity of housing options present in the area and provide additional housing choice. Additional housing options are important to serve a wide range of people with different housing needs who may wish to dwell in the same neighborhood. Higher densities accompanying infill development foster walkability and support public transportation. A



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Proposed Site Plan



Metro Planning Commission Meeting of 9/8/2016

complete sidewalk network connects the site to existing transit routes along 12th Avenue South. Internal sidewalks and strong connections between the building entrances on Sigler Street and the existing sidewalk further promote walkability.

GREEN HILLS-MIDTOWN 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 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 SP is consistent with the T4 Urban Neighborhood Evolving policy. The plan provides additional housing choices in an area with infrastructure that supports multiple modes of transportation. The plan proposes shallow setbacks with strong connections between building entrances and sidewalks. The neighborhood has a complete sidewalk network and the site is in reasonable walking distance of public transit options along 12th Avenue South.

PLAN DETAILS

The site is located on the north side of Sigler Street at 1116 and 1118 Sigler Street, directly east of 13th Avenue South. The site is approximately 0.5 acres and contains two lots. There is an existing single-family residential unit on each lot.

Site Plan

The plan calls for eleven multi-family residential units. Five units address Sigler Street and will feature either porches or stoops that connect to the existing sidewalk along Sigler Street. Two units face north toward downtown and are connected by an internal sidewalk to an interior courtyard on the northern half of the property. Four units take access from 13th Avenue South and front this internal courtyard. The plan proposes an internal sidewalk connection between the private drive aisle and the sidewalk along Sigler Street and has sidewalks along the internal courtyard. All six units adjacent to the courtyard have strong connections between their main entrances and the sidewalk in the form of steps leading to the sidewalk. All units have two-car garages. The five units along Sigler Street and the two northern facing units are accessed from a private drive aisle. Additionally, there are three surface parking spaces for guests. All units are limited to a maximum height of three stories in 40 feet. The plan provides architectural guidelines relating to building orientation, building facades, glazing, finished floor elevations, and porches. The plan prohibits vinyl siding, EFIS and untreated wood finishes. Final architectural elevations will be provided with the final site plan.

ANALYSIS

Staff recommends approval as the proposed plan is in proximity to the 12th Avenue South corridor and would increase housing diversity while providing appropriate urban form. The neighborhood is



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served by infrastructure that encourages multiple modes of transportation and supports the increased density called for by the policy. The proposal also meets several critical planning goals.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues will be addressed in the permit phase

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.
- The proposed project requires construction of residences within the dedicated public ROW. Therefore this project requires a mandatory referral for ROW abandonment prior to Final SP approval by MPW. Units 5 and 8 thru 11 are within the 13th Ave ROW.
- Project exceeds MPW threshold for roll off carts, thus dumpster is required within the development.

TRAFFIC AND PARKING RECOMMENDATION

Approved

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.2	7.26 D	2 U	20	2	3

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (230)	0.3		5 U	39	4	5

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)	0.5	-	11 U	95	9	10



Metro Planning Commission Meeting of 9/8/2016

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+36	+3	+2

STORMWATER RECOMMENDATION

Approved with conditions

- Remove any notes concerning 80% TSS.

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 SCHOOL BOARD REPORT

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

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

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

The proposed SP-R zoning district would not generate additional students from what is typically generated under the existing R6 and SP-R zoning districts. Students would attend Eakin Elementary, West End Middle School, and Hillsboro High School. 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
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 as the request is consistent with policy and supports several critical planning goals.

CONDITIONS

1. Uses within the SP shall be limited to up to 11 multifamily units.
2. Prior to the submittal of a final site plan, a mandatory referral for the abandonment of right-of-way of 13th Avenue South shall be approved by Metro Council. If a mandatory referral is not approved by Metro Council, any final site plans must be modified to remove proposed structures from the right-of-way and a reduction of units may be required before approval of the final site plan will be given.
3. Functional porches shall be provided for units fronting Sigler Street. Porches shall be a minimum of 6 feet in depth.



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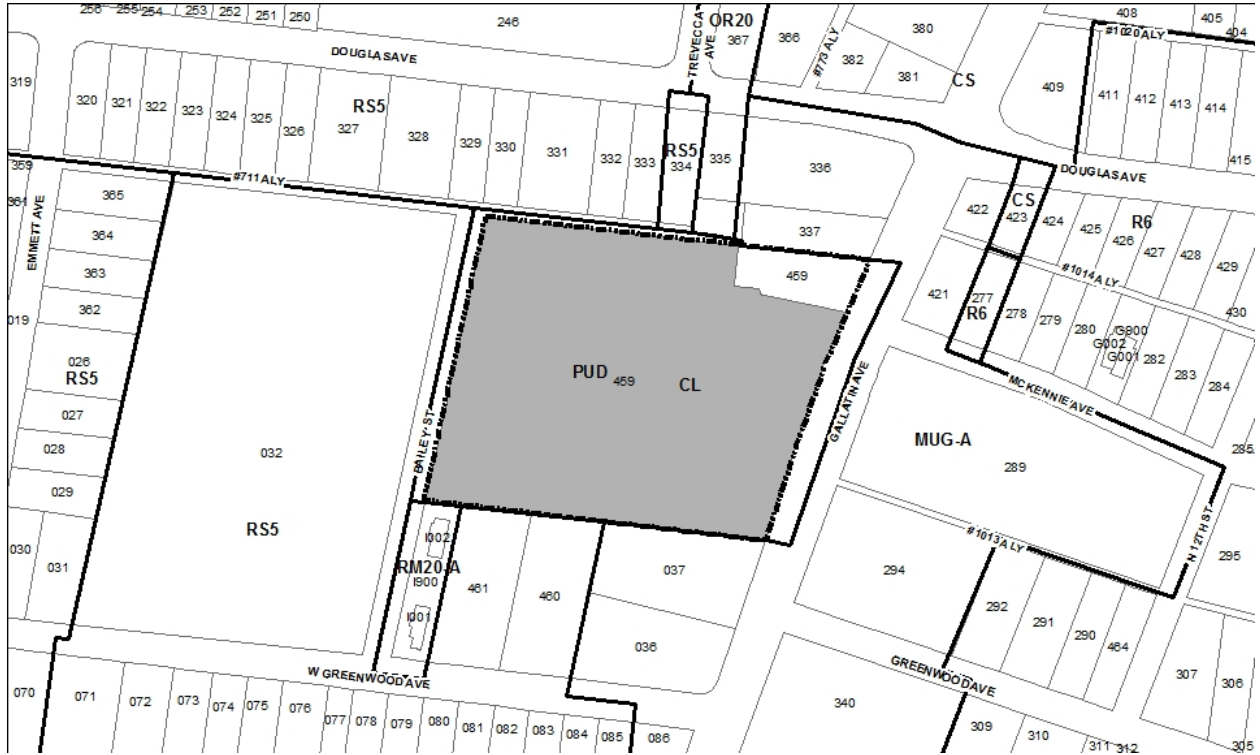
4. Required replacement trees to meet the requirements of the Chapter 17.24 - Landscaping, Buffering and Tree Replacement section of the zoning code shall be a minimum of 4 inches caliper or an appropriate replacement specified by the urban forester that is suitable for this site.
5. The Preliminary 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. 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. Uses are limited as described in the Council ordinance.
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. The final site plan shall label all internal driveways as "Private Driveways." A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association."
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.



