

Metropolitan Planning Commission



Staff Reports

November 10, 2016



Metro Planning Commission Meeting of 11/10/2016

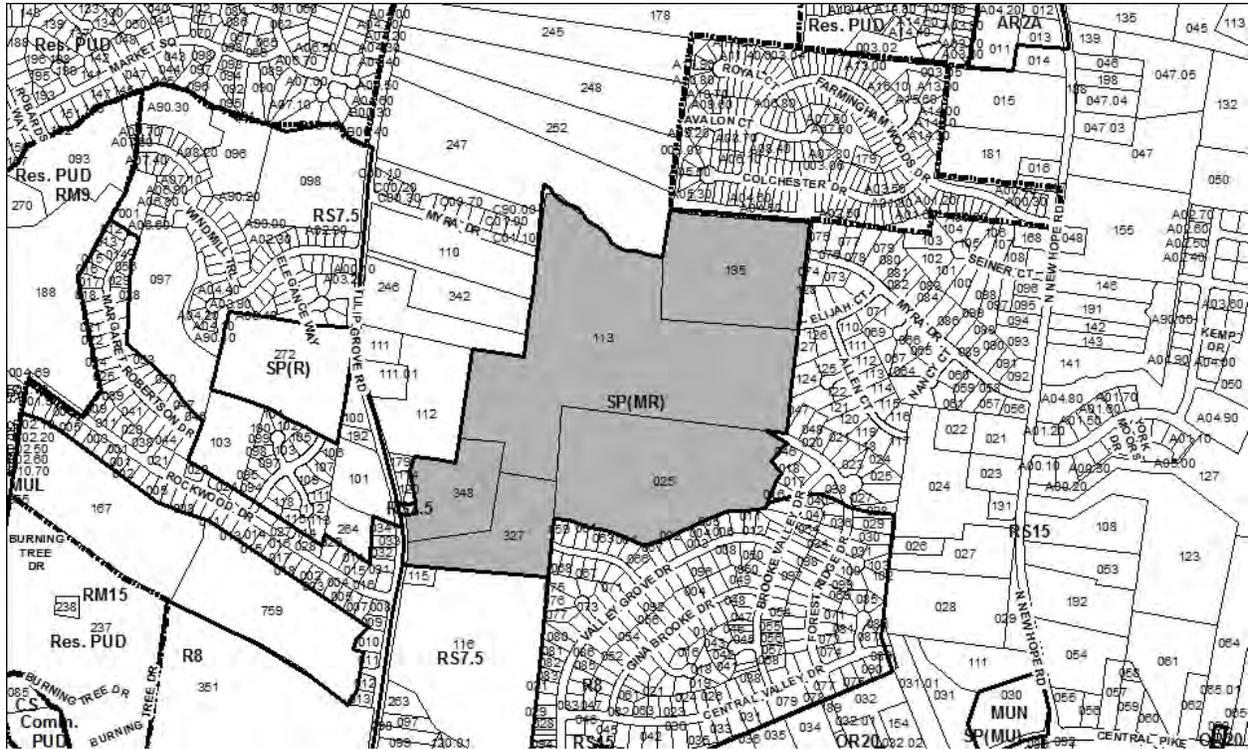
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, 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 11/10/2016



2007SP-150-001

EVANS HILL SP

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.

Deferrals This request was deferred from the September 8, 2016, the September 22, 2016, and the October 13, 2016, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer indefinitely, or disapprove.*

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.

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

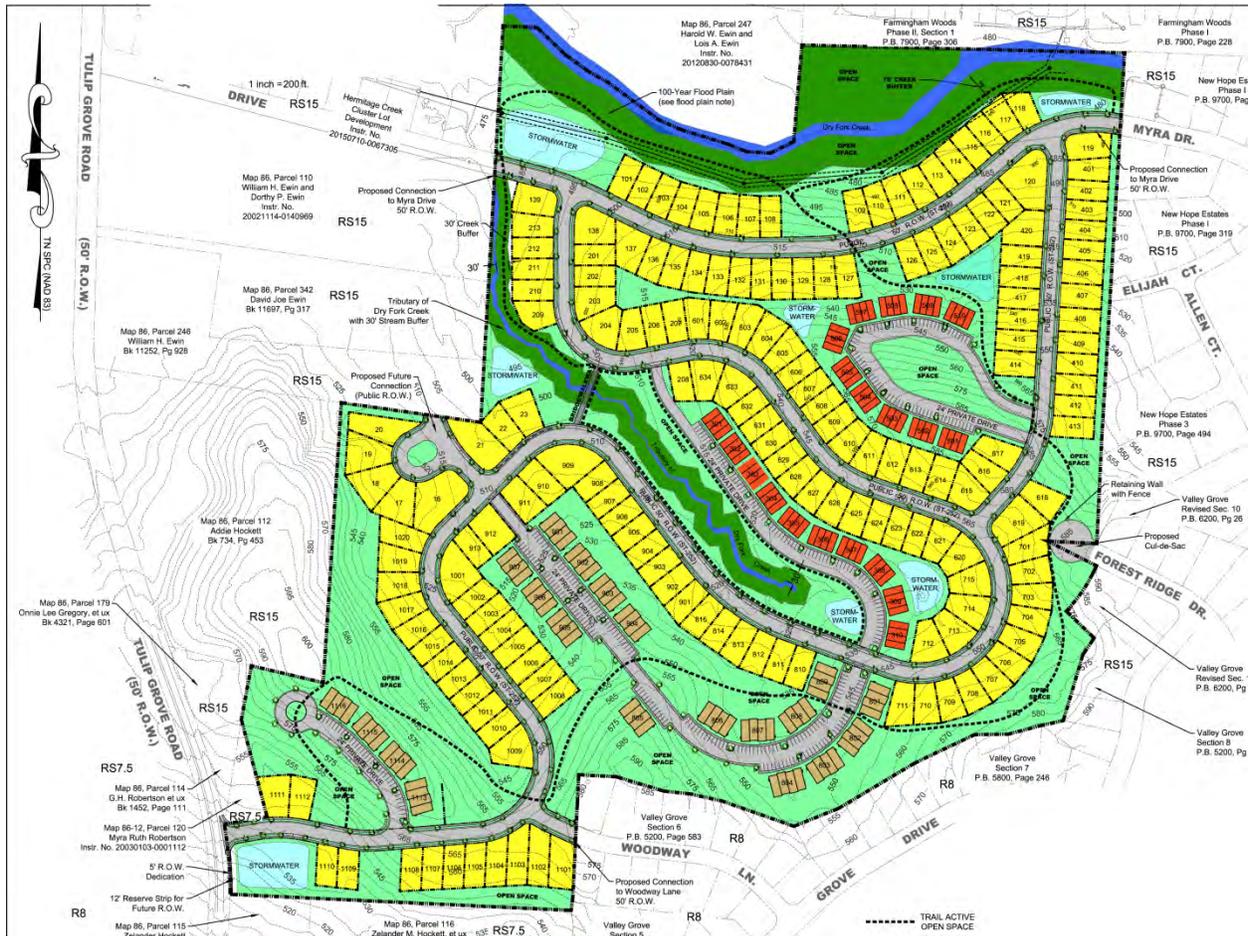
N/A

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 are in and whether or not they have already been disturbed.



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Proposed Site Plan



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

Consistent with Policy?

No. The existing SP provides a better layout that is more pedestrian oriented 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, which introduces conflicts between pedestrians using the sidewalks and automobiles. The existing SP provides open space that is more integrated into the plan with townhome units that front onto common court yards. The existing SP calls for the side of the street abutting the areas along Dry Fork Creek, and its tributary to be open with housing on the opposite side of the street oriented towards the Creek. This approach better incorporates the natural setting into the plan. However, the proposed plan calls for lots to back up to these natural areas, and in the northern part of the site, units encroach upon the open space. Finally, the townhomes are front loaded with large surface parking areas in front of the units, which is not consistent with promoting walkability.

PLAN DETAILS

The approximately 72 acre site is located 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 Framingham 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. It is approved for a variety of housing types, including 159 single-family lots, 119 row-houses, and 62 townhomes. The layout provides a walkable design with emphasis placed on the public realm. A majority of the units are accessed by rear alleyways. 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.

Site Plan

The proposed 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)



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

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

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 Groove 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.

Approximately 27 acres (36%) of the project is set aside for 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 is recommending disapproval because an updated TIS and parking study has not been completed, and the proposed SP moves in the wrong direction on a number of key planning concepts, when compared to the existing SP. Issues include: accessibility, walkability, building orientation, and urban design. The existing SP provides a better layout that is more walkable with 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 a driveway for each lot. This introduces conflicts between pedestrians using the sidewalks and automobiles. Surface parking is provided for the townhomes in the proposed SP, which does not promote walkability. The existing SP provides open space that is more integrated into the plan with townhome units that front onto common court yards and open space. The existing SP calls for the side of the street abutting the areas along Dry Fork Creek and its tributary to be open with housing on the opposite side of the street oriented towards the Creek. This approach better incorporates the natural setting into the plan and provides an amenity that is accessible to residents. In the proposed plan housing now encroaches upon the natural areas in the north part of the site.

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



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

PUBLIC WORKS RECOMMENDATION

Approved

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



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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**

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.

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 (information provided by applicant)

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 that the request be deferred indefinitely until such time that an updated TIS and parking study is submitted and approved by Traffic and Parking. Staff recommends disapproval if it is not deferred.

CONDITIONS (if approved)

1. Uses in the SP shall be limited to a maximum of 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



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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.

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.



Metro Planning Commission Meeting of 11/10/2016



2016SP-074-001

VERNON AVE

Map 091-05, Parcel(s) 253, 255, and 256

7, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2016SP-074-001
Project Name	Vernon Avenue SP
Council District	20 – Roberts
School District	09 – Fogge
Requested by	MiKen Development, LLC, applicant; Prewett Holdings, LLC, owner.

Deferrals This case was deferred from the September 22, 2016 and the October 27, 2016, Planning Commission meeting. The public hearing was not held.

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

APPLICANT REQUEST

Zone change to permit a mixed use development.

Preliminary SP

A request to rezone from Commercial Services (CS) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 675, 671, 677 Vernon Avenue, approximately 480 feet southeast of James Avenue, (9.92 acres), to permit a mixed-use development with up to 243 residential units and a maximum of 4,510 square feet of commercial uses.

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

CRITICAL PLANNING GOALS

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

This area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of extending and maintaining new infrastructure. The request provides an additional housing option in the area. Additional housing options are important to serve a wide range of people with different housing needs. The plan provides active open space and a sufficient sidewalk network connecting all parts of the development, which foster active living and supports walkable neighborhoods.

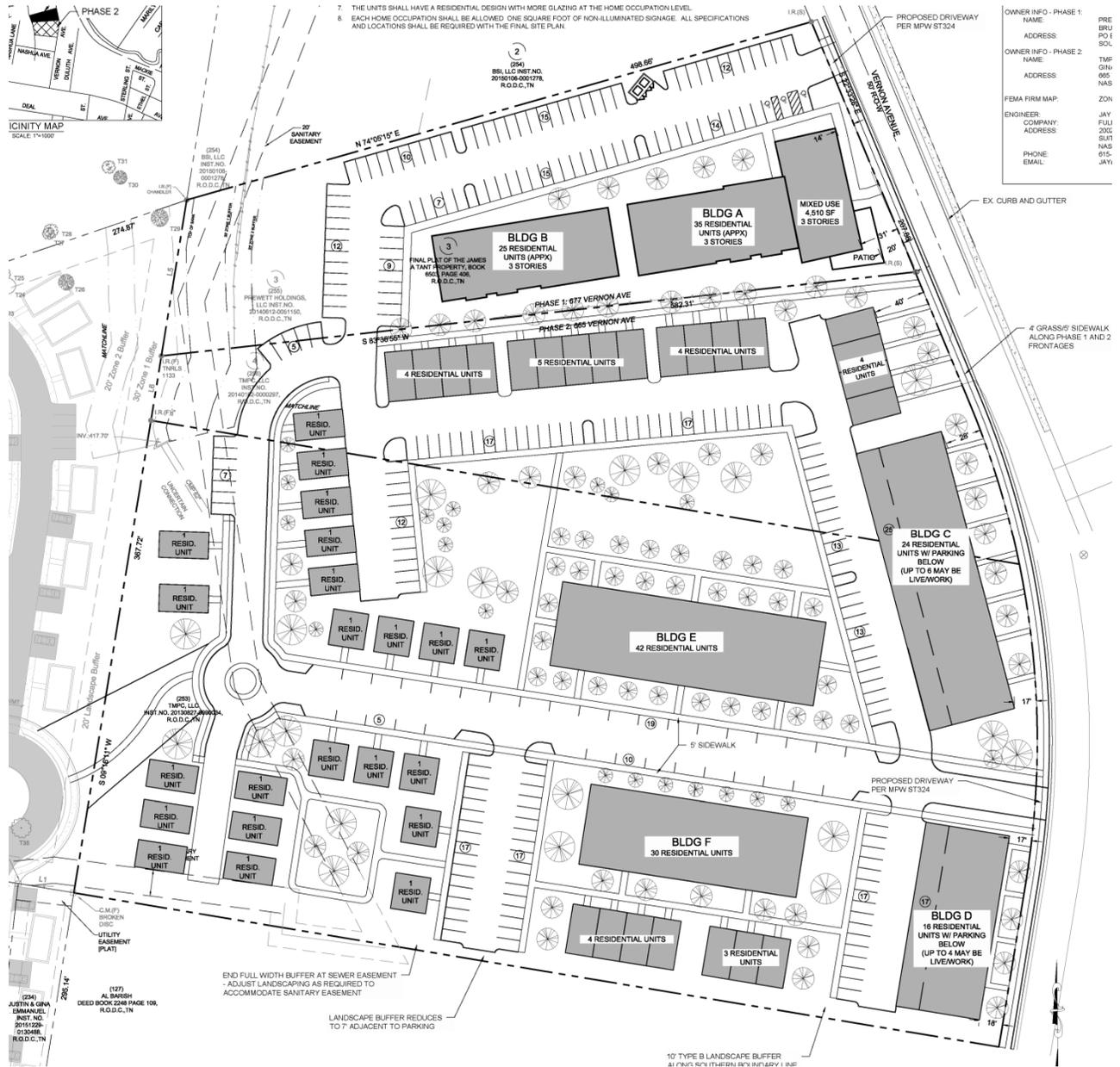


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- 7. THE UNITS SHALL HAVE A RESIDENTIAL DESIGN WITH MORE GLAZING AT THE HOME OCCUPATION LEVEL.
- 8. EACH HOME OCCUPATION SHALL BE ALLOWED ONE SQUARE FOOT OF NON-ILLUMINATED SIGNAGE. ALL SPECIFICATIONS AND LOCATIONS SHALL BE REQUIRED WITH THE FINAL SITE PLAN.

OWNER INFO - PHASE 1:	
NAME:	PRE
ADDRESS:	BRJ
ADDRESS:	PO I
ADDRESS:	SOI
OWNER INFO - PHASE 2:	
NAME:	TMF
ADDRESS:	055
ADDRESS:	NAS
FEMA FIRM MAP:	
ENGINEER:	ZON
COMPANY:	JAY
ADDRESS:	FULL
ADDRESS:	200C
ADDRESS:	SUIT
ADDRESS:	NAS
PHONE:	615-
EMAIL:	JAYI



Proposed Site Plan



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WEST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. The Planning Commission approved the associated community plan amendment, which amends the policy to a T4 Urban Mixed Use Neighborhood policy, at the October 13, 2016 meeting.

Consistent with Policy?

Yes. The plan is consistent with the proposed policy. The proposed policy supports a variety of housing types along with a mixture of uses. This site is located approximately 500 feet from James Avenue which is an urban collector corridor. The proposed plan provides for commercial uses, multi-family residential units, attached and detached residential units with live/work and artisan manufacturing as an option in some units.

PLAN DETAILS

The Planning Commission approved the associated community plan amendment, which amends the policy to a T4 Urban Mixed Use Neighborhood policy, at the October 13, 2016 meeting.

Site Plan

The properties located along Vernon Avenue are currently zoned CS. The existing zoning district allows for various commercial uses. The existing uses include a mulch yard and associated commercial uses.

The proposed plan includes two phases. Phase 1 includes 4,510 square feet of commercial uses and up to 60 multi-family residential units, within two buildings. Phase 2 includes a maximum of 183 residential units. The proposed plan includes multi-family residential units, attached and detached residential unit types.

Within Phase 2, Building C allows up to six live/work units and Building D allows up to 4 live/work units. Parking will be below both building C and D. The standards that the applicant proposes are similar to the Metro Zoning Code standards for Home Occupations. However the proposal differs from the Code in the following ways:

- This SP proposes that clients can be served on the property between weekday hours of 8:00 AM and 5:00 PM Monday – Friday.
- The home occupation shall not occupy more than twenty percent of the total floor area of the structure and in no event more than 700 square feet of floor area.
- The SP limits home occupation signage to a one-square foot sign without illumination, per home occupation. All proposed signage specifications and locations shall be required with the final site plan.

The Metro Zoning Code and the proposed plan require that no more than one part-time or full-time employee not living within the dwelling may work at the home occupation.



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Vehicular access to the site is proposed in two locations along Vernon Avenue. The proposed private drives provide connections to the residential units within both phases. Sidewalks are proposed along Vernon Avenue and through the site including a pedestrian connection to the western property. Sidewalks shall be a minimum width of 5 feet with a minimum 4 foot planting strip, consistent with local street standards. Parking is provided throughout the site in the form of surface parking stalls and garages. All parking standards meet the Metro Zoning Code requirements.

The original application included one property, now called Phase 1. Notices were sent identifying the zone change for Phase 1. The plan has expanded to include additional property identified as Phase 2. A second mailing of new notices was required. Notices were mailed 3 days beyond the required 13 days specified in the Rules and Procedures. Staff recommends that the Metro Planning Commission suspend the rule for notices to be mailed at least 13 days prior to the Metro Planning Commission meeting. A notice was sent for the Community Plan Amendment in accordance with Commission policy that included the entire rezoning area.

Analysis

The SP is consistent with the site's land use policies and it also meets several critical planning goals. Mixed-use is appropriate at this site because it is close to James Avenue, a busy corridor in West Nashville. The SP provides for mixed-uses that will be supported by the new and existing residential in the neighborhood. Internal vehicular and pedestrian circulation is provided on site and along Vernon Avenue. The plan also provides a transition from the proposed mixed-use along Vernon Avenue to the approved residential SP to the west of the site.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve

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

Approve 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.
- Comply with the conditions of the Metro Traffic Engineer



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- Prior to building permit submit a copy of the recorded cross access easement between phase 1 and phase2.
- Prior to Final SP, submit documented sight distance to verify the note on the plans that “egress has appropriate sight distance”

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the findings of the TIS,

- Developer shall construct 2 project access drives to include one entering lane and one exiting lane, striped as a shared left and right turn lane.
- Developer shall provide approximately 50 feet of storage on the eastbound approaches of the project accesses. Specifically, no parking spaces should be provided within 50 feet of Vernon Avenue.
- Developer shall provide adequate sight distance at access drives. Sight distance exhibit shall be provided in conjunction with construction documents for the proposed project per the TIS.
- Along the frontage of the project site, at least 22 feet of pavement for travel lanes shall be maintained on Vernon Avenue . Developer shall install a double yellow line Vernon Avenue, broken only at the intersections with the project accesses. Placement of double yellow line shall allow space for on- street parking on the east side of Vernon Avenue.
- Developer shall submit pavement marking plan with construction documents
- Developer shall provide parking per metro code for each phase.