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2003P-019-006/2016SP-069-001
MCKENNIE NEIGHBORHOOD MARKET (PUD CANCELLATION)/
1216 GALLATIN AVENUE SP
Map 083-01, Parcel(s) 459
05, East Nashville
05 (Scott Davis)



Project No.	Planned Unit Development 2003P-019-006 Specific Plan 2016SP-069-001
Project Name	1216 Gallatin Avenue
Council District	05 – S. Davis
School District	5 - Buggs
Requested by	Gresham Smith & Partners, applicant; CK Spacemax Nashville, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Cancel the PUD and approve the SP with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixture of commercial uses and self-service storage and PUD cancellation.

Cancel PUD

A request for cancellation of a portion of the Planned Unit Development Overlay District located at 1216 Gallatin Avenue, approximately 240 feet southwest of Douglas Avenue, zoned Commercial Limited (CL) (4.46 acres).

Zone Change

A request to rezone from Commercial Limited (CL) to Specific Plan-Commercial (SP-C) zoning for property located at 1216 Gallatin Avenue, approximately 240 feet southwest of Douglas Avenue, within a Planned Unit Development, (4.46 acres), to permit a mixture of commercial uses and self-service storage.

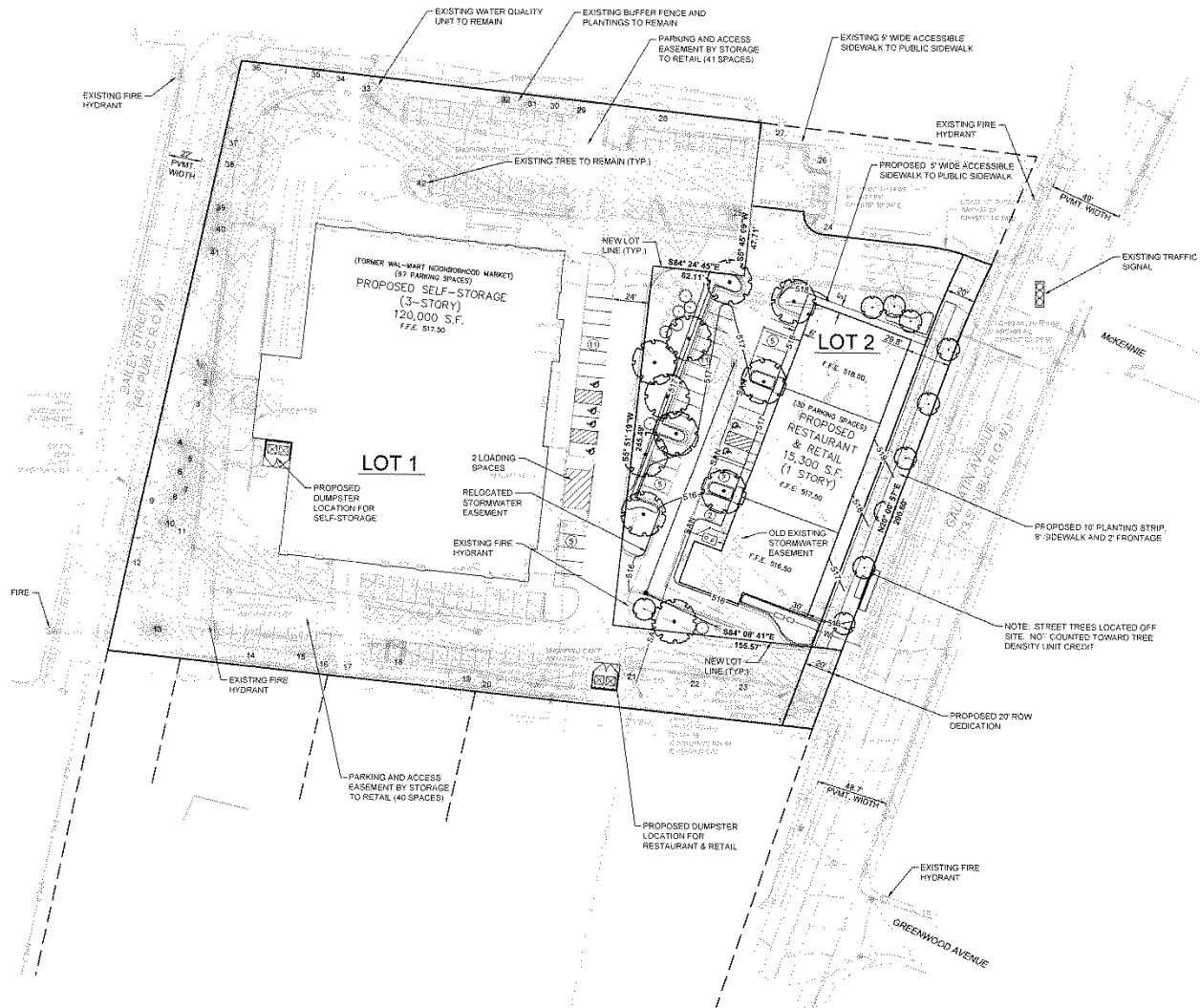
Existing Zoning

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

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.