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)	9.92	0.6 F	259,269 SF	12615	271	1205

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
Multi-Family Residential (220)	9.92	-	270 U	1760	137	167

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)	9.92	-	4,510 SF	231	11	33



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Traffic changes between maximum: CS and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-10,624	-123	-1,005

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 46 Elementary 23 Middle 24 High

The proposed SP zoning is expected to generate 93 more students than the existing CS zoning. Students would attend Cockrill Elementary School, McKissack Middle School and Pearl-Cohn High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated March 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Unknown at this time
2. If so, how many and what is the percentage of the entire development? Unknown at this time
3. How will you enforce the affordability requirements? Unknown at this time
4. Have any structures been demolished in the last 12 months? Unknown at this time

STAFF RECOMMENDATION

The proposed plan is consistent with the T4 Urban Mixed Use policy and supports several critical planning goals; therefore staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 243 residential units and a maximum of 4,510 square feet of commercial uses.
2. Revise purpose note as follows: The purpose of this SP is to permit a maximum of 243 residential units and a maximum of 4,510 square feet of commercial uses.
3. Phase 1 shall be limited to up to 60 units within two, detached buildings.
4. A raised foundation of 12" - 42" shall be required for all residential uses.
5. Live/Work units located in Building C and D shall be a minimum first floor height of 14 feet. Provide sidewalk connection from Building B to parking lot.
6. Live/Work units may allow artisan manufacturing as defined by the Metro Zoning Code.
7. Building elevations consistent with the architectural standards and approved preliminary shall be submitted with the submission of the final site plan.
8. Type B buffer yard shall be installed along the entire length of the southern property line.
9. 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.
10. 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.



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11. 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.
12. 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.
13. 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.
14. 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.
15. 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-075-001

1822 RIVER ROAD SP

Map 081-01, Parcel(s) 070

03, Bordeaux - Whites Creek

02 (DeCosta Hastings)



Project No. 2016SP-075-001
Project Name 1822 River Drive SP
Council District 02- DeCosta Hastings
School District 01- Gentry
Requested by Dale & Associates, applicant; W. P. Stevenson, owner.

Deferrals This case was deferred from the September 22, 2016 and the October 27, 2016, Planning Commission meeting. The public hearing was not held.

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

APPLICANT REQUEST
Permit two residential units.

Preliminary SP
 A request to rezone from Single-Family Residential (RS10) to Specific Plan- Residential (SP-R) zoning on property located at 1822 River Drive, approximately 540 feet northeast of Doak Avenue, (0.49 acres).

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



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Proposed Site Plan



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BORDEAUX- WHITES CREEK COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies 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 are in and whether or not they have already been disturbed.

Consistent with Policy?

Yes. This request is consistent with policy as it is enhancing a suburban residential neighborhood. This policy is applied to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and pedestrian connectivity, which this application would introduce.

The guidance for the Conservation policy is whether or not the site has been disturbed and in this instance it has. There is an existing residential structure located on parts of the Conservation policy.

PLAN DETAILS

This property is located at 1822 River Drive. The site is approximately 0.49 acres and currently has one existing residential structure.

Site Plan

The plan proposes two detached residential units, one existing and the other proposed. The proposed unit would be located towards the front of the site and would be setback consistent with the adjacent properties. This would maintain the rhythm along the street. The existing unit is located at the rear of the property and would remain.

There would be one vehicular access point along River Drive that would be no greater than 16 feet in width. Parking is provided through a combination of a two car garage located in the existing structure and surface parking located behind the existing structure. Sidewalks would be improved to local street standards, including a five foot sidewalk and four foot planting strip.



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Architectural standards have been included for this development specifying 18”-36” raised foundations, porches that provide a minimum depth of six feet, and glazing requirements. These standards would apply to new construction on the site.

ANALYSIS

The proposed site plan is consistent with the T4 Neighborhood Evolving policy and supports two critical planning goals. This infill development would produce a different character that includes increased housing diversity and pedestrian connectivity. Currently, River Drive has only single family residences. This application would introduce two-family residential units and sidewalks would be improved to local standards.

Given these reasons, staff recommendation is to approve with conditions and disapprove without all conditions.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve

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.
- If sidewalks are required then they are to be show on the plans per the MCSP and per MPW standards and specifications.
- Prior to Final SP, revise plan to indicate installation of MPW standard ST-322 driveway ramp.

TRAFFIC & PARKING RECOMMENDATION

Approved

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.49	4.3 D	2 U	20	2	3



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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
Two-Family Residential (210)	0.49	-	2 U	20	2	3

Traffic changes between maximum: **RS5** and **SP-R**

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

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.

METRO SCHOOL BOARD REPORT

Projected student generation existing **RS-5** 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 RS-5 zoning district.

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 recommendation is to approve with conditions, and disapprove without all conditions as this request is consistent with policy.

CONDITIONS

1. Uses within this SP shall be limited to up to two residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R20-A zoning district as of the date of the applicable request or application.
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



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sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

4. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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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, August 25, 2016, and September 8, 2016, September 22, October 13, 2016, and October 27, 2016, Planning Commission meetings. A public hearing was held on August 11, 2016.

Staff Reviewer Napier
Staff Recommendation *Defer to the December 8, 2016, Planning Commission Meeting*

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

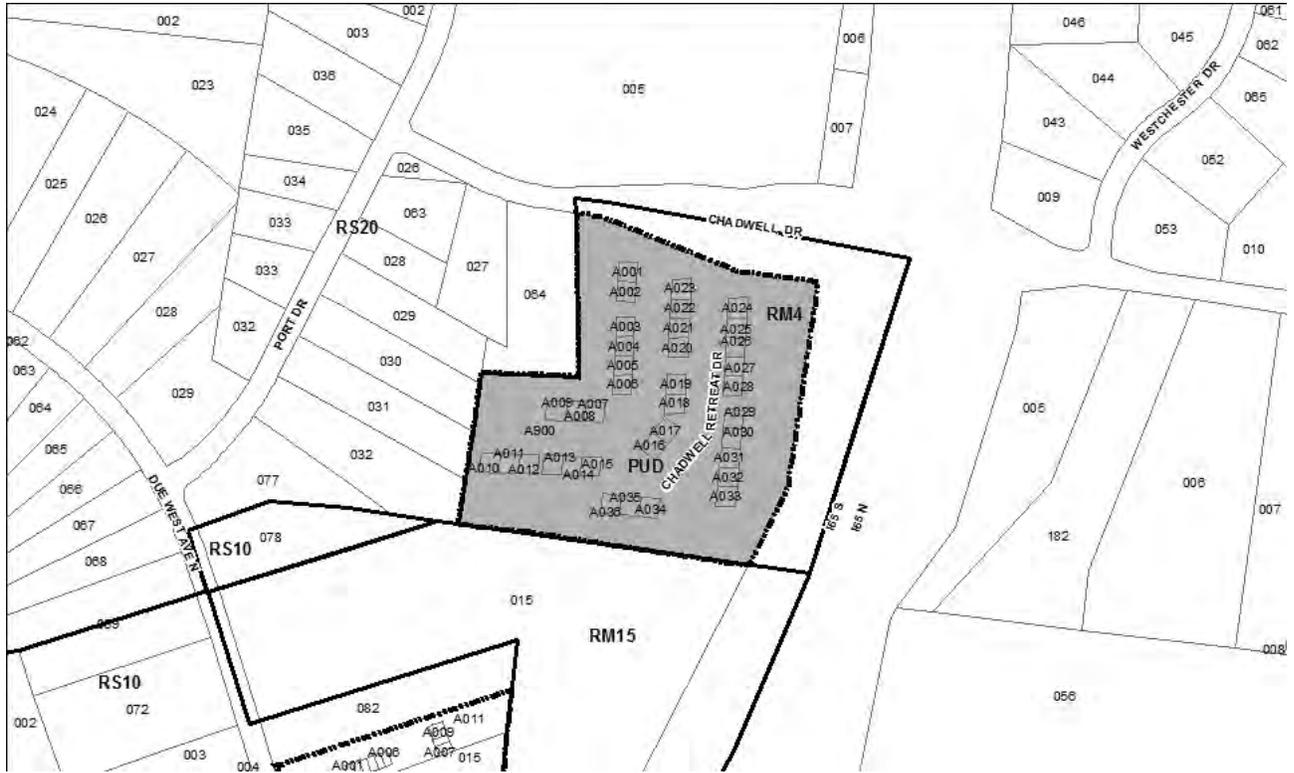
A request for final plat approval to create two lots on property located at 1003 Curdwood Boulevard, at the northeast corner of Burrus Street and Curdwood Boulevard, zoned Single-Family Residential (RS7.5), (0.35 acres).

Staff Recommendation

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



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2004P-032-001
CHADWELL RETREAT PUD
Map 051-02-0-A, Parcel 900
02, Parkwood-Union Hill
08 (Nancy VanReece)



Project No. **Planned Unit Development 2004P-032-001**
Project Name **Chadwell Retreat (PUD Amendment)**
Associated Case No. 2016Z-131PR-001
Council District 08 – VanReece
School District 03 – Speering
Requested by Dale & Associates, Inc., applicant; Danny Roark, owner.

Deferral This request was deferred from the October 27, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Sharp
Staff Recommendation *Approve with conditions and disapprove without all conditions subject to the approval of the associated zone change, and disapprove if the associated zone change is not approved.*

APPLICANT REQUEST
Amend a PUD.

Amend PUD

A request to amend a Planned Unit Development Overlay for property located at 1497 Chadwell Drive (9.98 acres), approximately 400 feet southeast of Port Drive, zoned Multi-Family Residential (RM4), to permit the addition of 13 multi-family residential units for a maximum of 49 units within the overlay.

Existing Zoning

Multi-Family Residential (RM4) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *RM4 would permit a maximum of 40 units.*

Proposed Zoning

Multi-Family Residential (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre. *RM6 would permit a maximum of 59 units.*

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



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Proposed Site Plan



Metro Planning Commission Meeting of 11/10/2016

CRITICAL PLANNING GOALS

N/A

PARKWOOD-UNION HILL COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies 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 are in and whether or not they have already been disturbed.

Consistent with Policy?

Yes. Depending on the location, the policy supports all types of residential development, including multi-family residential units. The policy supports development that is generally consistent with the surrounding development pattern. The proposed amendment is consistent with the character of the existing multi-family development currently built within the PUD in terms of building form and land use. It is also consistent with the general character of the neighborhood, which has several multi-family developments. The slopes on the site have been previously disturbed.

PLAN DETAILS

The site is located just west of I-65 along the south side of Chadwell Drive. The PUD was previously approved for a maximum of 36 multi-family units; ten of these units have been constructed and are occupied. The plan calls for the addition of 13 multi-family units to be added into the PUD for a total of 49 multi-family units. The additional units would be constructed within the approved footprints; the previously approved building coverage would not be increased. The applicant has indicated that the site's infrastructure is also fully constructed. The site has some slopes that have been disturbed with the prior grading and development of the site.

Site Plan

The 13 units proposed with this amendment are located within the existing development; no new acreage is to be added. Ten of the 36 units previously approved have been constructed, while the remaining previously approved 26 units have not been built. Thirteen of the previously approved units on the southwestern portion of the site that have not yet been constructed would not be affected significantly by this amendment: one row of four townhomes has been broken into two rows of two units, and another row of six townhomes has been broken into two rows of three units.



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The significant change to the previously approved PUD plan relates to the 13 previously approved units on the southeastern portion of the site. These units are shaded on the proposed site plan. These units were previously approved as three rows of townhomes; the amendment proposes to break these rows of townhomes into duplex structures and to place two units within each of the previously approved building footprints. This would place the 13 proposed additional units within the building footprint of the previously approved 13 units for an amended total of 26 units, essentially doubling the density for this portion of the site without increasing the previously approved building coverage. The amended plan also provides improved sidewalk connectivity and widens sidewalks within the development from four feet to five feet.

ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. However, this request cannot be considered a “minor modification” because it increases the number of units over what was approved by Council. As an amendment, this proposal will require Council approval.

The proposed PUD amendment is consistent with the T3 NM land use policy as it is expressed in this neighborhood; there are two large multi-family developments directly to the south of this PUD. The addition of thirteen units is appropriate because it is consistent with the existing multi-family development pattern within the PUD and does not increase the building coverage on the site or significantly deviate from the previously approved site plan in terms of site layout and design.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved



Metro Planning Commission Meeting of 11/10/2016

Maximum Uses in Existing Zoning District: **RM4**

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)	9.98	-	36 U	342	22	38

Maximum Uses in Proposed Zoning District: **RM6**

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)	9.98	-	49 U	421	28	45

Traffic changes between maximum: **RM4** and **RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 49U	+79	+6	+7

METRO SCHOOL BOARD REPORT

Projected student generation existing PUD district: 5 Elementary 3 Middle 3 High

Projected student generation proposed PUD district: 7 Elementary 4 Middle 5 High

The proposed addition of 13 multi-family units would generate five additional students. Students would attend Chadwell Elementary School, Gra-Mar Middle School, and Maplewood High School. There is capacity for additional students in all three schools. The information is based upon data from the school board last updated in March 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Although 26 of the units will be smaller and considered affordable, they will not be classified as such.
2. If so, how many and what is the percentage of the entire development? 0%
3. How will you enforce the affordability requirements? No.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. 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.



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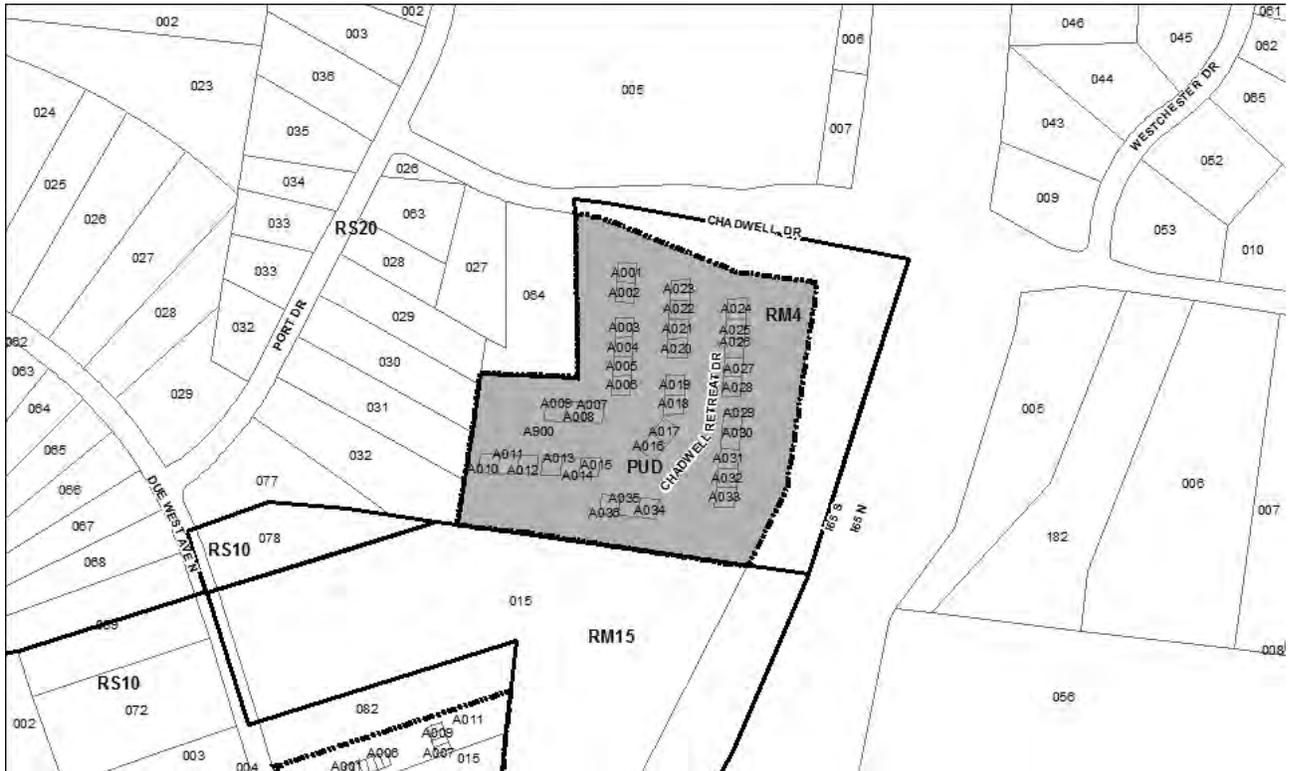
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
4. Sidewalk must be provided in front of units 35 and 36 to connect to the provided sidewalk.



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2016Z-131PR-001

Map 051-02-0-A, Parcel(s) 900
02, Parkwood/Union Hill
08 (Nancy VanReece)



Project No.	Zone Change 2016Z-131PR-001
Associated Case No.	Planned Unit Development 2004P-032-001
Council District	08 – VanReece
School District	03 – Speering
Requested by	Dale & Associates, Inc., applicant; Danny Roark, owner.

Deferrals This request was deferred from the October 27, 2016, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST
Zone change from RM4 to RM6.

Zone Change

A request to rezone from Multi-Family Residential (RM4) to Multi-Family Residential (RM6) zoning for property located at 1497 Chadwell Drive, approximately 400 feet southeast of Port Drive (9.98 acres).

Existing Zoning

Multi-Family Residential (RM4) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *RM4 would permit a maximum of 39 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. 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 existing PUD overlay permits a maximum of 36 units.*

Proposed Zoning

Multi-Family Residential (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwellings units per acre. *RM6 would permit a maximum of 59 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



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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. *If this request and the associated PUD amendment are approved, then the PUD would permit a maximum of 49 units.*

CRITICAL PLANNING GOALS

N/A

MADISON COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies 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 are in and whether or not they have already been disturbed.

Consistent with Policy?

Yes. The proposed RM6 zoning district is consistent with the T3 Suburban Neighborhood Maintenance policy. Depending on the location, the policy supports all types of residential development, including multi-family residential units. The policy supports development that is generally consistent with the surrounding development pattern. The proposed RM6 zoning is consistent with the general character of the neighborhood. The site is directly north of a property zoned RM15 and less than a quarter mile north of property zoned RM9. The associated PUD amendment is also consistent with the policy.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.



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Maximum Uses in Existing Zoning District: **RM4**

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)	9.98	-	36 U	342	22	38

Maximum Uses in Proposed Zoning District: **RM6**

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)	9.98	-	49 U	421	28	45

Traffic changes between maximum: **RM4** and **RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 49U	+79	+6	+7

METRO SCHOOL BOARD REPORT

Projected student generation existing PUD district: 5 Elementary 3 Middle 3 High

Projected student generation proposed PUD district: 7 Elementary 4 Middle 5 High

The proposed addition of 13 multi-family units would generate five additional students. Students would attend Chadwell Elementary School, Gra-Mar Middle School, and Maplewood High School. There is capacity for additional students in all three schools. The information is based upon data from the school board last updated in March 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

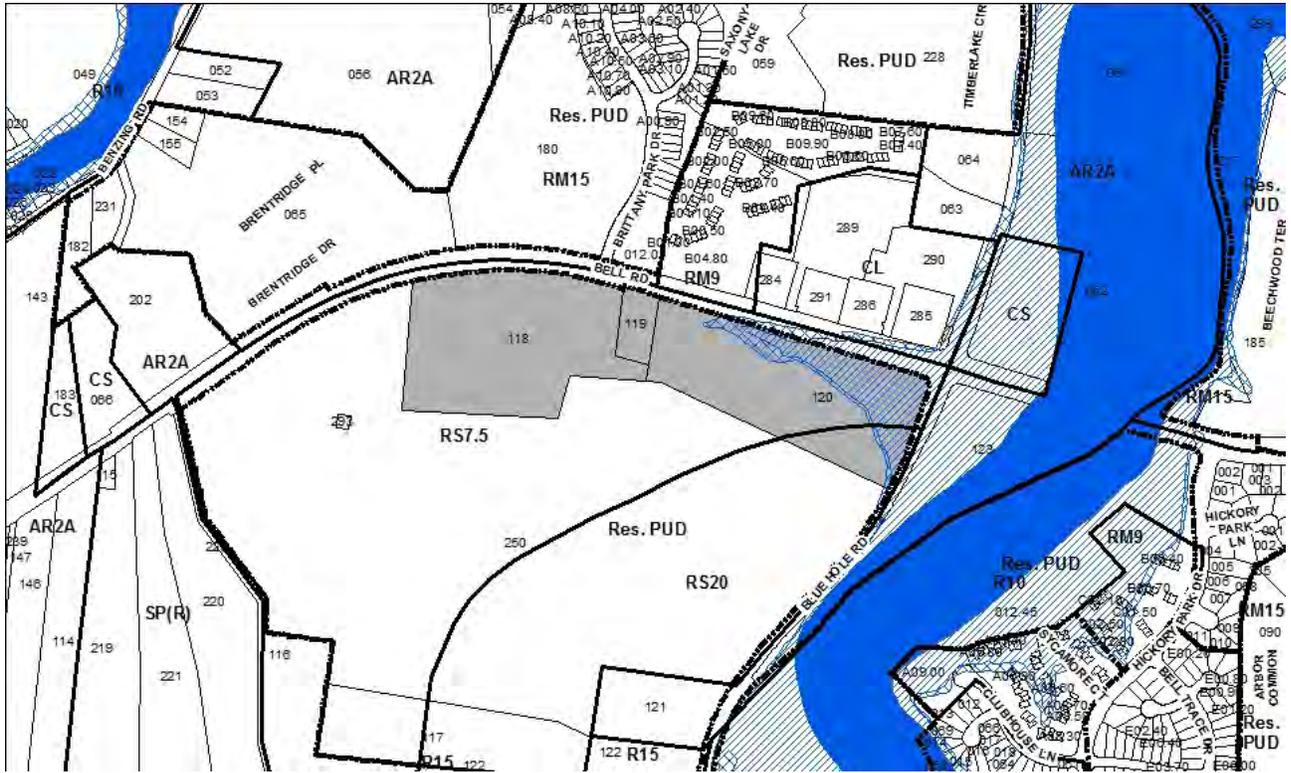
1. Will this project include any affordable or workforce housing units? Although 26 of the units will be smaller and considered affordable, they will not be classified as such.
2. If so, how many and what is the percentage of the entire development? 0%
3. How will you enforce the affordability requirements? No.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval.



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95P-025-002
MILLWOOD COMMONS PUD
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, September 8, 2016, September 22, 2016, and October 13, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Approval with conditions and recommends that the Board of Zoning Appeals approve the variance from the Major and Collector Street Plan standards for sidewalk requirements.*

APPLICANT REQUEST

Revise preliminary plan and 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

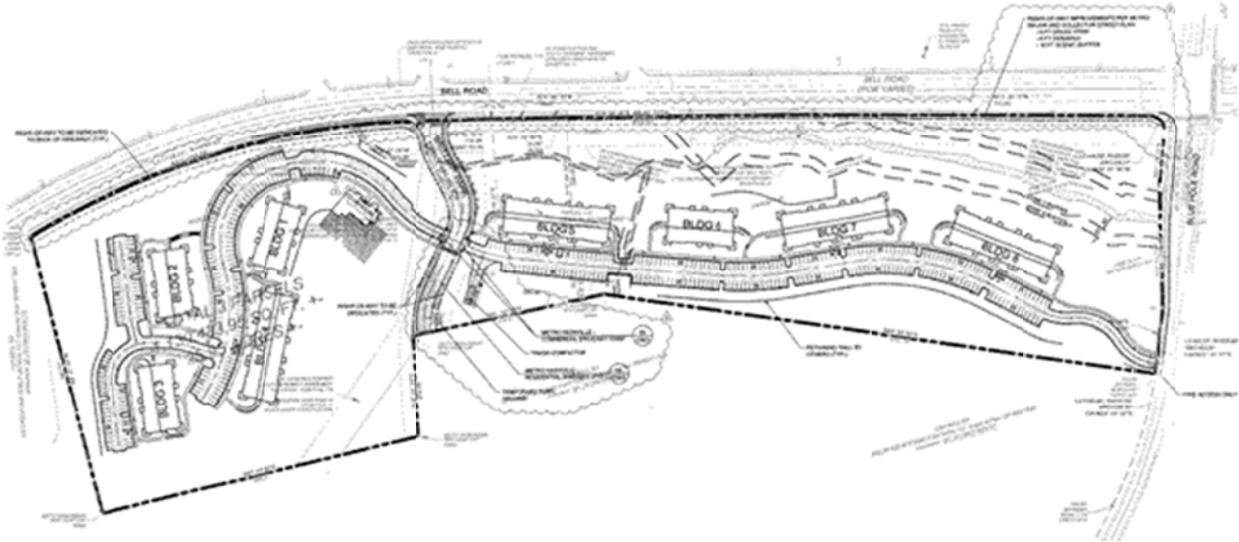
Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 139 units. The allowed number of units is determined by the PUD.*

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. The allowed number of units is determined by the 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



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Proposed Site Plan



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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

HISTORY

The Millwood Commons PUD consists of approximately 159 acres on the south side of Bell Road and west of Blue Hole Road. Council approved the original PUD plan 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 2007 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 to revise the building layout and to reduce the number of units within Phase II of the PUD. Phase II was originally approved for 336 multi-family units. The current proposal includes a total 280 multi-family residential units.

The Major and Collector Street Plan requires a six foot wide planting strip and an eight foot wide sidewalk along Bell Road and an eight foot wide planting strip and a six foot wide sidewalk along Blue Hole Road. However, building to the required MCSP standards would require relocating a stream and disturbing stream buffers, as well as extending a culvert along Blue Hole Road. Due to environmental constraints, the applicant has proposed an alternative plan. The proposal is to build the sidewalk to the MCSP standards along Bell Road, except for 530 linear feet where the five foot sidewalk and no grass strip will remain. This includes a transition length of 45 lineal feet on each side, for a total of 620 linear feet of deviation from the MCSP on Bell Road. A five foot sidewalk and five foot grass strip will be built along Blue Hole Road, except for 230 linear feet where the grass strip only will be reduced to two feet in width. The sidewalk and grass strip along Blue Hole Road will deviate from MCSP along the entire length of Blue Hole Road.

By allowing an alternative sidewalk plan, the sensitive environmental features will be undisturbed. Additionally, Bell Road is classified as a scenic arterial. A ten foot wide landscape area is required behind the property line. The plan proposes a sidewalk network internal to the site providing circulation and good pedestrian connectivity.



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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 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.



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- 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. As the proposed revision keeps with the overall intent of the PUD, planning staff recommends approval of the request.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve with conditions

- Final PUD must match approved grading permit plans (SWGR# 2016034572).

WATER SERVICES RECOMMENDATION

Approve with conditions

As construction plans have been approved, and match the latest SP plan revision (stamped received 10/3/16), MWS recommends approval, on the following two conditions:

- 1) Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.
- 2) Construction of the approved public sewer and water construction plans may not start, until the tie-in sewer project is deeded over to Metro Water.

PUBLIC WORKS RECOMMENDATION

Approve 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



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

- Submit recorded ROW dedication prior to the building permit approval by MPW.
- 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.
- The following TDOT standard drawings should be added to the plans in addition to the standard drawings already in the plans:
 - STD-17-1 thru STD-17-10
 - STD-17-11 thru STD-17-14 (as they apply)
 - STD-17-15 thru STD-17-18
 - STD-17-23 thru STD 17-26
 - STD-17-28
- The wingwall extending from the southwest corner of the box culvert which is being widened at Bell Road appears to extend along the slope around the southwestern side of the “pond” area. I don’t believe a TDOT standard concrete cantilever wall will work for this application unless the footing is considerably deeper than the bottom of wall elevation shown in the plans and is founded on a solid foundation such as bedrock. This wall may require special design or be changed to another type of wall.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with TIS findings, Developer shall construct the following roadway improvements.

- On Bell Road, approaching the site access point, developer shall construct an eastbound right turn deceleration lane for entering traffic. The right turn deceleration lane should include approximately 175 feet of storage and 175 feet of taper.
- The site access point shall be constructed by developer with one entering lane and two exiting lanes. The exiting lanes should include one left turn and through shared lane and one right turn only lane. Intersection design should be constructed to allow the installation of a future traffic signal if warranted by developer.
- Adequate sight distance shall be provided for vehicles turning left from site access point at Brittany Park Drive onto Bell Road. A minimum of 500 feet of intersection sight distance west of site shall be provided.
- Adequate sight distance shall be provided for vehicles turning right from site access point at Brittany Park Drive onto Bell Road. A minimum of 430 feet of intersection sight distance east of site shall be provided.
- Internal intersections should be located to accommodate 95th percentile queue lengths shown in report. Adequate sight distance shall be provided at internal intersections. Provide



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parking per metro code. Include a parking chart on site plan identifying parking required and parking provided for this phase.

- Developer shall install pavement markings on south leg of Blue Hole Road in order to provide a maximum amount of lane storage.
- Developer shall install new overhead traffic signals for right turn overlap for the NB and SB approaches of Blue Hole Rd. Developer shall install at a minimum 1 pedestrian crossing with appropriate ped infrastructure at Blue Hole and Bell Rd intersection. Developer shall submit signal plans with construction documents and coordinate with any MPW signal project and timing plan

STAFF RECOMMENDATION

Staff recommends approval with conditions and recommends that the Board of Zoning Appeals approve the variance from the Major and Collector Street Plan standards for sidewalk requirements.

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



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.

Deferrals This request was deferred from the September 8, 2016, the September 22, 2016, and the October 13, 2016, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the December 8, 2016, Planning Commission meeting.*

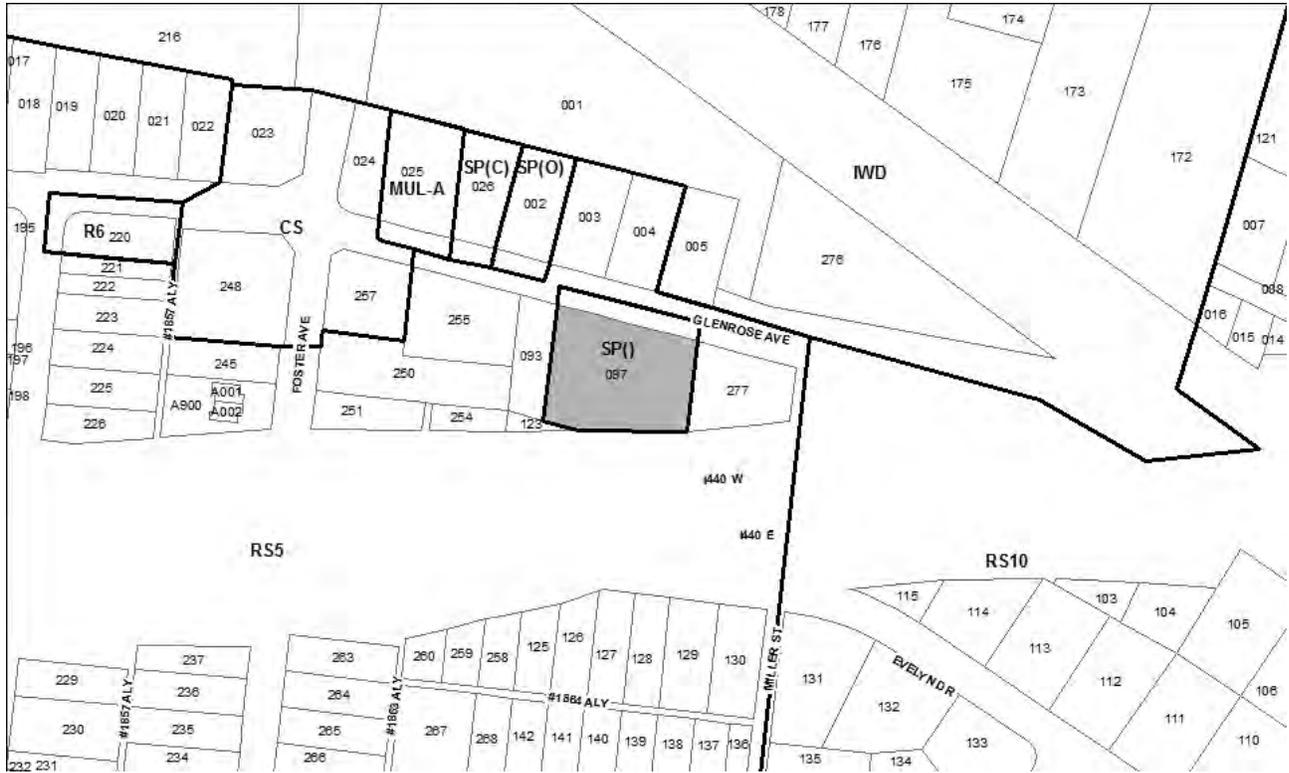
APPLICANT REQUEST
Zone change from R20 to MHP.

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).

STAFF RECOMMENDATION
 Staff recommends deferral to the December 8, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 11/10/2016



2013SP-045-002

95 GLENROSE AVENUE SP (AMENDMENT)

Map 119-02, Parcel(s) 097

11, South Nashville

17 (Colby Sledge)



Project No.	Specific Plan 2013SP-045-002
Project Name	95 Glenrose Avenue SP (Amendment)
Council District	17 - Sledge
School District	07 – Pinkston
Requested by	Dale & Associates, applicant; MTLC Properties, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

A request to amend a preliminary SP.

Zone Change

A request to amend a preliminary SP for property located at 95 Glenrose Avenue, approximately 320 feet southeast of Foster Avenue, zoned Specific Plan Mixed-Use (SP-MU) (0.69 acres), to permit a 16 unit multi-family development.

History

A mixed-use SP was previously approved for this site in December 2013. The site plan proposed a single structure containing office and warehouse uses.

Existing Zoning

Specific Plan Mixed-Use (SP-MU) Specific Plan-Residential 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 single structure containing office and warehouse uses.

Proposed Zoning

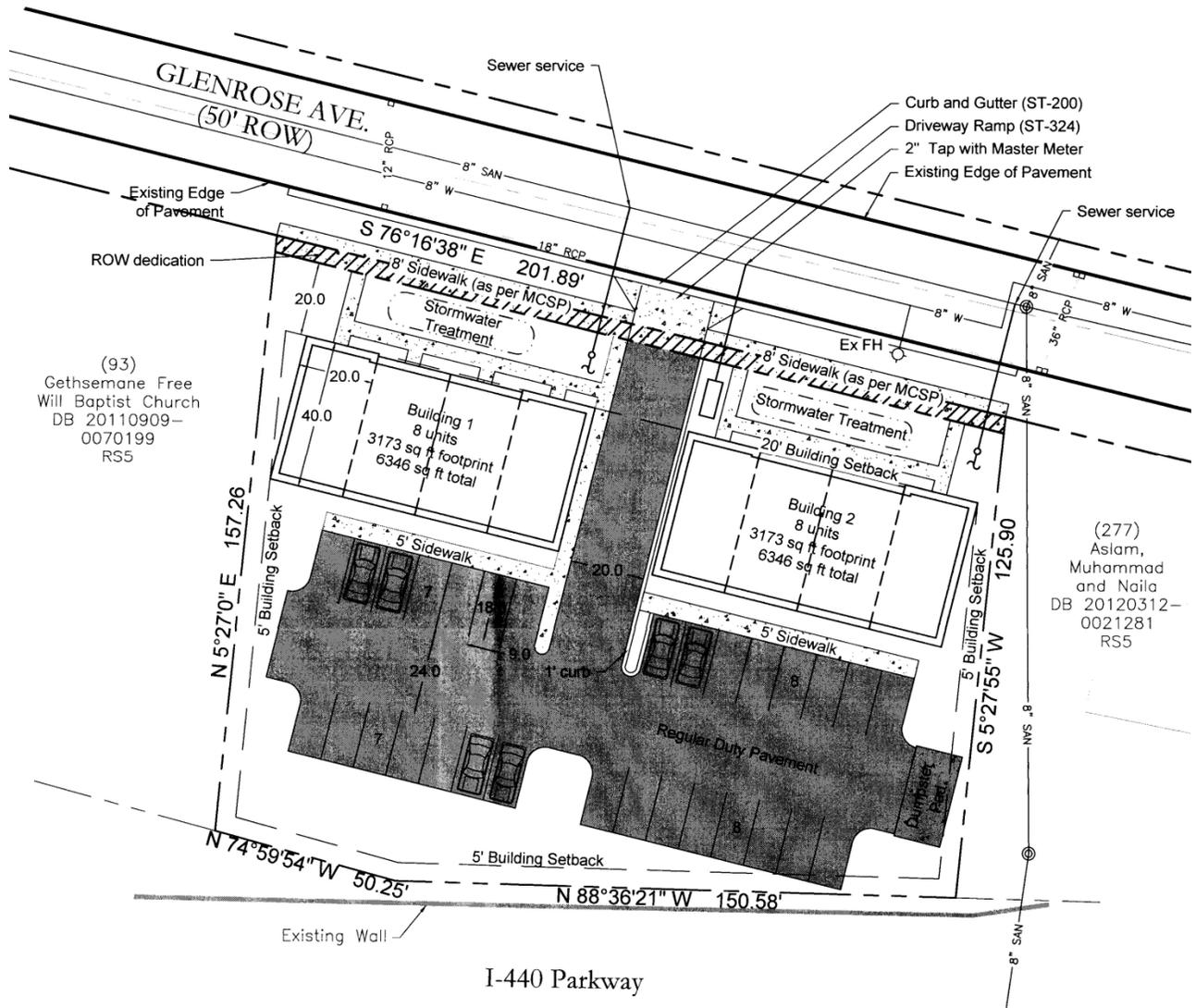
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

SOUTH NASHVILLE COMMUNITY PLAN

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



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Consistent with Policy?

Yes. The amendment to SP-R is consistent with the Mixed Use Neighborhood policy and is appropriate given the site's location in an urban area. The amended SP would meet the goals of the policy by placing increased density in proximity to an existing MTA bus route and existing goods and services along Glenrose Avenue.

PLAN DETAILS

The site consists of a single parcel located at 95 Glenrose Avenue, just north of Interstate 440. The site contains approximately 197 feet of frontage on Glenrose Avenue. There is currently a single family home located on the site. The proposed SP includes sixteen attached residential dwelling units. The site plan proposes two structures; each structure will be set back 20 feet from the right-of-way. Each of the proposed structures will contain 8 dwelling units. All sixteen units will have frontage along Glenrose Avenue.

The site plan for the SP amendment indicates a new eight foot sidewalk and a six foot grass planting strip along will be installed along the entire Glenrose Avenue street frontage. All units will be accessed by a 20 foot driveway located in between the two proposed structures. Parking for the units will be located to the rear of proposed structures. The landscape plan associated with this SP indicates trees of various sizes will be planted along the side and rear perimeter of the site as well as along Glenrose Avenue. The trees shown on the preliminary SP plan will comply with Metro Nashville's tree density requirements.

Conceptual building elevation drawings were provided within the SP. The proposed residential units will have a maximum height of 35 feet measured to the eave.