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Proposed Site Plan



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Proposed Zoning

Specific Plan-Commercial (SP-C) 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 commercial uses.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The required sidewalk improvements on Gallatin Avenue fronting this parcel will provide direct connections to the surrounding sidewalk network. This connection will allow for access to public transportation as well as a safe path of travel for pedestrians. Gallatin Avenue is located on an existing MTA bus route which provides an alternative method of transportation.

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Community Center (T4 CC) is intended to enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. This request is consistent with policy as the intent of this policy is to create urban community centers which contain commercial and mixed uses. The proposed zoning of SP-C and associated PUD cancellation is consistent with the T4 Urban Community Center Policy. This policy is applied to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, which is situated to serve an urban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access such as an arterial-boulevard or collector-avenue.

This request achieves the policy's intent. The use of self-storage and commercial for the site is identified as appropriate uses within the policy guidelines. While the site has been previously developed the proposed structures will further the goals of the policy by adhering to the design principles for structures, connectivity, and parking.

PLAN DETAILS

There is currently an empty commercial structure on this site which originally operated as a grocery store. This structure contains 39,690 square feet of floor area. The proposed use shown within the existing structure is for self-service storage. Elevations provided with the site plan indicate the existing structure will be renovated accommodate three stories of storage space. The improvements to the structure will result in a total of 120,000 square feet of self-service storage use. The proposed height of the self-service storage facility is 40 feet.



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The proposed SP includes 15,300 square feet of new restaurant and retail space, which will address Gallatin Avenue. This will be a multi-tenant structure which provides entrances from the parking in the rear of the structure and entrances along Gallatin Avenue. The SP proposes a total of 130 parking spaces, the majority of which currently exist on site. This SP includes a new 8 foot wide sidewalk and a 10 foot wide grass planting strip along Gallatin Avenue. The site will be accessed by two existing driveways connecting to Gallatin Avenue.

Trees will be provided on site to comply with Metro Nashville's tree density requirements when final construction documents are submitted for review. The existing structure is well screened along Bailey Street to the rear, with a six foot wood fence and several dense mature trees providing a landscape buffer along the entire frontage of Bailey Street.

Conceptual building elevations have been provided within the SP. Final elevations will be reviewed with the submittal of the final site plan for consistency with submitted conceptual elevations.

ANALYSIS

The site is located at 1216 Gallatin Avenue and currently consists of a single parcel, with a vacant structure which was previously developed and used for a grocery store. The plan proposes to subdivide the existing parcel into two lots. This site contains frontage on Gallatin Avenue and Bailey Street to the rear. The property is currently zoned CL with a PUD overlay which allows for various commercial uses.

The SP is consistent with the current T4 Urban Community Center and meets several critical planning goals. The policy states, mixed use, commercial, and institutional buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. The site plan shows the new structures will be built with 18 feet of the proposed sidewalk with the separation due to an additional planting strip behind the sidewalk. The site plan provides a 10 foot wide outdoor patio area along the entire frontage of Gallatin Avenue which will appropriately address the public realm of the Gallatin Avenue corridor. The building form is consistent with the existing T4 Urban development pattern as the height and massing of the proposed structure provide an appropriate transition to the public realm along Gallatin Avenue. There are several low rise structures located to the north and south of the site as well as across Gallatin Avenue, therefore the proposed height of 24 for the restaurant and retail uses structures fronting Gallatin Avenue will be within an appropriate scale for the surrounding area.

This infill development will provide goods and services for the existing residents within the surrounding neighborhood and in doing so could capture vehicular trips that would otherwise increase traffic along Gallatin Avenue. The existing and required upgrades to the sidewalk network will also meet the goals of the policy for increased connectivity for pedestrian and bicycle oriented traffic.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

Fire Code issues will be addressed in the permit phase.



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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.
- 8.25' ROW dedication as described on the plan is to be recorded prior to the building permit approval by MPW.
- Submit copy of shared parking and off site dumpster and recycling container agreement to MPW prior to MPW sign off on the building permit.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.
- If this site is subdivided as shown on the Preliminary SP plan, then a public sewer extension will be needed. (Southern lot line of Lot #2 falls short of terminal public manhole.) If so, please acquire approval of public sewer construction plans, before the Final SP can be approved.

STORMWATER RECOMMENDATION

Approved with conditions

- Add C/D Note to plans:
- Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP.)

TRAFFIC AND PARKING RECOMMENDATION

Approved

Maximum Uses in Existing Zoning District: CL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	4.46	0.6 F	116,566 SF	7503	169	705

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
Retail (814)		-	15,300 SF	693	20	59

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
Warehousing (150)		-	120,000 SF	428	92	67



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Traffic changes between maximum: CL and SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-6,382	-57	-579

STAFF RECOMMENDATION

Staff recommends cancellation of the PUD and approval of the SP with conditions and disapproval without all conditions.