ANALYSIS

The SP is consistent with the current Mixed Use Neighborhood policy and meets several critical planning goals. The 16 attached residential units will provide a well-designed development along the Murfreesboro Pike corridor. The proposed SP is consistent with the land use polices, staff recommends approval with conditions.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Remove note 3 from Stormwater notes on C1.0.
- Add note stating that supplemental water quality features may be required.

WATER SERVICES

Approve with conditions

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



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PUBLIC WORKS RECOMMENDATION

Approve 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 dedications are to be recorded prior to the building permit approval by MPW.

TRAFFIC AND PARKING RECOMMENDATION

Approved

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.69		9,100 SF	33	23	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.69	-	16 U	221	12	27

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+188	-11	+14

METRO SCHOOL BOARD REPORT

Projected student generation existing **SP-MU** district: 0 Elementary 0 Middle 0 High
 Projected student generation proposed **SP-R** district: 2 Elementary 1 Middle 1 High

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

AFFORDABLE AND WORKFORCE HOUSING REPORT

1. Will this project include any affordable or workforce housing units?
2. If so, how many and what is the percentage of the entire development?
3. How will you enforce the affordability requirements?



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4. Have any structures been demolished in the last 12 months?

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

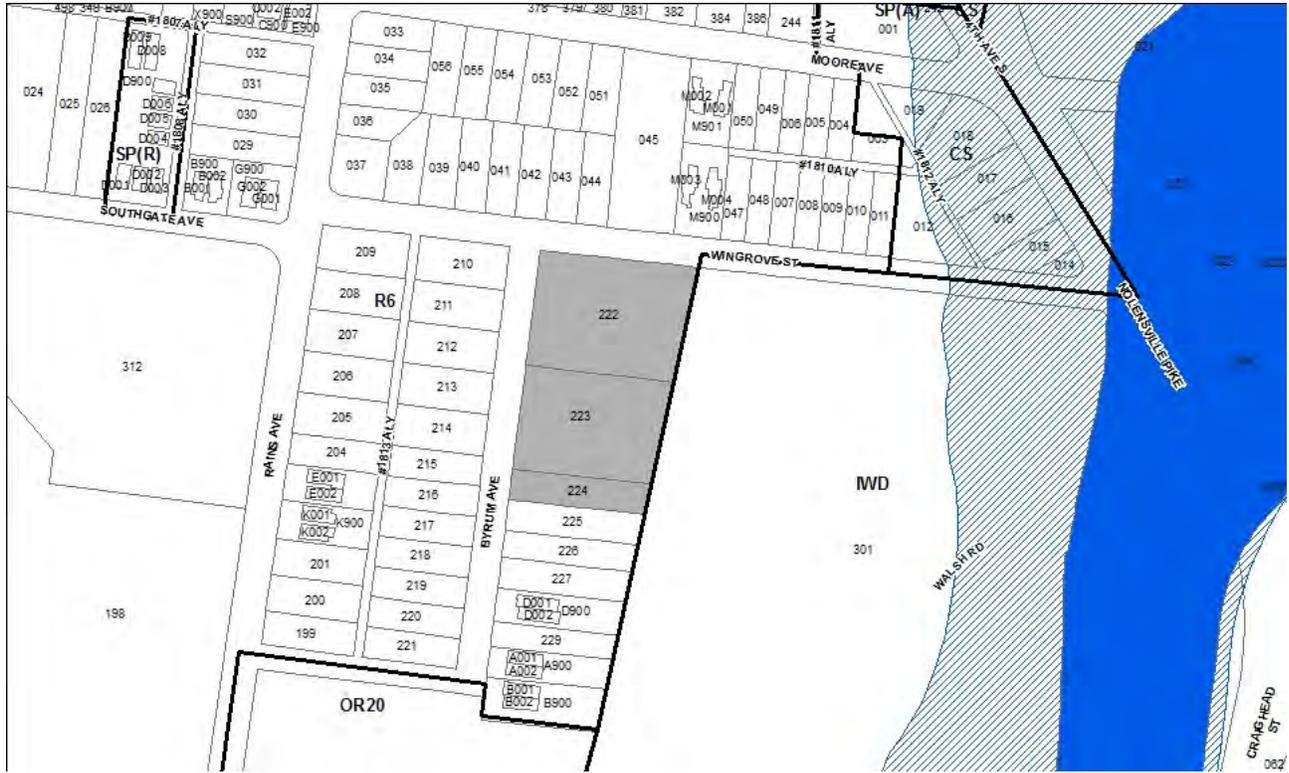
1. Uses in the SP shall be limited to a maximum of 16 multi-family residential units.
2. A minimum eight foot wide sidewalk and six foot planting strip is required along Glenrose Ave.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property 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 requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection.



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2016SP-080-001
WINGROVE AND BYRUM SP
Map 105-11, Parcel(s) 222-224
11, South Nashville
17, (Colby Sledge)



Project No. Specific Plan 2016SP-080-001
Project Name Wingrove and Byrum SP
Council District 17 – Sledge
School District 05 – Kim
Requested by Smith Gee Studio, applicant; FMBC Investments, LLC and Harvest Hands Community Development Corporation, owners.

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

APPLICANT REQUEST

Zone change to permit a residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on properties located at 431 Wingrove Street and 2150 Byrum Avenue, at the southeast corner of Byrum Avenue and Wingrove Street, (2.28 acres), to permit up to 91 residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 16 lots with 4 duplex lots for a total of 20 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

SOUTH 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



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Proposed Site Plan



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the existing developed character, such as the street network and block structure and proximity to centers and corridors.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies 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 are in and whether or not they have already been disturbed.

Consistent with Policy?

The T4 NE policy is a residential policy intended to enhance urban neighborhoods with opportunities for improved pedestrian, bicycle, and vehicular connectivity. The policy supports a range of housing choices. Successful infill and redevelopment in existing neighborhoods needs to take into account the existing community character, street network, block structure, and proximity to centers and corridors. The applicant will provide appropriate transitions to the existing residential neighborhood by addressing massing on the site and will improve the site with sidewalks that exceed the minimum standards.

PLAN DETAILS

Site Plan

The properties included in this SP are located along Wingrove Street and Byrum Street and are currently zoned R6. The existing zoning district allows for one and two-family residential uses. Byrum Street dead-ends south of this site.

The proposed plan includes 91 residential dwelling units fronting Wingrove and Byrum Streets. A plaza including a one-story amenity building is located at the corner of Wingrove and Byrum Streets. An open space area containing a deck and dog walk area is located in the southeast corner of the site.

The proposed units are composed of shipping containers. The proposed buildings are limited to a maximum height of 3 stories within 40 feet measured from finished floor to top of roof deck or eave. The maximum height with roof top structures is limited to 45 feet, measured from the finished floor to the top of the roof top structure.

Vehicular access is from Byrum Street. Parking is located behind the proposed units. Sidewalks are proposed along Byrum and Wingrove exceeds the local street standards, 6 foot sidewalk and 6 foot planting strip.



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Architectural Character



Analysis

The policy supports a range of housing choices. Successful infill and redevelopment in existing neighborhoods needs to take into account the existing community character, street network, block structure, and proximity to centers and corridors. The surrounding neighborhood consists of one, two and three family residential units. The proposed plan shows a three-story structure with massing that is different than the existing residential structures in the neighborhood.

To address massing on the site, the applicant has proposed a condition that would break up the vertical plane of the building fronting Byrum Street that is closest to the intersection of Byrum and Wingrove Streets. The building will be re-designed to break up the overall massing by setting back a portion of the middle of the building a minimum 8 feet from the rest of the building facade or by other means upon Planning Staff approval. By introducing more variety to the building form, particularly spacing within the vertical plane, the building articulation will achieve a reduction in overall massing. With this change, a less imposing building profile will be more sympathetic with the street and surroundings.

The plan proposes one vehicular access point on Byrum Street. No vehicle access will be provided to Wingrove Avenue. The proposed plan will provide a 6 foot sidewalk and 6 foot grass strip along both Byrum and Wingrove Streets, which exceeds the local street requirements. The proposed development will provide a sidewalk in-lieu fee for the amount linear street frontage along Wingrove Street to Nolensville Pike.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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



Metro Planning Commission Meeting of 11/10/2016

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to Final SP, add callouts to the plan indicating that all construction within the ROW is to be per MPW standards and specs, i.e. ST-200, ST-210, STT-324, etc.
- Submit a dimensioned site plan, plan submitted includes no dimensions. Additional comments may follow pending review of the dimensioned site plan.
- Prior to Final SP, clearly label the curb and gutter, grass strip, sidewalk, ADA curb ramp, driveway, etc.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with findings of access study.
- Prior to Final SP, Identify number of units on plan and include parking chart on plans with required parking per metro code and number of spaces provided. Provide parking on site per metro code.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	2.28	7.26 D	20 U	192	15	21

*Based on two two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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Metro Planning Commission Meeting of 11/10/2016

Multi- Family Residential (220)	2.28		91 U	676	49	68
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Traffic changes between maximum: **R6 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+484	+34	+47

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 2 Elementary 1 Middle 1 High

Projected student generation proposed SP-MU district: 46 Elementary 23 Middle 24 High

The proposed SP zoning is expected to generate 89 more students than the existing R6 zoning. Students would attend Fall-Hamilton Elementary School, Wright Middle School and Glen Cliff High School. All schools have 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? This is the intent of this project and many discussions have taking place with Councilman Colby Sledge on the subject. The very nature of the project is to bring diverse housing options to the area and with these smaller units, the market will only bear a certain price. , which indicates as of the time of this correspondence that the project will qualify for both affordable AND workforce housing units.
2. If so, how many and what is the percentage of the entire development? Same answer as above, however, I would say that as of the time of this correspondence half of the units will fall well within the affordable range. It is possible that an additional 25% of the units could still fall within the border of affordable, but they seem more on the borderline of affordable/workforce housing.
3. How will you enforce the affordability requirements? I am still looking for assistance on how the actual bill will be structured and how enforcement will be structured since nobody has actually done this in Nashville yet. Open to any ideas, but again because of the small nature of the footprints, it is doubtful that the market will
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

The proposed SP is consistent with the T4 Neighborhood Evolving policy, therefore staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 91 residential uses.
2. Before Final SP approval, the building fronting Byrum Street that is closest to the intersection of Byrum and Wingrove Streets shall be re-designed to break up the overall massing of the structure. The massing shall be broken up by articulating a portion of the middle of the



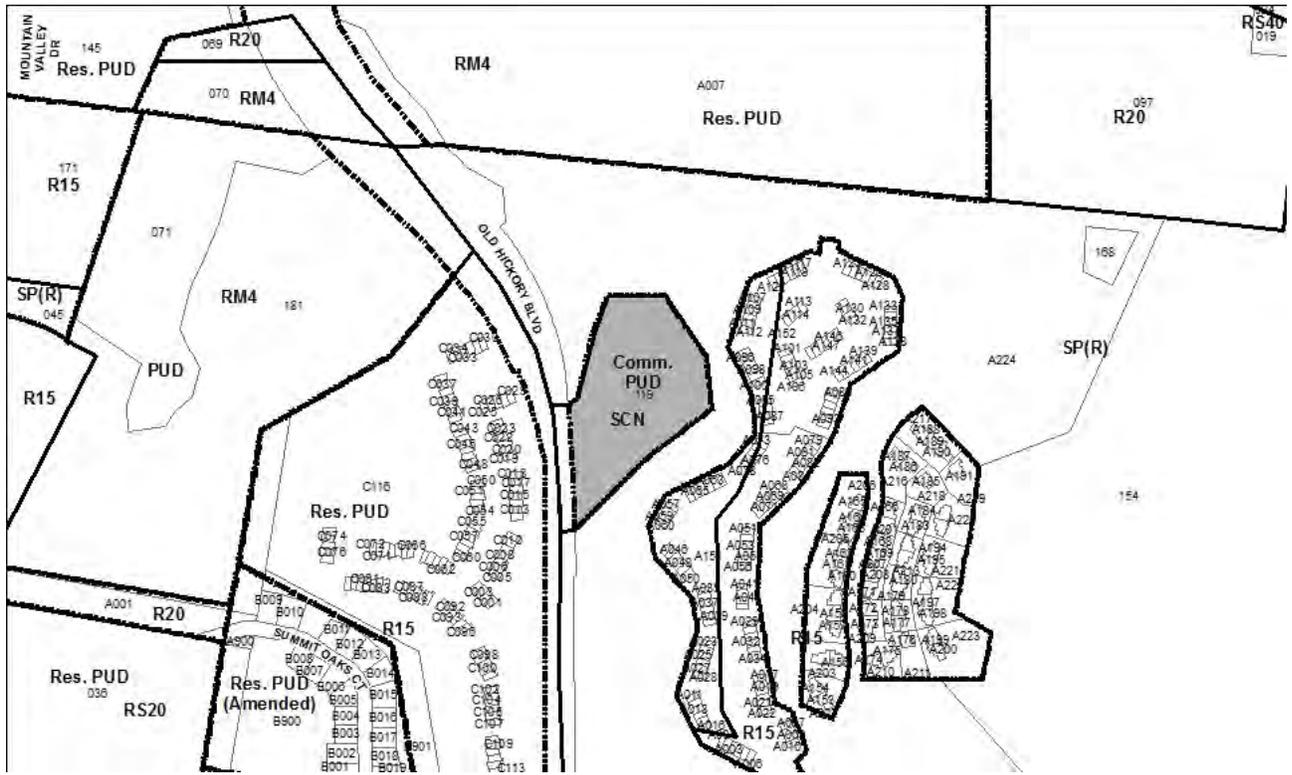
Metro Planning Commission Meeting of 11/10/2016

building back a minimum of 8 feet from the rest of the building facade in order to break up the massing of the overall structure or by other means upon Planning Staff approval.

3. An off-site sidewalk from the site to Nolensville Pike is required. Submit a contribution in-lieu of construction to the Planning Department prior to the issuance of building permits. The rate of \$96.00 per linear foot of total frontage area will require a \$64,320.00 (96.00 x 670 feet) contribution to Pedestrian Benefit Zone 5-A.
4. The optional structure in the amenity area shall not occupy more than 50% of the plaza, as shown in the preliminary plan.
5. 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 RM40-A zoning district as of the date of the applicable request or application.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. 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 11/10/2016



2016SP-081-001
NASHVILLE HIGHLANDS II
Map 128, Parcel(s) 119
06, Bellevue
23 (Mina Johnson)



Project No.	Specific Plan 2016SP-081-001
Project Name	Nashville Highlands II SP
Associated Case	PUD Cancelation (95P-009-001)
Council District	23 – Johnson
School District	9 – Froge
Requested by	Tune Entrekin & White, applicant; Nashville Highlands, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the December 8, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone to permit a mixed-use development.

Zone Change

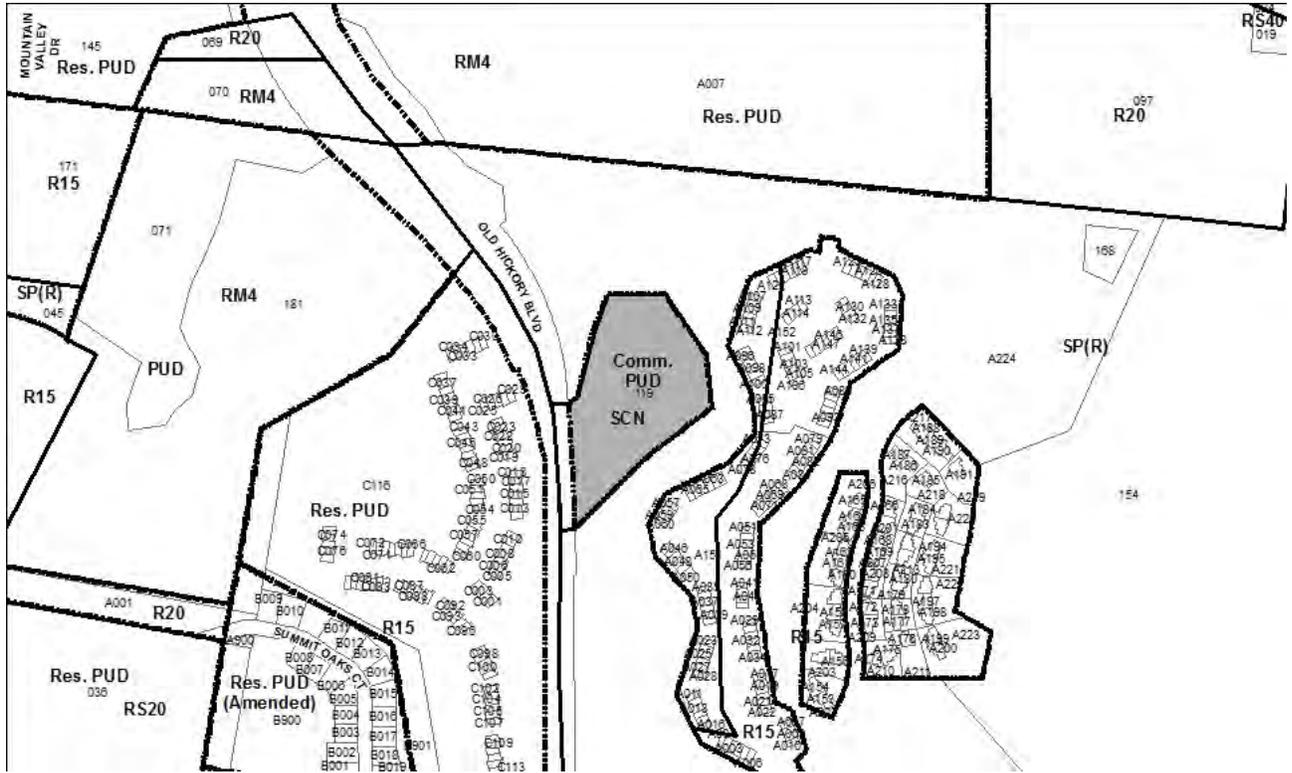
A request to rezone from Shopping Center Neighborhood (SCN) to Specific Plan – Mixed Use (SP-MU) zoning for property located at Old Hickory Boulevard (unnumbered), within a Planned Unit Development Overlay District (4.91 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends that the request be deferred to the December 8, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 11/10/2016



95P-009-001

NASHVILLE HIGHLANDS COMMERCIAL PUD

Map 128, Parcel(s) 119

06, Bellevue

23 (Mina Johnson)



Project No.	Planned Unit Development 95P-009-001
Project Name	Nashville Highlands Commercial PUD
Associated Case	Zone Change (2016SP-081-001)
Council District	23 – Johnson
School District	9 – Froge
Requested by	Tune Entrekin & White, applicant; Nashville Highlands, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the December 8, 2016, Planning Commission meeting.</i>

APPLICANT REQUEST

Cancel a Planned Unit Development.

Cancel PUD

A request for cancellation of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), approximately 3,100 feet southeast of Ridgelake Parkway, zoned SCN (4.91 acres).

STAFF RECOMMENDATION

Staff recommends that the request be deferred to the December 8, 2016, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 11/10/2016



2016SP-082-001

4305 AND 4307 ALABAMA AVENUE SP

Map 091-12, Parcel(s) 174-175

07, West Nashville

24 (Kathleen Murphy)



Project No.	Specific Plan 2016SP-082-001
Project Name	4305 and 4307 Alabama Avenue SP
Council District	24 – Murphy
School District	09 – Frogge
Requested by	Dale & Associates, applicant; Dorris B. Calvin and Option Rentals, Inc., owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Zone change to permit an office/retail and self-storage building.

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan-Commercial (SP-C) zoning on properties located at 4305 and 4307 Alabama Avenue, (0.70 acres), to permit an office/retail space and self-service storage.

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-Commercial (SP-C) 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

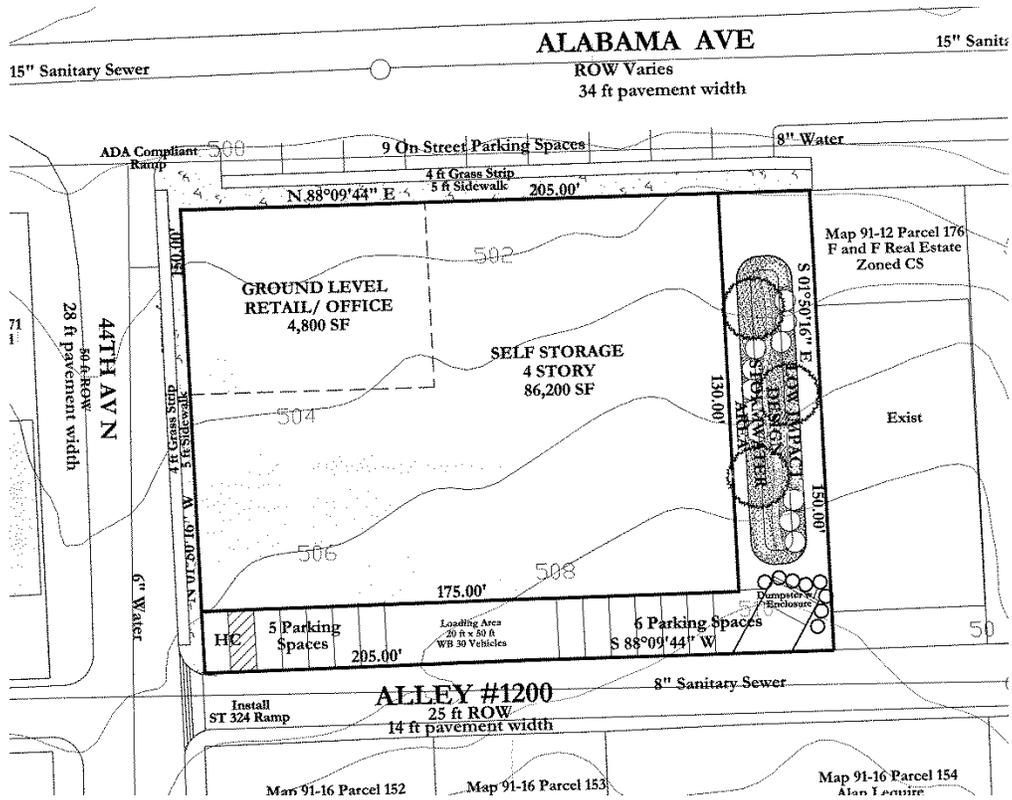
This area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of extending and maintaining new infrastructure. The plan proposes new sidewalks, consistent with the local street standards, which foster walkable neighborhoods.

WEST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a



Metro Planning Commission Meeting of 11/10/2016



Proposed Site Plan



Proposed Elevations



Metro Planning Commission Meeting of 11/10/2016

street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Special Policy Area (07-T4-CM-03)

The special policy recognizes the area along Alabama Avenue between Marrow Road and 46th Avenue North. These properties face I-40. The policy indicates that current auto-oriented uses and light industrial uses may be retained. Future auto-oriented uses and light industrial uses, within the range provided by the current CS zoning and accompanied by a design based zoning district, are encouraged to provide a location for these uses while Charlotte Avenue as a walkable corridor.

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 MU policy as well as the special policy that applies to the site. The proposed plan provides for a commercial development along Alabama Avenue and provides improved pedestrian connectivity that engages the public realm and creates a pedestrian friendly environment.

PLAN DETAILS

The site is approximately 0.70 acres in size and consists of a one-story commercial building. The site is located on the south side of Alabama Avenue between 44th Avenue North and 43rd Avenue North Drive, directly across from I-40. The site is zoned for commercial uses.

Site Plan

The plan proposes a 4-story building consisting of a maximum of 4,800 square feet of retail/office use on the first floor and a maximum of 86,200 square feet of self-service storage use within the building.

Vehicular access to the site is limited to the alley. Parking stalls and a loading area is provided off of the alley along the rear of the building. Additional parking is provided on Alabama Avenue. A 5 foot sidewalk and 4 foot planting strip, consistent with local street standards, is provided along Alabama Avenue and 44th Avenue North.

Landscaping is provided along the eastern property line to provide a buffer for the existing commercial use to the east.

ANALYSIS

The SP is consistent with the site's land use policies, and it also meets several critical planning goals. Commercial uses are encouraged along Alabama. The building form and site design is appropriate given that the site faces I-40. The plan provides improved pedestrian facilities along Alabama Avenue and 44th Avenue North.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase



Metro Planning Commission Meeting of 11/10/2016

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only.

PUBLIC WORKS RECOMMENDATION

Approve 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.
- All construction within the ROW is to be per ADA and MPW standards and specs.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- An access study is required prior to final SP. At a minimum provide parking per metro code. Provide adequate space for trucks to back into storage loading space near access doors and elevators. Identify truck size that will use storage facility and identify truck loading zone dimensions. Identify on site loading area for retail activity.

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 (814)	.70	0.6 F	18, 295 SF	821	22	66

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)	.70	-	4,800 SF	244	11	33

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
Self-Storage (150)	.70	-	86, 200 SF	307	77	55



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Traffic changes between maximum: CS and SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+72, 705 SF	-270	+66	+22

METRO SCHOOL BOARD REPORT

The Metro School Board report was not generated because the proposed zone change would not generate students.

STAFF RECOMMENDATION

The SP is consistent with the site’s land use policies, and it also meets several critical planning goals, staff recommends approval with conditions.

CONDITIONS

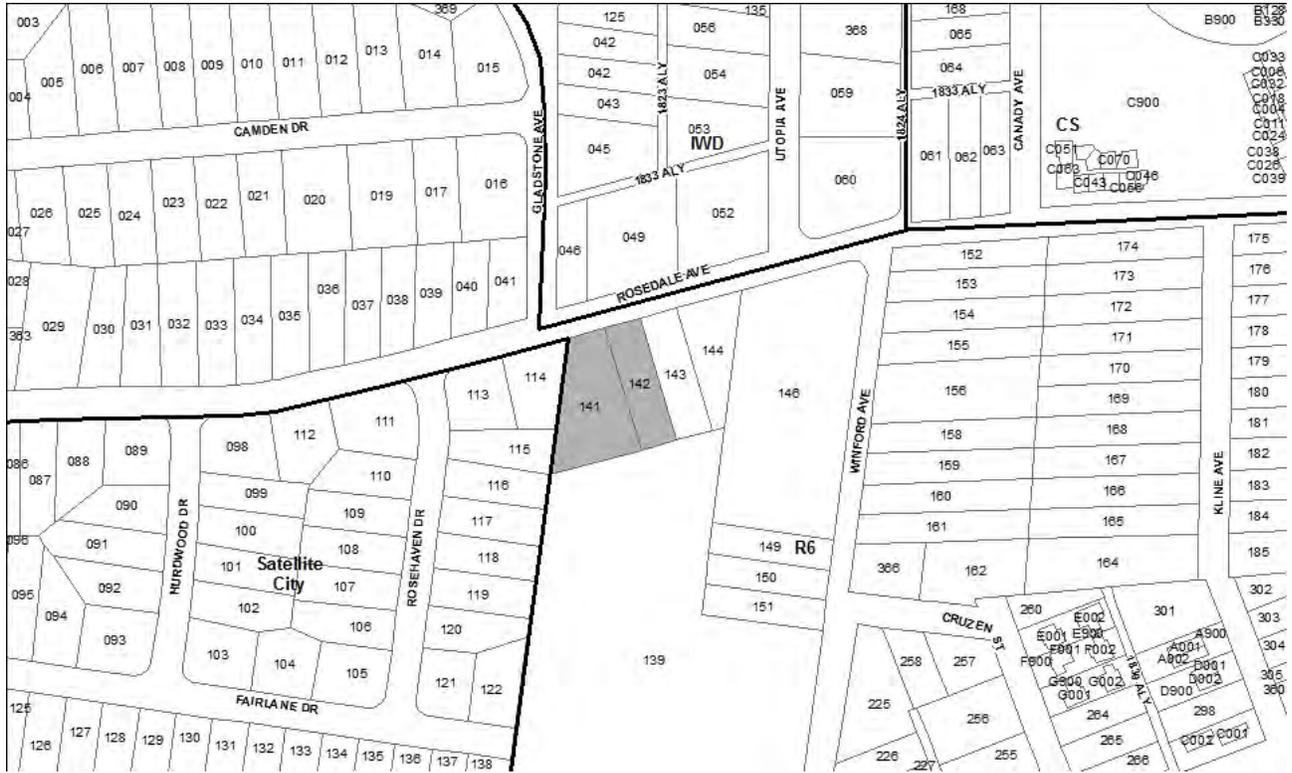
1. Permitted land uses shall be limited to a maximum of 4,800 square feet of retail/office uses and a maximum of 86,200 square feet of self-service storage use.
2. Building elevations consistent with the architectural standards and approved preliminary shall be submitted with the submission of the final site plan.
3. Height shall be limited to a maximum of 4 stories within 50 feet measured to the roofline.
4. All signage shall meet the standards of the MUL-A zoning district. Billboards are not allowed.
5. 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 CS-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. 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.
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.



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Metro Planning Commission Meeting of 11/10/2016



2015SP-084-001
511 ROSEDALE COTTAGES
Map 118-04, Parcel(s) 141-142
11, South Nashville
17 (Colby Sledge)



Project No.	Specific Plan 2016SP-084-001
Project Name	511 Rosedale Cottages
Council District	17-Sledge
School District	7 – Pinkston
Requested by	DBS Engineering & Associates, Inc., applicant; Rosedale Properties, LLC and Sadler Jennings Vaden and Candice Faye Summers, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit up to 12 residential units.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning on properties located at 509 and 511 Rosedale Avenue, approximately 200 feet northeast of Rosehaven Drive, (0.78 acres), to permit 12 residential units.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

This area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of extending and maintaining new infrastructure.

SOUTH 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



Metro Planning Commission Meeting of 11/10/2016



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ROSEDALE AVE. (40' ROW)

12' PAVEMENT per ST-261
2.5' CURB&GUTTER per ST-200
4' VEGETATION ZONE
8' SIDEWALK per ST-210

PROPOSED 15' MBSL
24' DRIVEWAY
1/2' REBAR FOUND

STORMWATER/ BIC-RETENTION
PROPOSED 15' MBSL
1/2' REBAR FOUND

143

SILVIO RAMON C
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RODDC

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JUSTIN C. SPEAKMAN
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MURPHY
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ARCHIE C. JR. & EDNA JANE KELLEY
DOCUMENT# DB 0006009 0000169
RODDC

10' HACKBERRY

METRO GOV'T BERRY
DEED BOOK 1046 PG 60
RODDC

10' CHERRY
18' HACKBERRY
IRON PIN FOUND



Metro Planning Commission Meeting of 11/10/2016

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 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?

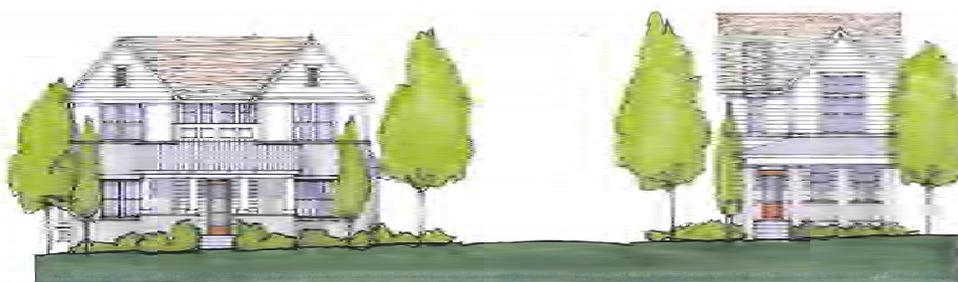
Yes. The plan is consistent with the T4 NE policy. The proposed policy supports all types of residential including multi-family, and recognizes the evolution of neighborhoods. The site is across the street from an area that is currently zoned IWD, but the policy supports mixed-use. The area is rapidly transitioning from industrial to mixed-use, including commercial, small artisan uses, and high density residential. The proposed SP provides for a transition between this area, the surrounding T4 NE policy to the east and the T4 NM policy to the west of the site. The plan also provides sidewalks along the site frontage consistent with the Major and Collector Street Plan.

PLAN DETAILS

The approximately 0.78 acre site is zoned for two-family residential, but each lot making up the site contains a single-family use. The site is adjacent to Berry Head Start which abuts the southern property line. The site contains no environmentally sensitive areas such as steep slopes or streams.

Site Plan

The plan includes 12 multi-family residential units. Four units are detached and eight units are attached. The detached units are located at the front of the site, and the eight attached units are at the rear of the site. Two of the detached units front onto Rosedale Avenue. The plan limits the height at the setback to 35 feet. The plan also includes architectural standards pertaining to primary entrances, glazing, window orientation, materials, and raised foundations. The plan includes a small courtyard at the rear of the site, between the two rows of attached units. The drive into the site terminates at the open space.





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Access into the site is from a single private drive. Parking is located behind the four units that are closer to Rosedale Avenue. An eight foot wide sidewalk and a four foot wide planting strip is provided along Rosedale Avenue, consistent with the Major and Collector Street Plan.

ANALYSIS

The plan is consistent with the T4 NE policy. The policy supports all types of residential including multi-family, and recognizes the evolution of neighborhoods. The site is across the street from an area that is currently zoned IWD, but the policy supports mixed-use. The area is rapidly transitioning from industrial to mixed-use, including commercial, small artisan uses and high density residential. The proposed SP provides for a transition between this area, the surrounding T4 NE policy to the east and the T4 NM policy to the west of the site. The plan provides sidewalks along the site frontage consistent with the Major and Collector Street Plan. The plan also meets one critical planning goal.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- Approval applies to the plan revision stamped-received 10/18/16, for a Preliminary SP only. Grading plans must be submitted and approved before Final SP approval.

WATER SERVICES RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

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



Metro Planning Commission Meeting of 11/10/2016

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- All required parking shall be on site. Provide parking on site per metro code. Include parking chart with required and proposed parking spaces.
- Comply with findings of traffic access study.

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)	0.78	7.26 D	6 U	58	5	7

*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)	0.78	-	12 U	102	10	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+6 U	+44	+5	+4

METRO SCHOOL BOARD REPORT

Projected student generation existing **R6** district: 1 Elementary 0 Middle 0 High

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

The proposed SP-R zoning district would generate three additional students than what is typically generated under the existing R6 zoning district. Students would attend Fall - Hamilton Elementary, Wright Middle School and Glencliff High School. All schools have capacity for additional students. 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? Yes. The development will be targeting workforce housing.
2. If so, how many and what is the percentage of the entire development? Minimum of 100%
3. How will you enforce the affordability requirements? The development will be governed by Covenants and Restrictions through a home owner's association.
4. Have any structures been demolished in the last 12 months? Not to the knowledge of the current property owner.



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses in the SP shall be limited to a maximum of 12 residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A as of the date of the applicable request or application.
3. 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.
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 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



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Metro Planning Commission Meeting of 11/10/2016



2016SP-085-001
5212 TENNESSEE AVENUE SP
Map 091-07, Parcel(s) 088
07, West Nashville
20 (Mary Carolyn Roberts)



Project No. Specific Plan 2016SP-085-001
Project Name 5212 Tennessee Avenue SP
Council District 20 - Roberts
School District 01 - Gentry
Requested by Dale & Associates, applicant; Regal Homes, Co., owner.

Staff Reviewer Sharp
Staff Recommendation Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit four residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located 5212 Tennessee Avenue, at the northeast corner of Tennessee Avenue and 53rd Avenue North (0.41 acres), to permit up to four residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. R6 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.

Proposed Zoning

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

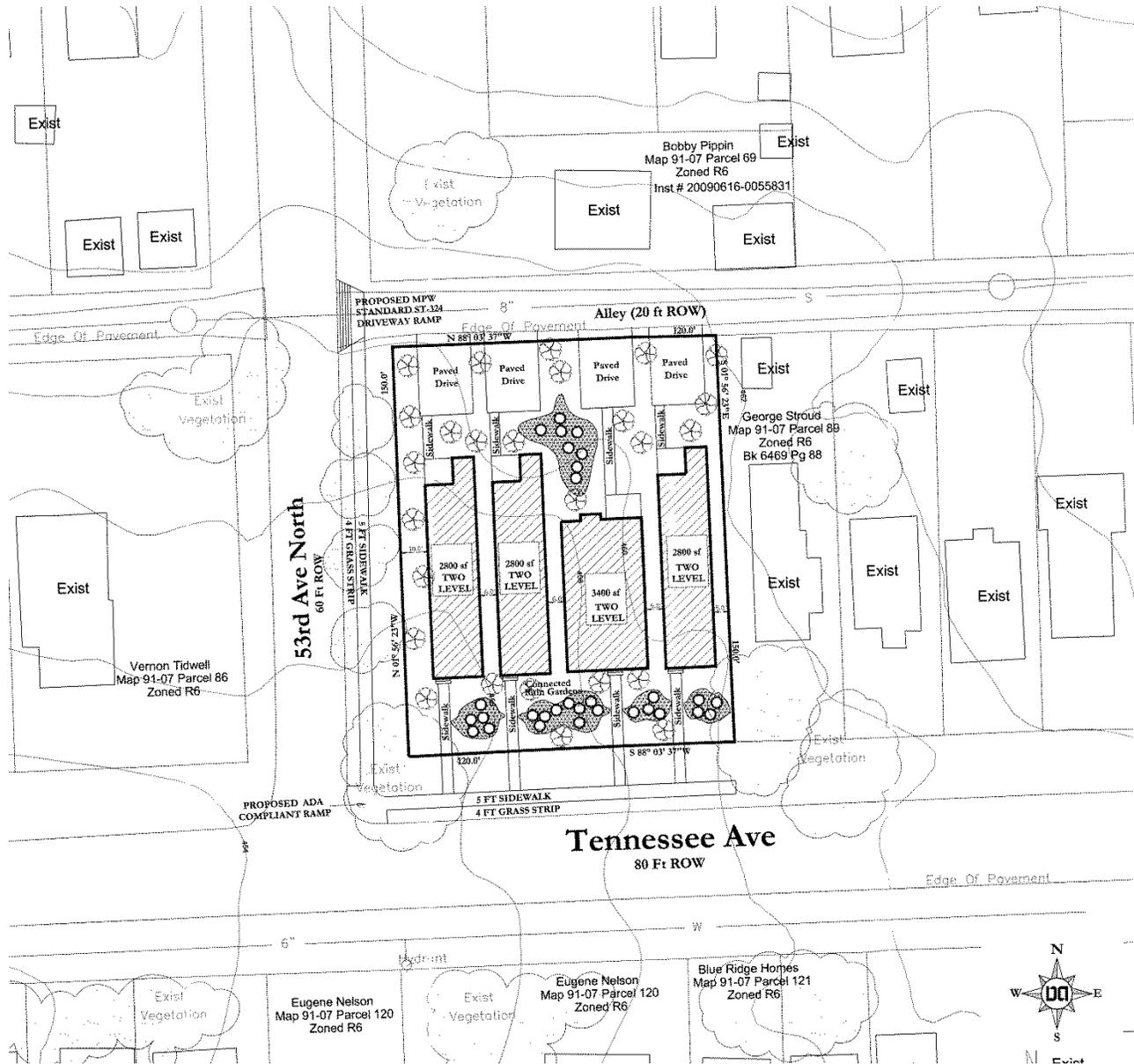
CRITICAL PLANNING GOALS

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

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. Higher densities also foster walkability and better public transportation. The site is within walking distance to existing public transit options on Tennessee Avenue, 51st Avenue North, and Centennial Boulevard. The plan proposes to wrap the corner of 53rd Avenue North and Tennessee Avenue with sidewalks; because the corner of Tennessee Avenue and 51st Avenue North has existing sidewalks, this frames opportunities for sidewalk connections along this stretch of Tennessee Avenue.