CONDITIONS

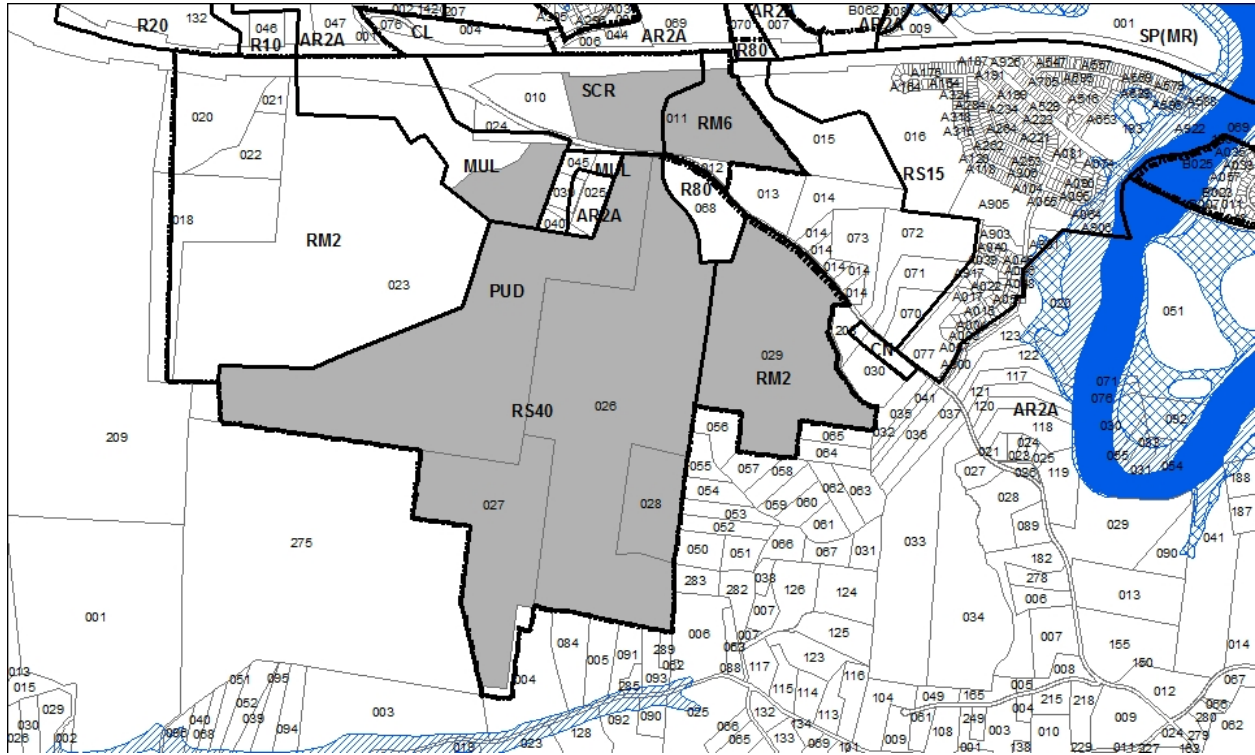
1. Uses in the SP shall be limited to self-service storage, restaurant and retail uses.
2. A minimum 8 foot wide sidewalk and 10 foot wide planting strip is required along Gallatin Avenue.
3. Final elevations consistent with conceptual elevations shall be submitted for review and approval with the final site plan submittal.
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 CL 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. 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.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions.
8. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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84-85P-002

BILTMORE PUD

Map 140, Parcel(s) 011, 026-029

Map 140, Part of Parcel 023

06, Bellevue

35 (Dave Rosenberg)



Project No.	Planned Unit Development 84-85P-002
Project Name	Biltmore PUD
Council District	35 – Rosenberg
School District	9 – Frogge
Requested by	Ragan-Smith & Associates, applicant; JMJ Development, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Revise a portion of a Planned Unit Development to permit residential and commercial uses.

Revise Preliminary PUD

Request to revise the preliminary plan for a portion of a Planned Unit Development Overlay District for properties located at McCrory Lane (unnumbered), Newsom Station Road (unnumbered), and 8101 McCrory, zoned Single-Family Residential Districts (RS40), Multi-Family Residential Districts (RM2), Multi-Family Residential Districts (RM6), Mixed Use Limited (MUL), and Shopping Center Regional (SCR), (1151.53 acres), to permit 441 single-family lots, 360 townhomes, 596 multi-family, 653,400 square feet of retail, restaurant, office, and hotel uses, where 441 single-family lots, 576 townhomes, 380 multi-family, and 852,500 square feet of retail, restaurant, office, and hotel uses were previously approved.

Existing Zoning

Single-Family Residential Districts (RS40) requires a minimum 80,000 square foot lot and is intended for single-family dwellings at a density of .46 dwelling units per acre.

Multi-Family Residential Districts (RM2) is intended for single-family, duplex, and multi-family dwellings at a density of two dwelling units per acre.

Multi-Family Residential Districts (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre.

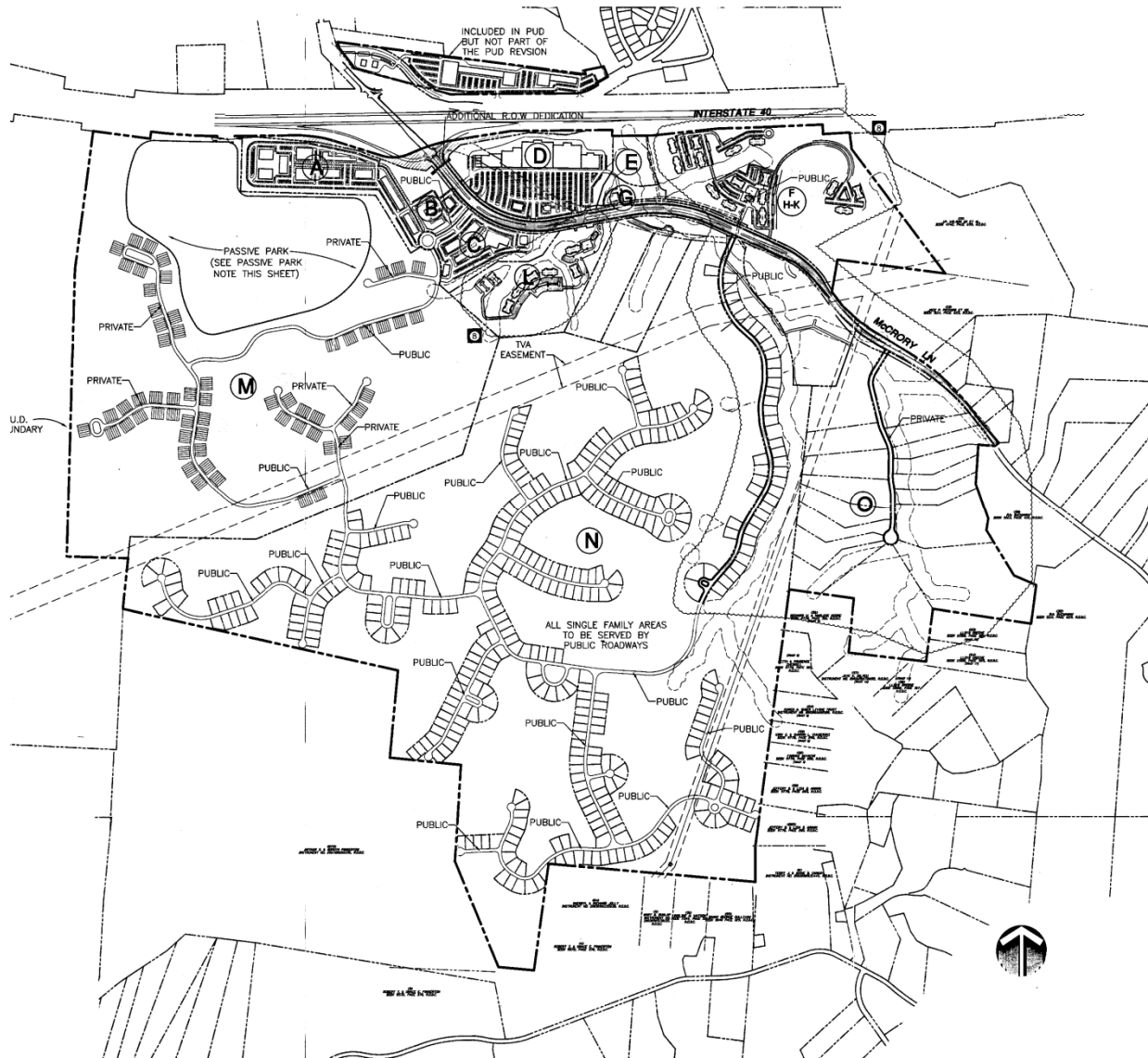
Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional market area.