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Proposed Site Plan



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WEST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 Urban Neighborhood Maintenance policy. The proposed SP is generally consistent with the existing character of the lots along Tennessee Avenue and the setbacks and spacing of homes along this block of Tennessee Avenue. The site is in proximity to public transportation options along 51st Avenue North and Centennial Boulevard and the project proposes to contribute to the neighborhood's growing sidewalk network. The proposal limits vehicular access to the alley and provides a sidewalk connection between the front of the units and the public sidewalk along Tennessee Avenue, which further fosters a pedestrian streetscape.

PLAN DETAILS

The site is located on the north side of Tennessee Avenue at the corner of 53rd Avenue North and Tennessee Avenue. The property is approximately 0.41 acres.

Site Plan

The plan calls for four residential units. All units front on Tennessee Avenue and are limited to alley access. All units include two surface parking spaces that are accessed from the alley. The plan proposes a 5 foot sidewalk and a 4 foot planting strip along both Tennessee Avenue and 53rd Avenue North. The units relate to the sidewalk along Tennessee Avenue: interior sidewalks connect the units to the public sidewalk. The maximum height of the units is two stories in 35 feet and 29 feet at the front setback as measured to the roofline. The plan provides some architectural guidelines relating to building entry, glazing, finished floor elevations, and porches. The plan also prohibits vinyl siding and EFIS.

ANALYSIS

The property has three underlying lots that could be reestablished. A portion of the property along 53rd Avenue North consists of abandoned right of way that could be platted to create one lot; this lot would meet the compatibility requirements for subdivisions under neighborhood maintenance policy. This would result in four buildable lots and four homes. The proposed SP plan provides for the four potential homes to be more evenly spaced than would be possible if the underlying lots were reestablished and one lot platted; this is due to the narrow configuration of the underlying lots. While not generally appropriate under neighborhood maintenance policy, in this instance a multifamily SP is more consistent with the rhythm and spacing along Tennessee Avenue than the alternative option of reestablishing the underlying lots and platting the abandoned right of way. Staff recommends approval of this request as the proposed plan provides an appropriate urban form that is consistent with T4 Neighborhood Maintenance policy and with the spacing of homes along Tennessee Avenue. The proposal also meets several critical planning goals.



Metro Planning Commission Meeting of 11/10/2016

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- A 10-foot strip of land, adjacent to the public road right-of-ways, shall be dedicated as a Public Utility and Drainage Easement upon a future plat and/or separate instrument.

WATER SERVICES

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required, indicate sidewalk construction in compliance with the MCSP. All construction within the ROW is to be per MPW and ADA standards and specifications.
- Indicate the installation of an ADA compliant ramp at the intersection of 53rd and Tennessee.
- Indicate the installation of MPW standard ST-324 driveway ramp at the alley connection to 53rd.

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)	0.41	7.26 D	3 U	29	3	4

*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 (210)	0.41	-	4 U	39	3	5



Metro Planning Commission Meeting of 11/10/2016

Traffic changes between maximum: R6 and SP-R

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

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 1 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 1 Elementary 0 Middle 0 High

The proposed SP-R zoning district is not expected to generate any additional students. Students would attend Cockrill Elementary, McKissack Middle School, and Pearl-Cohn High School. None of these schools are identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated March 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to up to four residential units.
2. Finished ground floors and porches shall be elevated a minimum of 18” and a maximum of 36” from the abutting average ground elevation for all units.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. 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 R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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. Revise the architectural standards to include untreated wood as a prohibited material.
7. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 11/10/2016

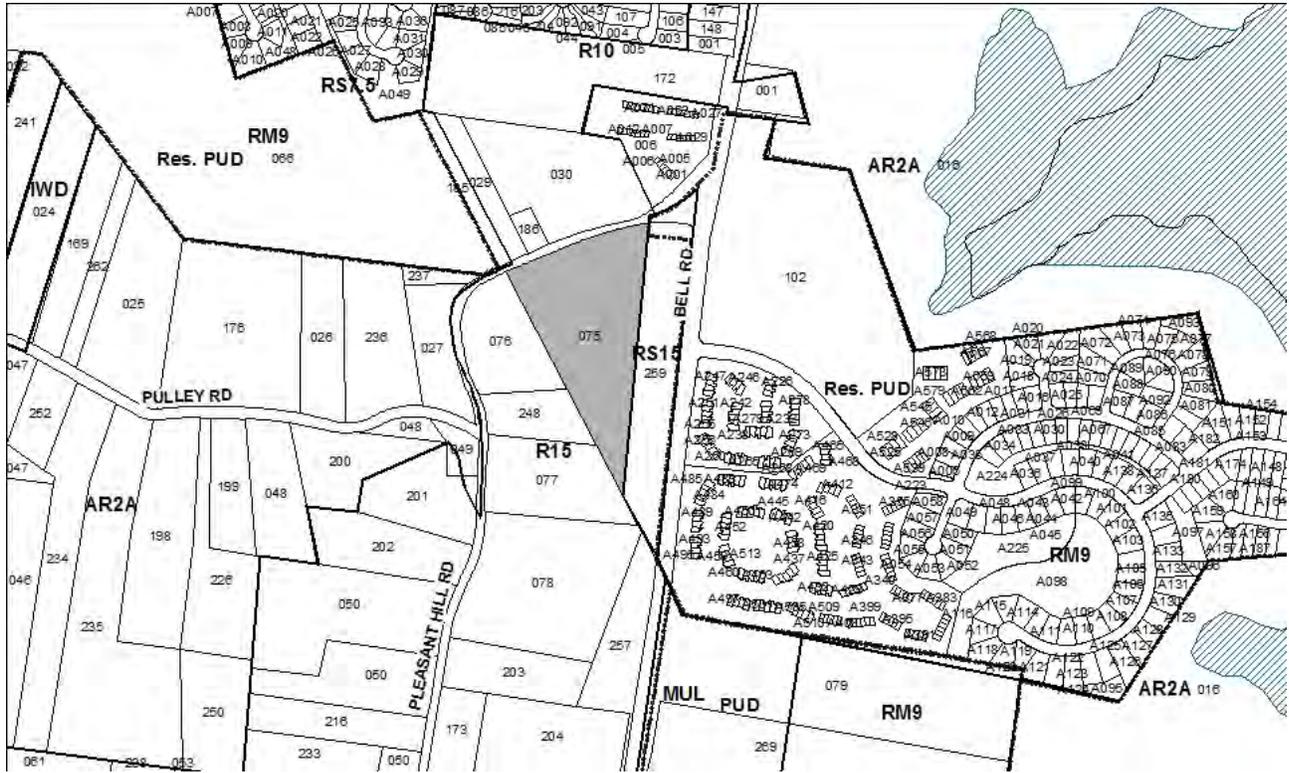
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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Metro Planning Commission Meeting of 11/10/2016



2016SP-092-001
1360 PLEASANT HILL SP
Map 121, Parcel(s) 075
14 Donelson - Hermitage
13 (Holly Huevo)



Project No. Zone Change 2016SP-092-001
Project Name 1360 Pleasant Hill SP
Council District 13 – Huezo
School District 7 – Pinkston
Requested by OneTwelve, LLC, applicant and owner.

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

APPLICANT REQUEST

Preliminary SP to permit boat storage and self-service storage.

Preliminary SP

A request to rezone from One and Two-Family Residential (R15) to Specific Plan – Commercial (SP-C) zoning for property located at 1360 Pleasant Hill Road, approximately 220 feet west of Bell Road (9.69 acres), to permit boat storage and self-service storage.

Existing Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 28 lots with seven duplex lots for a total of 35 units.*

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

N/A

DONELSON/HERMITAGE COMMUNITY PLAN

D Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium to high density residential are also present.

Consistent with Policy?

Yes. In addition to office and commercial uses, the D EC policy supports medium to high density residential. The SP permits uses that support residential uses. The site is located



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adjacent to a T3 NM and a T3 NE land use policy area. The regulatory SP provides for a transition at the perimeter of the policy. The SP provides requirements that will ensure that there will be an appropriate transition between the boat storage or self-service storage and the adjacent residential policy areas. The site is also within proximity of Percy Priest Lake making it an appropriate location for boat storage.

PLAN DETAILS

The approximately 9.6 acre site is located along the south side of Pleasant Hill Road, just west of Bell Road. The property is currently being used for single-family residential and includes one home. The site contains some open field and wooded areas.

Site Plan

The proposed SP is regulatory, and there is no site plan. The regulatory document sets up the basic parameters for the proposed boat storage and self-service storage uses. The SP has the following requirements:

1. Uses within this SP shall be limited to boat storage and self-service storage.
2. Screening in the form of a Landscape Buffer Yard Standard B shall be applied along all residential zone districts and districts permitting residential uses.
3. The maximum height for any structure is 40 feet.
4. Access shall be limited to a single-drive. The location of the drive must be approved by the Department of Public Works.
5. Right of Way shall be dedicated if necessary to meet the Major and Collector Street Plan.
6. Signage shall be permitted as specified in the Metro Zoning Code for MUL.
7. 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 MUL zoning district as of the date of the applicable request or application.
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.

ANALYSIS

In addition to office and commercial uses, the D EC policy supports medium to high density residential. The SP permits uses that support residential uses. The site is located adjacent to a T3 NM and a T3 NE land use policy area. The regulatory SP provides for a transition at the perimeter of the policy. The SP provides requirements that will ensure that there will be an appropriate transition between the boat storage or self-service storage and the adjacent residential policy areas. The site is also within proximity of Percy Priest Lake making it an appropriate location for boat storage. Since the site is within the General Services District, and not within an area with a SPI index of 20 or greater then sidewalks are not required. The site is also within a mostly undeveloped area, and the proposed uses do not generate pedestrian traffic.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



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STORMWATER RECOMMENDATION

Approve with conditions

- Approved stormwater construction drawings will be required prior to the issuance of any related building permits.

WATER SERVICES RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

Approve 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.
- If sidewalks are required then they should be shown and labeled on the Final SP per Public Works standards with the required curb and gutter and grass strip to comply with the MCSP.
- Comply with the conditions of the Metro Traffic Engineer.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	9.69	2.90 D	35 U*	335	27	36

*Based on two two-family lots.

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
Self-Service Storage (151)	9.69	0.6 F	253, 257 SF	634	38	66

Traffic changes between maximum: **R15** and **SP-C**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+299	+11	+30



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STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to boat storage and self-service storage.
2. Screening in the form of a Landscape Buffer Yard Standard B shall be applied along all residential zone districts and districts permitting residential uses.
3. The maximum height for any structure is 40 feet.
4. Access shall be limited to a single-drive. The location of the drive must be approved by the Department of Public Works.
5. ROW shall be dedicated if necessary to meet the Major and Collector Street Plan.
6. Signage shall be permitted as specified in the Metro Zoning Code for MUL.
7. 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 MUL zoning district as of the date of the applicable request or application.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2016S-094-001

MONTE CARLO ESTATES SECTION 1 PHASE 2

Map 172-04, Parcel(s) 013

12, Southeast

31 (Fabian Bedne)



Project No.	Concept Plan 2016S-094-001
Project Name	Monte Carlo Estates Section 1 Phase 2
Council District	31 – Bedne
School District	2 – Brannon
Requested by	Ahler & Associates, LLC, applicant; Terron Mercer, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan to create four lots.

Concept Plan

A request for concept plan approval to create four lots on property located at Monte Carlo Court (unnumbered), at the end of Monte Carlo Court (1.33 acres), zoned Single-Family Residential (RS10).

Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 5 units*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The site is located midblock along Monte Carlo Drive, north of Barnes Road. The site is approximately 1.3 acres in size and is identified as a reserve parcel. A reserve parcel is a parcel identified on the plat as not a building site. When identified as a reserve parcel, it may include a reason for the reserve status, such as lack of utility lines to the property. In this case, the plat did not include a reason for the reserve status.

Site Plan

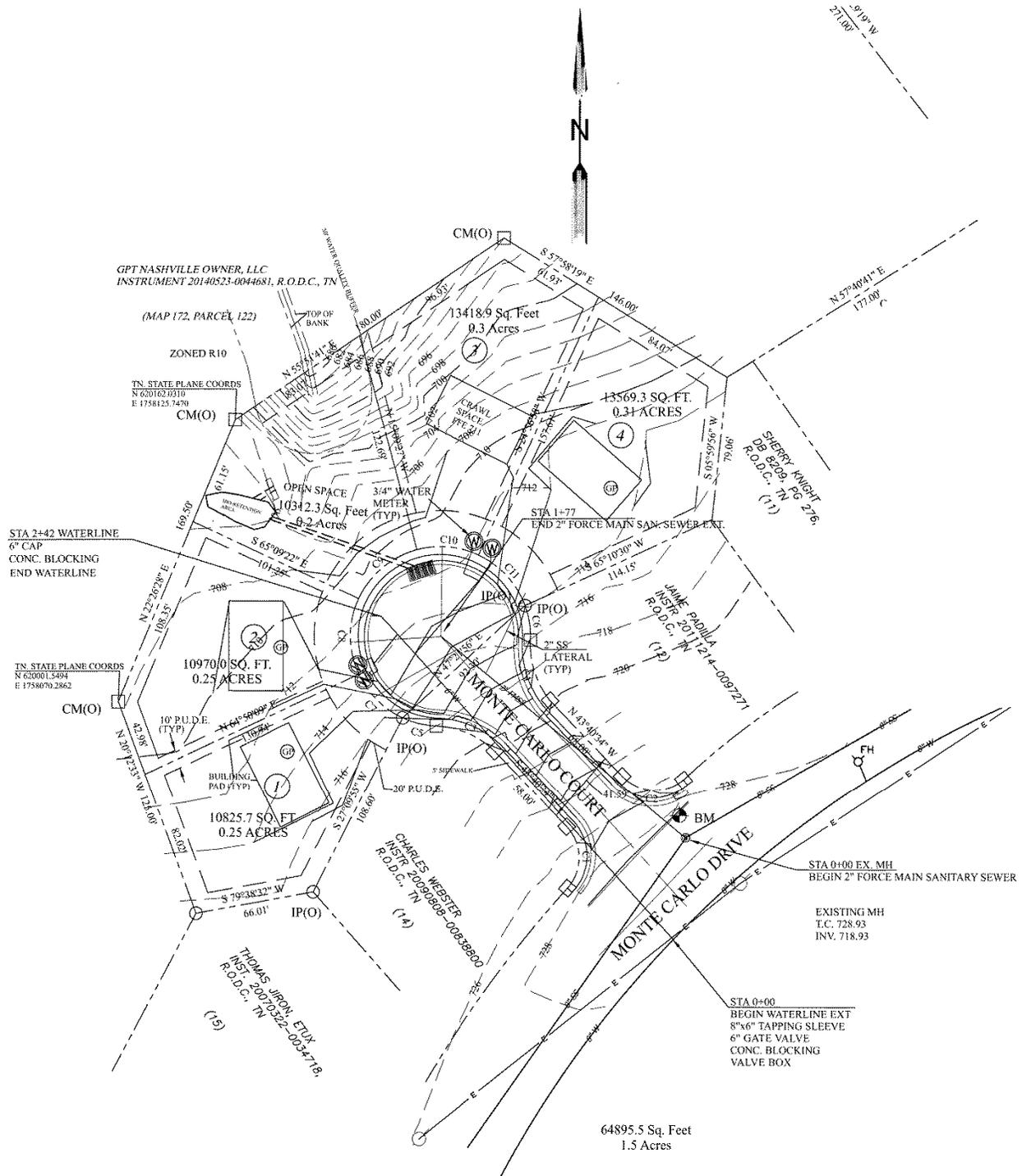
The plan calls for four lots along a new public street. Existing right-of-way identified as Monte Carlo Court would connect the four lots to Monte Carlo Drive. Open space has been provided between Lot 2 and Lot 3. The proposed lot sizes are as follows:

- Lot 1: 10,825 square feet
- Lot 2: 10,970 square feet
- Lot 3: 13,418 square feet
- Lot 4: 13,569 square feet

The original plat does not include a reason for why the reserve status was added to this parcel. Removal of the reserve status requires Planning Commission approval. Section 2.8-1 of the



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Proposed Site Plan



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Subdivision Regulations establishes criteria for determining whether to remove the reserve status: the parcel fits into the character of the area and is consistent with the general plan. The proposed lots meet the minimum standards of the zoning code and meets the street frontage requirements per the Subdivision Regulations.

ANALYSIS

Zoning Code

The proposed lots meet the minimum standards of the RS10 zoning district.

Street Frontage

The lot will have frontage on Monte Carlo Court.

Density

While the proposal is not required to meet the compatibility standards in the Subdivision Regulations, staff analyzed lot frontage and size to evaluate how it fits within the adjacent neighborhood. The existing lots along Monte Carlo Drive range from 11,900 square feet to 14,442 square feet. The proposed lots on Monte Carlo Court range from 10,825 square feet to 13,569 square feet. The existing lots along Monte Carlo Drive range from 70 feet to 100 feet of frontage. The proposed lots along Monte Carlo Court have less frontage because they are on a cul-de-sac. From a zoning perspective, the minimum lot size required is 10,000 square feet, and the proposal meets the minimum standards.

Staff finds the proposed lots are generally consistent in size with the existing lots on Monte Carlo Drive, and the pattern of development and lot sizes are generally consistent with the neighboring residential context. Staff finds the proposed concept plan and removal of reserve status is consistent with the community character.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- This development will require Public Works approval of detailed construction plans prior to grading the site. Plans must comply with the design regulations established by the Department of Public Works in effect at the time of the approval of the preliminary



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

- If sidewalks are required by Planning, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip, and a minimum 5 foot wide sidewalk unobstructed. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
- Any grading onto adjacent properties will require easements.

TRAFFIC & PARKING RECOMMENDATION

No exception taken

STAFF RECOMMENDATION

Staff recommends approval with conditions as this request meets the Subdivision Regulations.

CONDITIONS

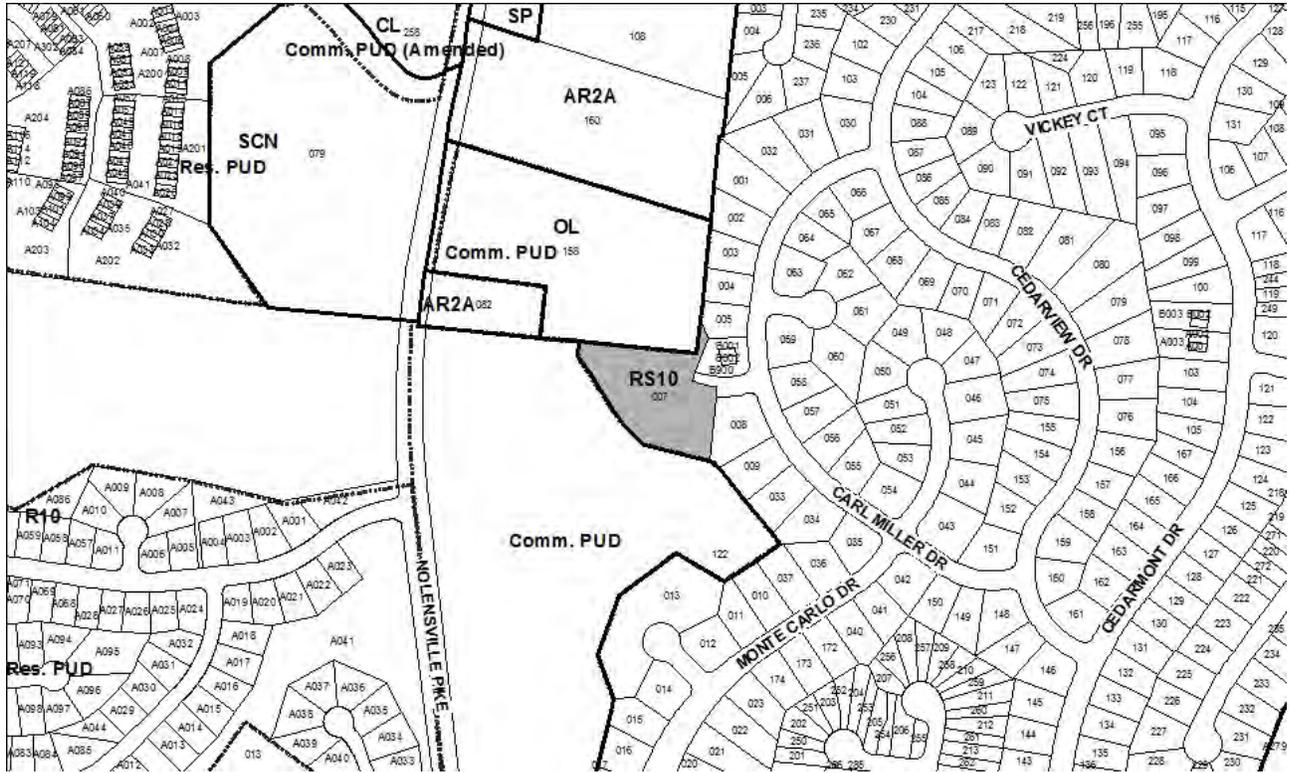
1. Add the following note: This subdivision is restricted to a maximum of two points of access for the three lots. Lots 1 and 2 are limited to a maximum of one access point through the access easement labeled, "shared access easement" to be depicted on the plat. Lot 3 and 4 are limited to a maximum of one access point through the access easement labeled, "shared access easement" to be depicted on the plat.
2. Add the following note: Hard surfaces for vehicular access shall be a maximum of 16 feet wide within a shared access easement located between the primary structure and the street for Lots 1 and 2.
3. Add the following note: Hard surfaces for vehicular access shall be a maximum of 16 feet wide within a shared access easement located between the primary structure and the street for Lots 3 and 4.
4. A 5 foot sidewalk and 4 foot planting strip shall be required along Monte Carlo Court.
5. No parking is permitted between the primary structure and street.
6. A raised foundation of 18"- 36" is required for all residential structures.
7. Height shall be a maximum of two stories in 35 feet.
8. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
9. Add the following note to the plan/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.



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2016S-101-001

MONTE CARLO ESTATES

Map 172-04, Parcel(s) 007

12, Southeast

31 (Fabian Bedne)



Project No.	Concept Plan 2016S-101-001
Project Name	Monte Carlo Estates
Council District	31 – Bedne
School District	2 – Brannon
Requested by	Ahler & Associates, LLC, applicant; Terron Mercer, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan to create three lots.

Concept Plan

A request for concept plan approval to create three lots on property located at Carl Miller Drive (unnumbered), approximately 170 feet south of Monte Leone Court (1.69 acres), zoned Single-Family Residential (RS10).

Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 5 units.*

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The site is located midblock along Carl Miller Drive, north of Monte Carlo Drive. The site is approximately 1.69 acres in size and is identified as a reserve parcel. A reserve parcel is a parcel identified on the plat as not a building site. When identified as a reserve parcel, it may include a reason for the reserve status, such as lack of utility lines to the property. In this case, the plat did not include a reason for the reserve status.

Site Plan

The plan calls for three lots along a new public street. Existing right-of-way identified as Carl Miller Court would connect the three lots to Carl Miller Drive. Open space has been provided between Lot 2 and Lot 3. The proposed lot sizes are as follows:

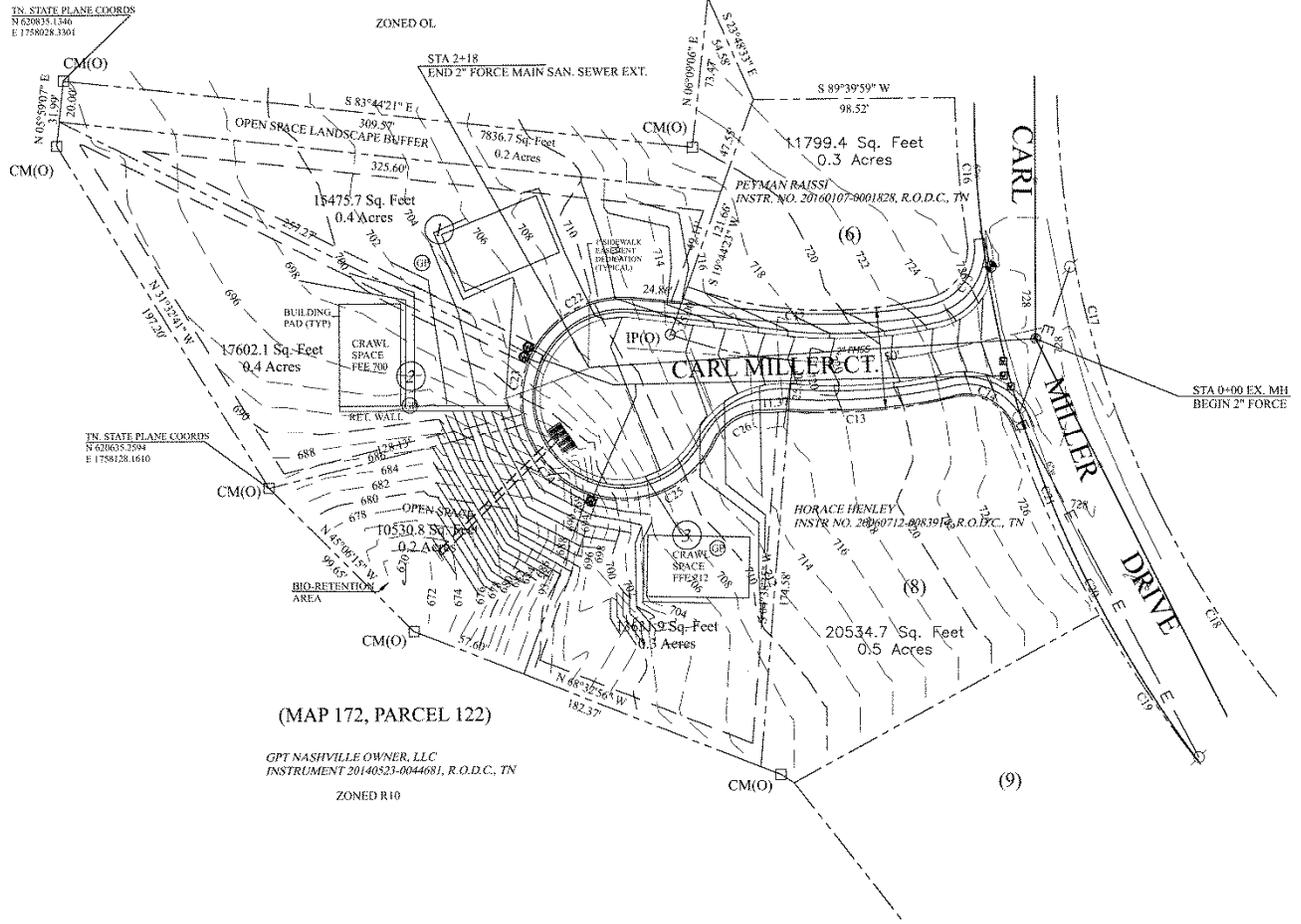
- Lot 1: 15,475 square feet
- Lot 2: 17,602 square feet
- Lot 3: 13,631 square feet

The original plat does not include a reason for why the reserve status was added to this parcel. Removal of the reserve status requires Planning Commission approval. Section 2.8-1 of the Subdivision Regulations establishes criteria for determining whether to remove the reserve



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WOODBINE FUNERAL HOME, INC.
DEED BOOK 6592, PAGE 805, R.O.D.C., TN



(MAP 172, PARCEL 122)

GPT NASHVILLE OWNER, LLC
INSTRUMENT 20140523-0044681, R.O.D.C., TN

ZONED R10

Proposed Site Plan



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status: the parcel fits into the character of the area and is consistent with the general plan. The proposed lot meets the minimum standards of the zoning code and the lot has meet the street frontage requirements.

ANALYSIS

Zoning Code

The proposed lots meet the minimum standards of the RS10 zoning district.

Street Frontage

The lots will have frontage on Carl Miller Drive.

Density

While the proposal is not required to meet the compatibility standards in the Subdivision Regulations, staff analyzed lot frontage and size to evaluate how it fits within the neighboring residential context. The existing lots along Carl Miller Drive range from 10,220 square feet to 20,889 square feet. The proposed lots on Carl Miler Court range from 13,631 square feet to 17,602 square feet. The existing lots along Carl Miller Drive range from 70 feet to 110 feet of frontage. The proposed lots along Carl Miller Court have less frontage because they are on a cul-de-sac. From a zoning perspective, the minimum lot size required is 10,000 square feet, and the proposal meets the minimum standards.

Staff finds the proposed lots are generally consistent in size with the existing lots on Carl Miller Drive, and the pattern of development and lot sizes are generally consistent with the neighboring residential context. Staff finds the proposed concept plan and removal of reserve status is consistent with the community character.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- This development will require Public Works approval of detailed construction plans prior to grading the site. Plans must 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 and improvements may vary based on actual field conditions.



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- If sidewalks are required by Planning, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip, and a minimum 5 foot wide sidewalk unobstructed. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
- Any grading onto adjacent properties will require easements.

TRAFFIC & PARKING RECOMMENDATION

No exception taken

STAFF RECOMMENDATION

Staff recommends approval with conditions, as this request meets the Subdivision Regulations.

CONDITIONS

1. Add the following note: This subdivision is restricted to a maximum of two points of access for the three lots. Lots 1 and 2 are limited to a maximum of one access point through the access easement labeled, "shared access easement" to be depicted on the plat. Lot 3 is limited to a maximum of one access point to be depicted on plat.
2. Add the following note: Add the following note: Hard surfaces for vehicular access shall be a maximum of 16 feet wide within a shared access easement located between the primary structure and the street for Lots 1 and 2. Hard surface for vehicular access shall be a maximum of a 12 foot wide driveway for Lot 3.
3. A 5 foot sidewalk and 4 foot planting strip shall be required along Monte Carlo Court.
4. No parking is permitted between the primary structure and street.
5. A raised foundation of 18"- 36" is required for all residential structures.
6. Height shall be a maximum of two stories in 35 feet.
7. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
8. Add the following note to the plan/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.



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2016S-238-001
INGLEWOOD PLACE RESUB LOT 17
Map 072-06, Parcel(s) 225
05, East Nashville
07(Anthony Davis)



Project No. 2016S-238-001
Project Name Inglewood Place Resub. Lot 17
Council District 07 - Davis
School District 03 – Speering
Requested by S & A Surveying, Inc., applicant; Theresa H. Mooneyhan, owner.

Staff Reviewer Birkeland
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Final plat to create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 1201 Greenfield Avenue, at the northeast corner of Greenfield Avenue and Katherine Street, zoned Single-Family Residential (RS7.5) and within the Inglewood Place Neighborhood Conservation Overlay District (0.59 acres).

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

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

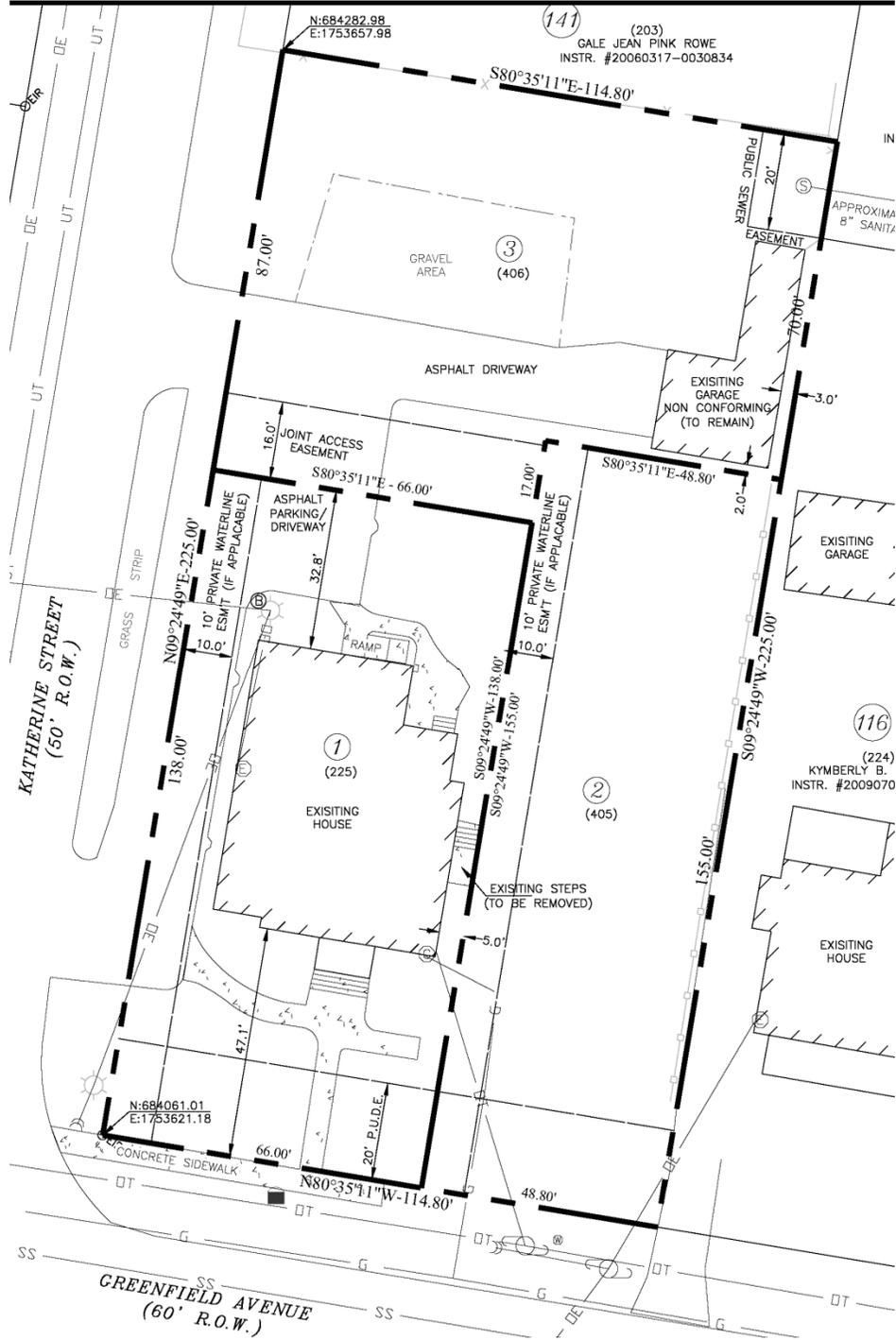
PLAN DETAILS

The request is for final plat approval to create three lots from one lot for property located at 1201 Greenfield Avenue. The plat proposes to create Lot 1 with frontage on Greenfield Avenue and Katherine Avenue. Lot 2 will have frontage only on Greenfield Avenue. Lot 3 will have frontage only on Katherine Street.

The sidewalk along Greenfield Avenue is currently under construction. Subdivision Regulations require that sidewalks must be installed along Katherine Street as the new sidewalk would extend the sidewalk network around the corner from Greenfield. The proposed lots have the following square footage:



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Proposed Site Plan



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- Lot 1: 9,136 SF (0.233 acres)
- Lot 2: 7,550 SF (0.180 acres)
- Lot 3: 9,143 SF (0.179 acres)

ANALYSIS

Lot Compatibility

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

Designated Historic Districts

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

Zoning Code

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

Historic Zoning Commission Staff Recommendation

Approve - MHZC Staff finds the subdivision to be appropriate as the resulting lots will be similar in size to other historic lots in the immediate vicinity such that new construction will be able to meet the design guidelines, specifically the guideline that requires infill to maintain the historic rhythm of the street.

Agency Review

All reviewing agencies have recommended approval.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved

PUBLIC WORKS RECOMMENDATION

Approved with Conditions

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



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- 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.

TRAFFIC AND PARKING RECOMMENDATION

Approved

STAFF RECOMMENDATION

The requirements of the Subdivision Regulations, therefore staff recommends approval with conditions.

CONDITIONS

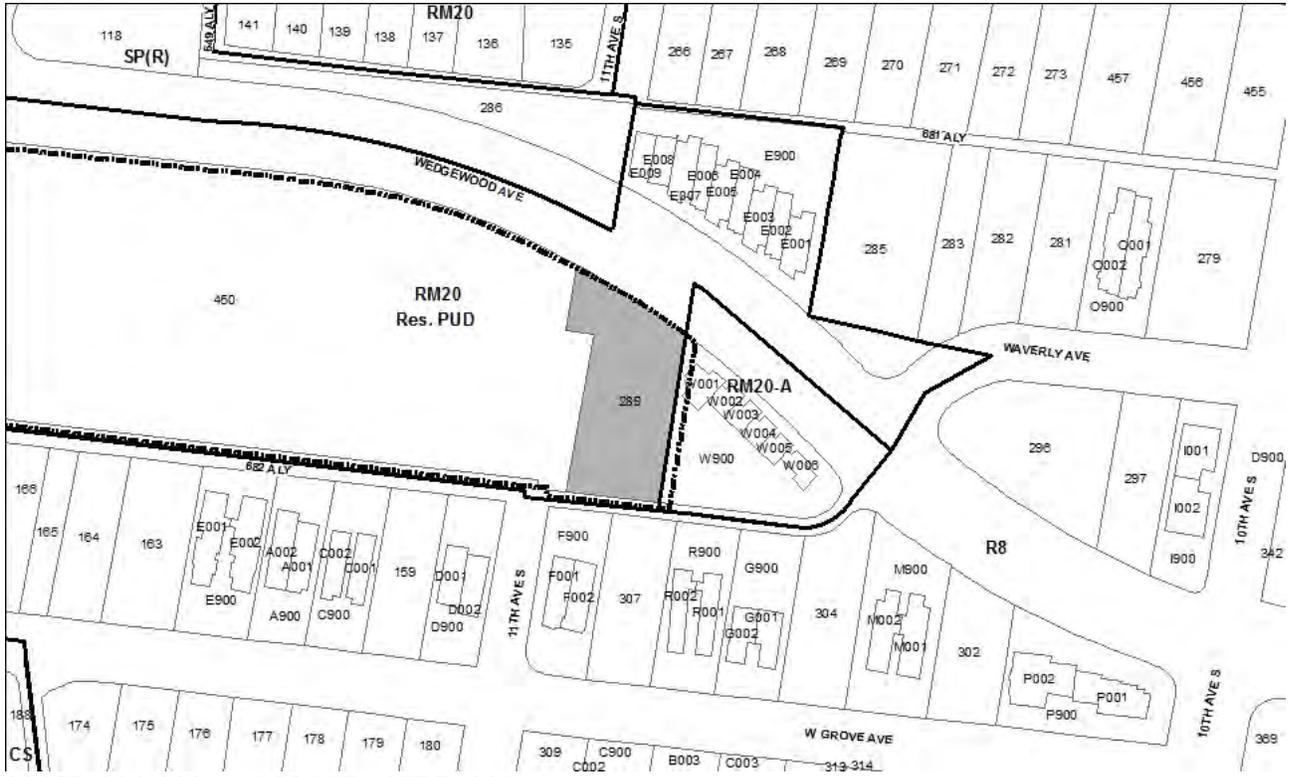
1. The existing garage on Lot 3 shall be removed prior to recordation.
2. Note # 22: Vehicular access shall be limited to one access drive along Katherine Street.
3. Add “ See Note No. 22” to Lot 1, Lot 2 and Lot 3.
4. Sidewalks are required along Katherine Street. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department.