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



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Proposed Site Plan



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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. This PUD plan In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The subject PUD is approved for a variety of residential and commercial uses.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The subject site is located along the east and west side of McCrory Lane, south of I-40. The site is vacant and has some steep slopes and streams on the property.

The original PUD was approved in 1985 and has been revised numerous times over the years. The entire PUD includes lands on the north and south side of I-40. The site is approved for a variety of commercial uses, including retail, office, restaurant and hotel.

Site Plan

The proposed plan is consistent with the PUD plan approved by the Planning Commission on July 26, 2007. The proposed revision to the preliminary plan will decrease the square footage of commercial uses from 852,500 sq. ft. to 653,400 sq. ft. The proposed revision the preliminary plan will make minor changes to the amount and location of residential units from 441 single-family lots, 576 townhomes, 380 multi-family units, to 441 single-family lots, 360 townhomes, and 596 multi-family units.

Phases A, C, F, H, I, J, K, L, M, N and O of the PUD are impacted by the proposed revision. Building placement has changed slightly in these sections.

Changes in residential phases:

- Sections F, H-J were previously approved as retail, and are now proposed as multi-family.
- Section O was previously proposed as townhomes and is now proposed as single-family

Changes in commercial phases:

- The hotel(s) previously approved in Section I and J have been moved to Section A. Total square feet /number of rooms is unchanged.
- The reduction in total office square feet is a result of the reduction of office in Section A.
- The reduction in total retail square feet is a result of retail moving from Sections A and F.

The proposed revision slightly changes some building orientation and parking layout due to the change in uses and location. This revision is consistent with the Council approved PUD plan in terms of uses, access points, and connectivity. Section E is still proposed as floodplain where no development will occur. The request for revisions is consistent with the approved realignment of McCrory Lane in 2007. Final PUD approval for each individual building site shall be required.



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ANALYSIS

The request is consistent with the overall concept of the Council approved plan. The proposed uses are consistent with the Council approved plan. Since the proposed revision is consistent with the overall concept of the Council approved PUD plan, then staff finds that the proposed changes to the previous plan for this site is a minor modification.

Section 17.40.120.F permits the Planning Commission to approve revisions under certain conditions:

F) Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:

- a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
- b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
- c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
- d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
- e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Returned for corrections

- Show undisturbed buffers (per Metro GIS). Some buffers were not observed. For any streams that may be WWC, provide buffers or an approved stream determination showing the conveyances are not streams. Also, some streams within the vicinity appear to drain over a square mile.
- Provide a more detailed Water Quality Concept (shall be designed to meet LID). Also, areas of bypass is observed.

WATER SERVICES

N/A – Harpeth Valley Utility District

HARPTH VALLEY UTILITY DISTRICT

Approved



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PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Phase 1 of the development plan shall consist of no more than 400 units. With Phase 1, the Developer shall construct roadway improvements for McCrory Lane per the 2016 TIS recommendations and as listed below.
- Prior to any future Final PUD Plan approvals, Developer shall submit an updated PUD plan and an updated TIS with revised traffic recommendations.
- In the absence of a requested PUD amendment by Developer, Developer shall construct roadway improvements to the NB approach of McCrory Lane at I-40 to address the skewed alignment and also construct recommended roadway improvements per the 2016 TIS findings and recommendations.

A. Phase 1 (Sections F & H-K)

1. McCrory Lane at Biltmore PUD Sections F and H-K Access

- A southbound left-turn lane shall be installed on McCrory Lane at the entrance to Sections F and H-K. The left-turn lane should be installed prior to the completion of 100 apartment units in Sections F and H-K. The left turn lane should have a storage length of 125 feet with bay and departure tapers per AASHTO and MUTCD recommendations.
- The access to Sections F and H-K should include two lanes, one for traffic entering the site and one for traffic exiting the site. The total width of the access should be a minimum of 24 feet.
- Intersection sight distance per AASHTO recommendations should be confirmed for the access to Section L during the preparation, review, and approval of site plans and construction documents for this section.

2. McCrory Lane at Interstate 40 Westbound Ramps

- The developer shall submit a signal warrant analysis for the I-40WB off and on ramps/McCrory Lane intersection. If and when warranted, developer shall design and install traffic signal when approved by metro traffic engineer.
- Based on the existing exit ramp geometry, some minor realignment may be necessary as part of a future traffic signal installation. The preparation of a traffic signal plan for this intersection should include a review of the existing ramp geometry and improvements to the layout or storage lengths, if needed.

B. Phase 2 (Section L)

- A northbound left turn lane shall be installed on McCrory Lane at the entrance to Section L. The left turn lane should be installed with the first phase of Section L development. The left turn lane should have a storage length of 125 feet with bay and departure tapers per AASHTO and MUTCD recommendations.
- The access to Section L should include two lanes, one for traffic entering the site and one for traffic exiting the site. The total width of the access should be a minimum of 24 feet.



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- Intersection sight distance per AASHTO recommendations should be confirmed for the access to Section L during the preparation, review, and approval of site plans and construction documents for this section.

C. Biltmore PUD 50% Full Build Out

- The traffic recommendations and conditions for the Biltmore PUD at 50% build out should be implemented per the comprehensive Biltmore PUD traffic impact study (dated May 10, 2005) and the currently approved Biltmore PUD Ordinance (PUD # 84-85-P).