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2013P-001-002 and 2016Z-127PR-001

Map 105-09, Parcel(s) 289
10, Green Hills - Midtown
17 (Colby Sledge)



Project No. **Planned Unit Development 2013P-001-002**
Zone Change 2016Z-127PR-001

Project Name **Wedgewood Avenue**
Council District 17 – Sledge
School District 8 – Pierce
Requested by Stone & Howorth, PLC, applicant; The Baird Graham Company, LLC

Staff Reviewer Birkeland
Staff Recommendation *Cancel the PUD and approve the zone change.*

APPLICANT REQUEST

Cancel PUD and rezone property from RM20 to RM20-A.

Cancel PUD

A request to cancel a portion of a Planned Unit Development Overlay District (PUD) on properties located at 1033 and 1195 Wedgewood Avenue, at the southeast corner of 12th Avenue South and Wedgewood Avenue, zoned Multi-Family Residential (RM20) (0.34 acres).

Zone Change

A request to rezone from Multi-Family Residential (RM20) to Multi-Family Residential-Alternative (RM20-A) zoning on property located at 1033 Wedgewood Avenue, approximately 155 feet southwest of Waverly Avenue, within a Planned Unit Development Overlay District (0.34 acres).

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 7 units.*

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

Proposed Zoning

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable



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neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 7 units.*

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.

Special Policy (10-12S-T4-NE-SD6)

The 12th Avenue South Corridor Detailed Neighborhood Design Plan – Subdistrict 6-Wedgewood Mixed Housing goal is to recognize the existing developed condition and development entitlements of this district and to guide any future redevelopment of the site as a moderately intense mixed housing area with high standards of urban design to meet the diverse housing needs of the neighborhood.

Consistent with Policy?

Yes. The proposed RM20-A and PUD cancellation for a portion of a PUD are consistent with the T4 Urban Neighborhood Evolving policy and the special policy. The policy allows moderately intense mixed housing in this area. The proposed RM20-A zoning district has appropriate design standards consistent with the policy that would create walkable neighborhoods through the use of building placement and enhancement of the sidewalk network. The existing PUD is an older “Res-E” residential PUD. The Res-E PUDs were adopted in the early 1970’s to recognize existing public housing developments that were put in place prior to comprehensive zoning. There was not a master plan adopted with this or any other Res-E PUD.

REQUEST DETAILS

The request is to cancel a portion of the PUD overlay on one lot located along Wedgewood Avenue and to rezone the property from RM20 to RM20-A. Originally, the PUD overlay included three lots. The PUD overlay was cancelled on the most eastern parcel originally included in the PUD in 2013. The PUD overlay will remain on the largest parcel in the PUD overlay, located at the corner of 12th Avenue South and Wedgewood Avenue.

ANALYSIS

As noted above, the existing PUD is an older “Res-E” residential PUD, and there is not a master plan associated with it. The proposed RM20-A zoning district has appropriate design standards consistent with the policy that would create walkable neighborhoods through the placement of buildings and the enhancement of the sidewalk network.



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FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

Approved

STAFF RECOMMENDATION

Staff recommends approval of the PUD cancellation and of the zone change.



Project No. 2016Z-124PR-001
Council District 21 - Kindall
School District 05 – Kim
Requested by Gilbert N. Smith, applicant; Madelyn Johnson Brown and Gilbert N. Smith, owners.

Staff Reviewer Napier
Staff Recommendation Approve

APPLICANT REQUEST

A request to rezone from R6 to ORI-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Office/Residential Intensive-Alternative (ORI-A) zoning on property located at 407 31st Avenue North, approximately 200 feet northwest of Charlotte Pike, (0.12 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

Proposed Zoning

Office/Residential Intensive-Alternative (ORI-A) is intended for high intensity office and/or multi-family residential uses with limited retail opportunities and is designed to create walkable neighborhoods.

CRITICAL PLANNING GOALS

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

This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. The existing sidewalk fronting this parcel will allow for access to public transportation as well as a safe path of travel for pedestrians. Charlotte Avenue, located approximately 200 feet to the south contains an existing MTA bus route which provides an alternative method of transportation.

NORTH NASHVILLE COMMUNITY PLAN

T5 Center Mixed Use Neighborhood (T5 MU) is intended to preserve, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care,



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finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

Consistent with Policy?

Yes. The rezoning to ORI-A is consistent with the T5 Center Mixed Use Neighborhood policy and is appropriate given the site's location in an urban area. This request is consistent with the intense mixture of uses found in the goals and objectives of the Center Mixed Use Neighborhood policy.

ANALYSIS

Staff recommends approval of this request as the proposed rezoning is consistent with the T5 Center Mixed Use Neighborhood policy. This site contains 0.12 acres of land on a single lot. There is an existing MTA bus route along Charlotte Avenue, which is approximately 200 feet south of the site. Charlotte Avenue is designated as a collector street by the Major and Collector Street Plan.

This request is consistent with the policy for the area and is appropriate given the surrounding land uses, land use policy, and recently completed rezoning requests. Various parcels to the north and south of the site have been previously rezoned to ORI-A. The proposed rezoning creates the potential for increased housing supply and increased housing choice. When future development of these parcels occurs, sidewalks which meet the regulations of the Major and Collector Street Plan will be required. These sidewalks will help create a more walkable neighborhood as identified within goals of the Center Mixed Use Neighborhood policy.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **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)	0.12	7.26 D	0 U	-	-	-

*Based on two-family lots



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.12	3 F	15,681 SF	321	43	43

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+321	+43	+43

METRO SCHOOL BOARD REPORT

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

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

The proposed zone change would generate no more students than what is typically generated under the existing R6 zoning district. 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? Probably not, we expect it to be offices.
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? None

STAFF RECOMMENDATION

Staff recommends approval as this request is consistent with policy and achieves several critical planning goals.



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2016Z-125PR-001

Map 071-14, Parcel(s) 099
03, Bordeaux/Whites Creek
02 (DeCosta Hastings)



Project No.	Zone Change 2016Z-125PR-001
Council District	02 - Hastings
School District	01 - Gentry
Requested by	Dana Heitman, applicant and owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

Zone change from IWD to MUN-A

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed-Use Neighborhood- Alternative (MUN-A) zoning on property located at 1319 Baptist World Center Drive, approximately 445 feet southeast of Weakley Avenue, (0.18 acres).

Existing Zoning

Industrial Warehousing/Distribution (IWD) is intended to provide opportunities for wholesaling, warehousing and bulk distribution uses.

Proposed Zoning

Mixed-Use Neighborhood –Alternative (MUN-A) is intended for a lower intensity of mixed use commensurate with nearby residential areas and local shopping services, and is designed to maintain a residential-scale of development and create walkable neighborhoods through the use of appropriate building placement and bulk standards.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

The rezoning to MUN-A will allow for the redevelopment of an urban lot where infrastructure exists. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water, and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The rezoning to MUN-A will also contribute to creation of a walkable neighborhood through opportunities to integrate nonresidential uses and meet the needs of residents in the area without requiring them to drive and through the use of building placement and bulk standards that are designed to enhance the pedestrian experience.

BORDEAUX/WHITES CREEK COMMUNITY PLAN

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



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Conservation (CO) is intended to preserve, remediate or enhance environmentally sensitive features such as stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. Remedial situations where the policy is to enhance rather than preserve are more common in more intensely developed Transect Categories, including T4 Urban.

Consistent with Policy?

Yes. The rezoning is consistent with the T4 Urban Mixed Use Neighborhood policy. The proposed zoning allows for a mixture of uses, including commercial and residential, at a scale commensurate with nearby residential areas, which is in keeping with this policy. A small portion of the property is within the Conservation policy due to the presence of steep slopes. Section 17.28.030 of the Zoning Ordinance regulates manipulation of natural slopes to minimize unnecessary disturbance and ensure protection of the Conservation policy areas regardless of the zoning.

ANALYSIS

The requested rezoning to MUN-A is consistent with the policy for the area and is appropriate given the surrounding land uses, land use policy, and recently completed rezoning requests. Metro Council has recently approved MUN-A zoning for multiple parcels approximately 260 feet east of this site, and staff is currently reviewing an application for rezoning of several of the intervening parcels from IWD to MUN-A. The rezoning allows for redevelopment of a lot that has existing infrastructure in a way that enhances the street frontages and meets the goals of the policy. The bulk and design standards associated with MUN-A zoning ensure mixed-use development at a scale commensurate with the neighboring residential areas, which is appropriate given the location of the parcel within the neighborhood and adjacent to single-family residential development patterns. The standards for MUN-A also require side or rear parking for new development. The subject property has 40 feet of frontage along Baptist World Center Drive. An unbuilt alley is located to the rear of the lot, although steep slopes within the alley right-of-way make it unlikely that the alley would be constructed. Lack of alley access may place constraints on the configuration of future redevelopment under the MUN-A zoning, if approved, but the design standards in the Code will help to provide an appropriate, pedestrian oriented configuration.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.18	0.8 F	6,272 SF	23	18	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.18	0.6 F	4,704 SF	239	11	33

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-1,568 SF	+216	-7	+22

SCHOOL BOARD REPORT

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

Projected student generation proposed MUN-A district: 0 Elementary 1 Middle 1 High

The proposed MUN-A zoning district will generate two additional students than what would be generated under the existing IWD zoning. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated March 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

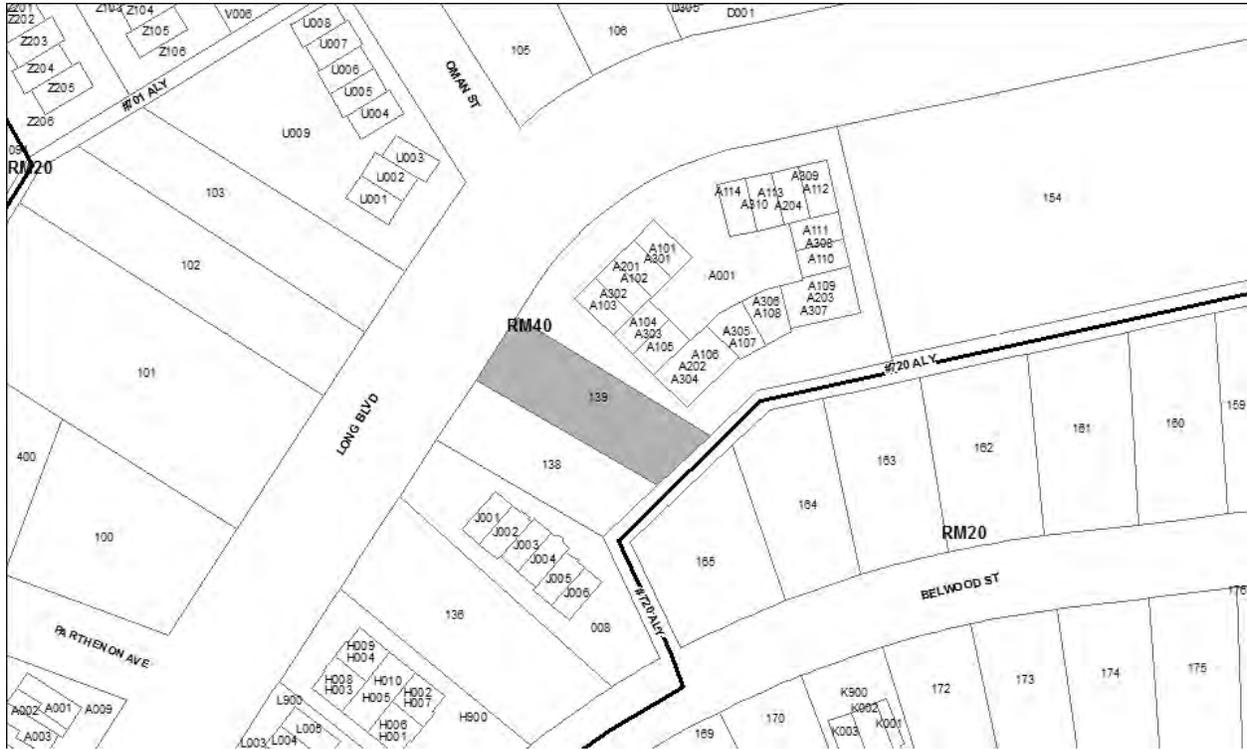
1. Will this project include any affordable or workforce housing units? Not yet determined
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval as the requested zone change is consistent with the T4 Mixed Use Neighborhood land use policy.



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2016UD-012-001
31ST AND LONG UDO
Map 104-02, Parcel(s) 139
10, Green Hills - Midtown
21 (Ed Kindall)



Project No. 2016UD-012-001
and Recommendation to the Board of Zoning Appeals on a Variance

Project Name 3131 Long Boulevard
Council District 21 – Ed Kindall
School District 08 – Mary Pierce
Requested by Dewey Engineering, applicant; Sam H. Hirshberg, owner.

Staff Reviewer Saliki
Staff Recommendation *Disapprove modification request, and recommend that Board of Zoning Appeals disapprove variance (Case 2016-150).*

APPLICANT REQUEST

Modification to the side yard setback standard of the 31st Avenue/Long Boulevard Urban Design Overlay and recommendation to the Board of Zoning Appeals on a variance to reduce a side yard setback (Case 2016-150).

UDO Major Modification and Recommendation to BZA on a Variance

A request for a modification to the 31st Avenue/Long Boulevard Urban Design Overlay (UDO), to reduce the minimum side yard setback from 10 feet to 5 feet, and recommendation to the Board of Zoning Appeals on a variance (Case 2016-150), for property at 3131 Long Boulevard.

Existing Zoning

RM40 is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre.

31st Avenue/Long Boulevard UDO: The purpose of the UDO is to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the urban setting, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not ensured by the application of the conventional bulk, landscaping and parking standards of the Metro Zoning Code. The 31st Avenue/Long Boulevard area has a variety of physical conditions and is divided into sub-districts. Where appropriate, specific design standards have been developed for each sub-district by building type.

This property is located in the G-2 General Sub-district area, west of 31st Avenue North. It is predominantly residential and is intended to remain so. High intensity zoning is offset with design standards that create a consistent streetscape, without sacrificing variety in housing type and design. Approximately three story buildings are permitted along portions of Long Boulevard. Permitted building types in the G-2 General Sub-district include: flats, courtyard flats, townhouses, cottages, and houses.



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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.

Consistent with Policy?

While the proposed building type is consistent with the policy, the modification request is not consistent with the specific standards and the vision of the UDO. Therefore, the Policy is not relevant to the applicant's request.

PLAN DETAILS

The project consists of a four story stacked flats building to include 6 units, with frontage on Long Boulevard. Vehicular access is taken from a service alley in the rear.

MODIFICATION REQUEST DETAILS

The applicant is requesting a modification to reduce the required side yard setback standard:

1) **Side Yard Setback**

UDO requirement: 10 feet minimum, except side adjacent to a service lane may be 5 feet minimum.

Modification Request: To reduce the required side yard setback standard from 10 feet to 5 feet.

ANALYSIS

The 31st Avenue/Long Boulevard UDO requires a minimum 10 foot side yard setback for the stacked flat building type to allow adequate light and air into the ground floor spaces on adjacent multi-story buildings. The side yard setbacks also provide a place for stormwater infiltration as the aging infrastructure in the area was identified as a concern by participants in the charrette (public design) process which resulted in the adoption of the UDO in 2004.

The 31st Avenue/Long Boulevard UDO has a Design Review Committee (DRC) to review modification requests. The UDO DRC reviews projects and may grant a modification to a UDO standard due to physical site constraints which may present difficulties in compliance with the standard. Any standard within the UDO may be modified, as long as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties. In the event that an applicant requests a UDO modification and disagrees with the decision granted by the UDO DRC, the applicant may appeal the UDO DRC decision to the Planning Commission.

On September 15, 2016, the applicant filed a request for a UDO modification to reduce the required side yard setback standard from 10 feet to 5 feet. The UDO DRC convened on October 3, 2016 to review the project and voted in favor to approve a modification to the side yard setback of 5 feet on the east property line, but not to the side yard setback along the west



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property line. The UDO DRC determined that a 20 foot sewer easement along the east property line ensures that the spacing between the buildings fulfills the intent of the 10 foot side yard setback standard. The applicant is presently requesting an appeal of the DRC decision to the Planning Commission and also a variance from the Board of Zoning Appeals to reduce the required side yard setback standard from 10 feet to 5 feet along the west property line. The request is before the Planning Commission because the Planning Commission is required by Section 17.40.340 of the Metro Zoning Code to provide recommendations to the Board of Zoning Appeals for variance requests within UDOs.

The property is located midblock on the south side of Long Boulevard. The property has a 50 foot frontage on Long Boulevard and alley access in the rear. The property has a minor change in topography; it slopes 5 feet up from the street (Long Boulevard) to an alley (#720). A 20 foot sewer easement on the northeast property boundary is primarily (approximately 75%) within the adjacent property. Planning staff have determined that there are no physical site constraints to warrant a modification for the proposed building type. The proposed development would be setting a precedent for narrow lots (less than 50 feet wide) in the same UDO Sub-district, to obtain side yard setback variances. To date, the applicant has not identified any unique property hardships to staff that would warrant granting this variance. In addition, by filing for a variance to a UDO standard, the applicant is circumventing the 31st Avenue/Long Boulevard UDO Design Review Committee's decision and the intent of the document, which was adopted with community input. The proper course of action is for the applicant to appeal the decision of the UDO DRC to the Planning Commission prior to filing for a variance with the Board of Zoning Appeals.

FIRE DEPARTMENT RECOMMENDATION

Not Applicable

STORMWATER RECOMMENDATION

Not Applicable

WATER SERVICES

Approved

PUBLIC WORKS ROADS RECOMMENDATION

Returned

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate sidewalks on the plans per MCSP, if required by Metro Planning.
- ROW dedications on the plans are to be recorded prior to MPW signoff on the building permit.
- Indicate on the plans the location of a dumpster and recycling container, 4 or more residential units requires a dumpster.
- Submit full Civil design package, sealed by licensed engineer.
- Alley construction to be by the development team.



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- The power poles, signs, fire hydrants, etc. are to be relocated out of the proposed sidewalk prior to u/o for the development.

TRAFFIC AND PARKING RECOMMENDATION

Approve with Conditions

- See roads comments.

STAFF RECOMMENDATION

Staff recommends disapproval of the modification request and recommends that the Board of Zoning Appeals disapprove the variance (Case 2016-150). The 31st Avenue/Long Boulevard UDO Design Review Committee met on October 3rd, 2016 and determined that a setback modification was not appropriate on the west property line. To date, the applicant has not identified any unique site conditions to warrant a modification or variance.