D. Biltmore PUD 100% Full Build Out

- The traffic recommendations and conditions for the Biltmore PUD at 100% build out should be implemented per the comprehensive Biltmore PUD traffic impact study (dated May 10, 2005) and the currently approved Biltmore PUD Ordinance (PUD # 84-85-P).

STAFF RECOMMENDATION

Staff recommends indefinite deferral.

CONDITIONS (if approved)

1. Comply with all conditions of Traffic and Parking, including improvements required by the 2016 TIS.
2. All conditions of BL2005-695 remain in effect and shall be completed with future phases.
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. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. 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.
7. 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.
8. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to the issuance of any permit for this property, and in any event no later than 120 days after the date of conditional approval by the Planning Commission. Failure to submit a corrected copy of the final PUD site plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.



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2016Z-099PR-001
Map 071-15, Parcel(s) 295
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2016Z-099PR-001
Council District	5 – S. Davis
School District	5 – Buggs
Requested by	James Endsley, applicant and owner.
Staff Reviewer	Swaggart
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from SP-R to R6-A.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 1235 Joseph Avenue, at the southeast corner of Douglas Avenue and Joseph Avenue, (0.19 acres).

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 permits all uses that are permitted in the RS5 zoning district with the addition of detached accessory dwelling units (DADU). It would permit up to one unit with one DADU.*

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. *R6 would permit a maximum of two units.*

CRITICAL PLANNING GOALS

- 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 R6-A would also enhance walkability along both streets through the orientation of buildings and enhancement of the pedestrian network.

EAST NASHVILLE COMMUNITY PLAN

T4 Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that fit in with the general character of existing urban neighborhoods, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller 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.

Consistent with Policy?

Yes. The proposed R6-A district is a zoning district that is supported by the T4 NE policy. The alternative designation requires shallow setbacks and alley access which is consistent with an urban



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consistent with the policy. Corner lots also provide for an opportunity to have a unit face each street.

ANALYSIS

The proposed zoning is an appropriate zoning for the Urban Neighborhood Evolving policy. The property is located on a corner which is an ideal location for additional housing. Douglas Avenue is a collector street and the lot is located within close proximity to Dickerson Pike which allows for future residents to walk to services and utilize existing transit.

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: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.19		1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.19	7.26 D	2 U	20	2	3

*Based on two-family lots

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

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



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METRO SCHOOL BOARD REPORT

The proposed R6-A zoning district would not generate any additional students that what would typically be generated under the existing SP-R zoning district. Students would attend Shwab 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 (information provided by applicant)

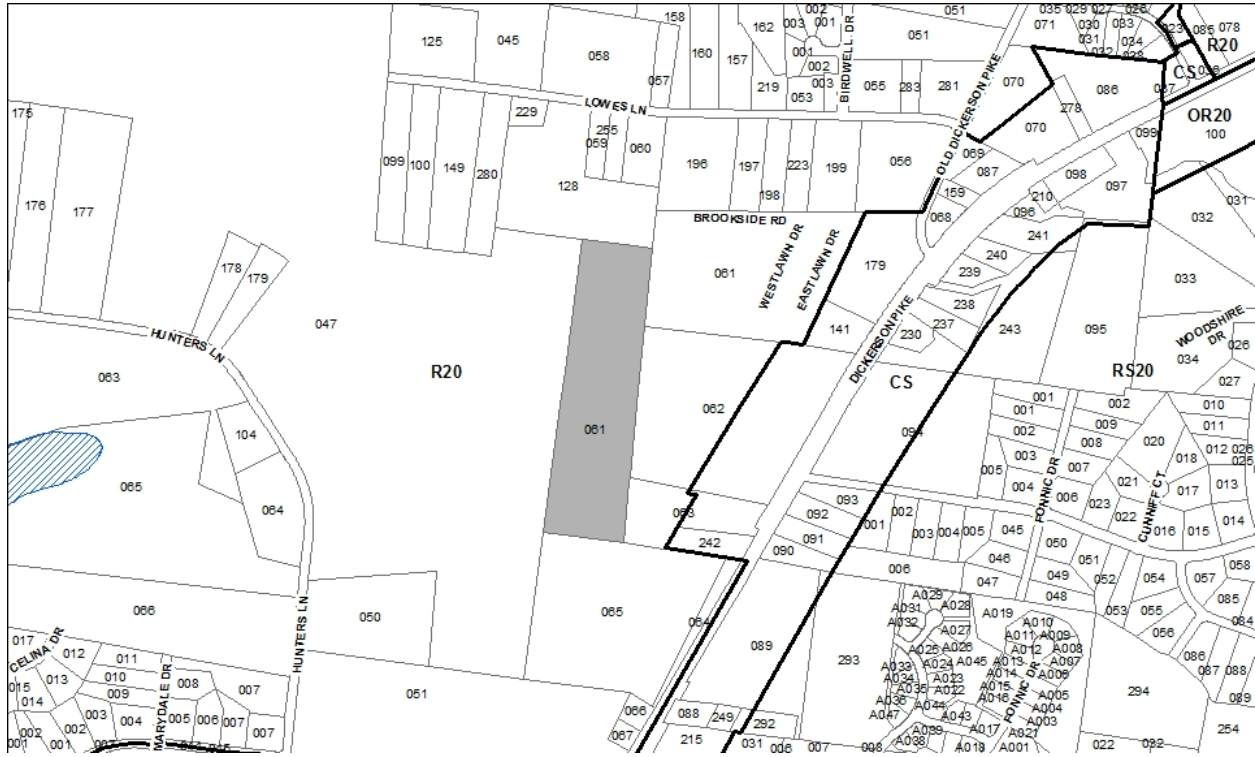
1. Will this project include any affordable or workforce housing units? No
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval of the proposed R6-A zoning district as it is consistent with the T4 NE land use policy. It also supports infill development, which is a critical planning goal.



Metro Planning Commission Meeting of 9/8/2016



2016Z-101PR-001
Map 033, Parcel(s) 061
02, Parkwood - Union Hill
03 (Brenda Haywood)



Project No. **Zone Change 2016Z-101PR-001**
Council District 3 - Haywood
School District 3 – Speering
Requested by Tune, Entrekin & White, PC, applicant; UMH TN Trailmont, LLC, owner.

Staff Reviewer Swaggart
Staff Recommendation *Defer until the property has been consolidated with property adjacent to Dickerson Pike in order to meet zoning requirement for street access, or disapprove. If the property is consolidated prior to the Planning Commission meeting, staff recommends approval.*

APPLICANT REQUEST
Zone change from R20 to MHP.

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Mobile Home Park (MHP) zoning for property located at Dickerson Pike (unnumbered), west of the terminus of Hillcrest Road, (14.12 acres).

Existing Zoning

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. *R20 would permit a maximum of 30 lots with seven duplex lots for a total of 37 units.*

Proposed Zoning

Mobile Home Park (MHP) requires a minimum two acre lot size and is intended for mobile homes at nine units per acre. *MHP would permit a maximum of 127 units.*

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

T3 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 MHP zoning district is consistent with the T3 NE policy, as it provides for additional housing near Dickerson Pike which is a major corridor.



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ANALYSIS

Mobile Home Parks are permitted with conditions. The conditions are as follows:

1. Minimum size of park: Two acres under single ownership.
2. Maximum density: Nine homes per acre.
3. Landscape Buffer Yard. Where the perimeter of a mobile home park development abuts an R/R-A or RS/RS-A zone district, a minimum of landscape buffer yard Standard B-3 (fifteen feet) shall be applied, and where the development abuts a public street the minimum width of the buffer yard shall be C-2 (thirty feet).
4. Open Space. A minimum of ten percent of the total land area within the MHP, excluding roadways, drives, off-street parking areas and required setbacks, shall be designated as open space.
5. Mobile Home Park. Mobile home dwellings shall be permitted in a mobile home park on a two acre minimum tract under single ownership provided:
 - a. Minimum lot area: Four thousand square feet per each individual lot or lease plot.
 - b. Minimum lot width: Minimum of forty feet.
 - c. Setbacks:
 1. Public/private street or private drive: Minimum of twenty feet.
 2. Rear property or lease line: Minimum of ten feet.
 3. Side property or lease line: Minimum of ten feet.
 - d. Maximum height of any structure within the MHP: Thirty feet.
 - e. Maximum floor area ratio (non-residential): .60.
 - f. Maximum impervious surface ratio: .70.
 - g. Street Standard. The mobile home park shall have direct access to an abutting improved public street designated or proposed as an arterial or collector street on the Major Street Plan. At a minimum, access and circulation within the park shall be provided by a paved driveway with a minimum width of twenty-four feet, permanently maintained by the landowner through conveyance of a private easement on a recorded property plat. If the paved driveway has visitor parking along it, the minimum pavement width of the driveway shall be increased to twenty-seven feet.
 - h. Sidewalk. A sidewalk with a minimum width of four feet shall be provided along one side of all private drives within the MHP.
 - i. Tenant Storage. A minimum of ninety cubic feet of enclosed tenant storage space shall be provided. The skirting of the undercarriage shall not be used for purposes of required tenant storage space.
 - j. Skirting of Undercarriage. Each mobile home unit's frame, axles, wheels, crawl space storage area, and utility connection shall be concealed from view through use of durable all-weather materials manufactured specifically for the purpose of covering the undercarriage area of the unit.
6. Board of Health Approval. A mobile home park development shall be reviewed and approved by the director of the metropolitan board of health in accordance with Chapter 10.40 of the Metropolitan Code of Laws and the rules and regulations promulgated by the metropolitan health department.

The site would not meet the zoning requirement for street standards. The site is *not* adjacent to an arterial or collector street. There is an existing mobile home park adjacent to this site. It is under the same ownership of the subject site, and it fronts directly onto Dickerson Pike. The two parcels would need to be combined to meet this zoning requirement. Staff has informed the applicant of the



Metro Planning Commission Meeting of 9/8/2016

requirement. Staff is recommending that the request be deferred until such time that the parcels have been consolidated to meet zoning requirements, or that it be disapproved. If the parcels are consolidated, staff recommends approval.

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: **R20**

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)	14.12	2.1 D	37 U	427	37	45

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Mobile Homes (240)	14.12	9 U	127 U	725	58	75

Traffic changes between maximum: **R20 and MHP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+298	+21	+30

METRO SCHOOL BOARD REPORT

Projected student generation existing R20 district: 6 Elementary 3 Middle 4 High

Projected student generation proposed MHP district: 21 Elementary 11 Middle 15 High

The proposed MHP zoning district would generate 34 additional students than what is typically generated under the existing R20 zoning district. Students would attend Old Center Elementary, Goodlettsville Middle School and Hunters Lane High School. There is capacity for additional



Metro Planning Commission Meeting of 9/8/2016

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? Most likely, but we are waiting on census data to run calculations.
2. If so, how many and what is the percentage of the entire development? We expect all homes in the expansion parcel will be affordable/workforce
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

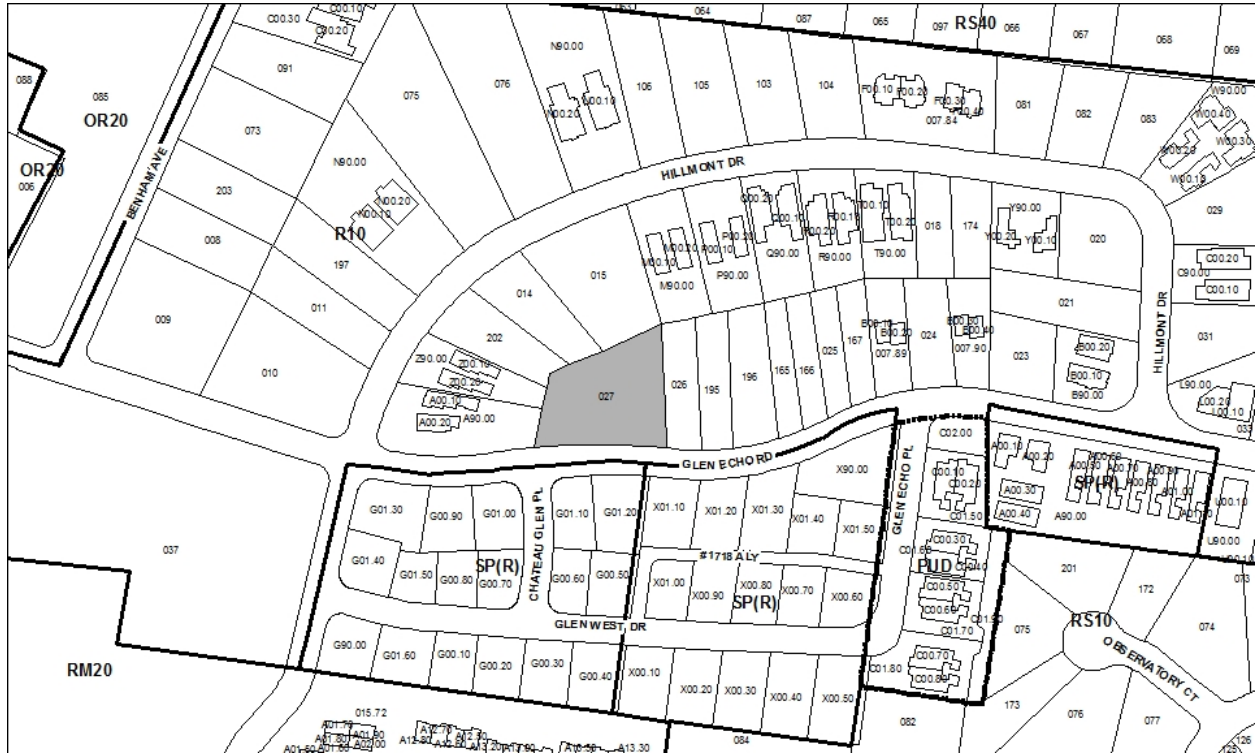
Staff recommends deferral until the property has been consolidated with property adjacent to Dickerson Pike in order to meet zoning requirement for street access, or disapproved. If the parcels are consolidated prior to the Planning Commission meeting, staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 9/8/2016



2016S-171-001
GLEN ECHO SUBDIVISION RESUB OF LOT 26
Map 117-15, Parcel(s) 027
10, Green Hills - Midtown
25 (Russ Pulley)



Project No.	2016S-171-001
Project Name	Glen Echo Subdivision Resub of Lot 26
Council District	25 – Pulley
School District	8 – Pierce
Requested by	DBS & Associates Engineering, applicant; Alberta Martin, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the September 22, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Create three lots.

Revise Preliminary PUD

A request for final plat approval to create three lots on property located at 1732 Glen Echo Road, approximately 400 feet southwest of Glen Echo Place, zoned One and Two-Family Residential (R10) (0.79 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 22, 2016, Planning Commission meeting as requested by the applicant.



NO SKETCH



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
Metro Office Building
800 Second Avenue South
Nashville, Tennessee 37201

MEMORANDUM

TO: Metropolitan Planning Commission

FROM: Singeh Saliki, Planner I

SUBJECT: Approve the Bellwood Urban Design Overlay Advisory Board Charter

DATE: August 31, 2016

BACKGROUND

The Bellwood Urban Design Overlay was reviewed by the Planning Commission on March 26, 2015 and received final approval from Council. While the UDO was being created, the neighborhood leaders in the Bellwood area requested a formal role in the process of administering the Bellwood Urban Design Overlay (UDO) standards. The UDO envisioned that they would have three main responsibilities. The first is to monitor the success of the UDO standards in carrying out the purpose and intent of the UDO district. Where they find the standards to be ineffective or insufficient, they would make recommendations for amendment of the standards. The second is to monitor the Metro Planning Department's administration of the standards and provide feedback where the standards are vague or the applicability is not clear. The third is to encourage applicants for construction projects to upgrade their proposals in order to carry out the purpose and intent of the UDO district at a higher level than the regulatory minimum standards.

Accordingly, Metro Planning staff has worked with these leaders to prepare for Metro Planning Commission approval a document that establishes a Bellwood UDO Advisory Board Charter. A six member Bellwood UDO Advisory Board, consisting of Bellwood UDO homeowners is to be formed to assist and advise homeowners, builders and developers in navigating the standards of the UDO and assist Metro Planning in final review. The Bellwood UDO Advisory Board Charter, listed below, defines the Board's Purpose, Appointment Procedures and Responsibilities.

CHARTER

- 1) **Name:** The Board shall be called the Bellwood UDO Advisory Board.
- 2) **Purpose:** Recognizing that interpretation of the intent of design standards of a UDO requires the exercise of judgment in the approval of final construction plans and recognizing that

feedback from affected community representatives may provide valuable insight in the exercise of that judgment, an Advisory Board for the Bellwood Urban Design Overlay is hereby established at the request of the Metro Planning Commission. The Board shall not be considered a board of Metro but is a neighborhood advisory board. The Board advocates for and supports the consistent and fair application and implementation of the UDO standards and provides advice and assistance to affected parties. The Board shall stay informed of Metro Planning Commission meetings and notify the Bellwood community of any cases within the UDO.

3) **Appointment Procedures:** All homeowners within the boundaries of the UDO are eligible to serve on the Bellwood UDO Advisory Board. The Board shall be elected by a majority of the homeowners within the UDO. The homeowners shall be responsible for organizing, electing, and setting the term limits for the Board members. All homeowners must be notified of the election. The Board shall serve at the discretion of all the homeowners within the UDO. The Board shall consist of six (6) members, who shall be:

- a) One (1) homeowner residing on Valley Vista Road;
- b) One (1) homeowner residing on Bellwood Avenue;
- c) One (1) homeowner residing on Saratoga Drive; and
- d) Three (3) at large homeowners residing within the UDO.

Upon the conclusion of the election, the Board shall notify Metro Planning staff of its members.

4) **Responsibilities:**

- a) Prior to approval of an application, the Board shall be given the opportunity to review applications for final construction plan approval for properties within the Bellwood UDO for consistency with the overlay district standards and provide recommendations on proposed projects to the Metro Planning Department.
- b) The Board shall convene within ten (10) working days of being notified by the Metro Planning Department that an application for a UDO final site plan or a building permit is pending or has been received. Metro Planning staff shall provide a copy of the plans to the Board for review. If the Board does not convene, the Metro Planning Department will assume that the Board has no comments or recommendations for consideration. The Board shall provide a recommendation regarding the plans to Metro Planning staff. A recommendation of the Board shall reflect a majority vote (at least four) of the members of the Board. The Metro Planning Commission or its designee shall make the final determination of compliance with the UDO standards.

Recommendation: Approve the UDO Charter as proposed in this memo.