

Metropolitan Planning Commission



Staff Reports

January 12, 2017



Metro Planning Commission Meeting of 01/12/2017

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.

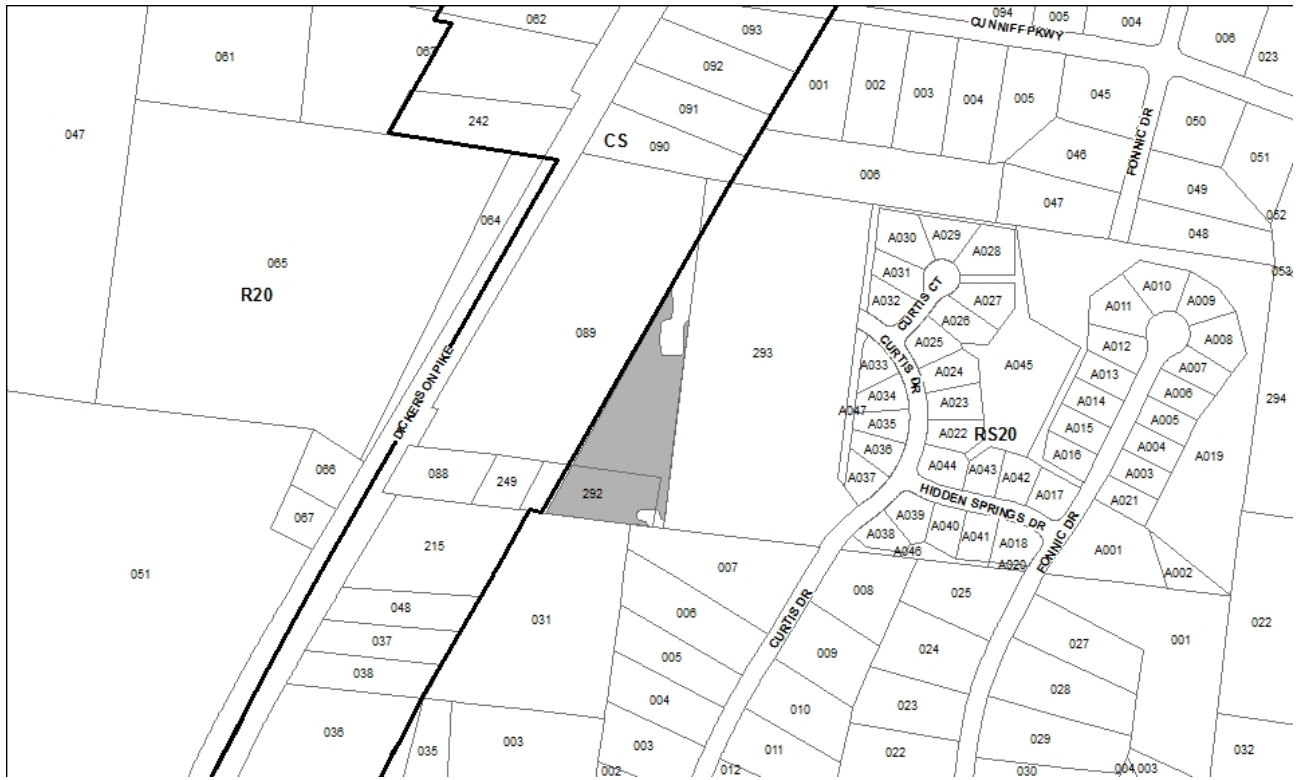


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2016CP-002-001

Map 033, Parcel(s) part of 089, 292

2, Parkwood – Union Hill

3 (Brenda Haywood)



Project No.	Major Plan Amendment 2016CP-002-001
Project Name	Parkwood-Union Hill Community Plan Amendment
Associated Cases	2016SP-089-001
Council District	3 – Haywood
School District	3 – Speering
Requested by	Back Half, LLC, applicant; Jo H. Evans, owner.
Deferrals	This case was deferred from the November 17, 2016 and the December 8, 2016, Planning Commission meetings. The public hearing was not held.
Staff Reviewer	Sewell
Staff Recommendation	<i>Defer to the January 26, 2017, Planning Commission Meeting</i>

APPLICANT REQUEST

Amend Parkwood-Union Hill Community Plan to change the policy to T3 Suburban Mixed Use Corridor.

Major Plan Amendment

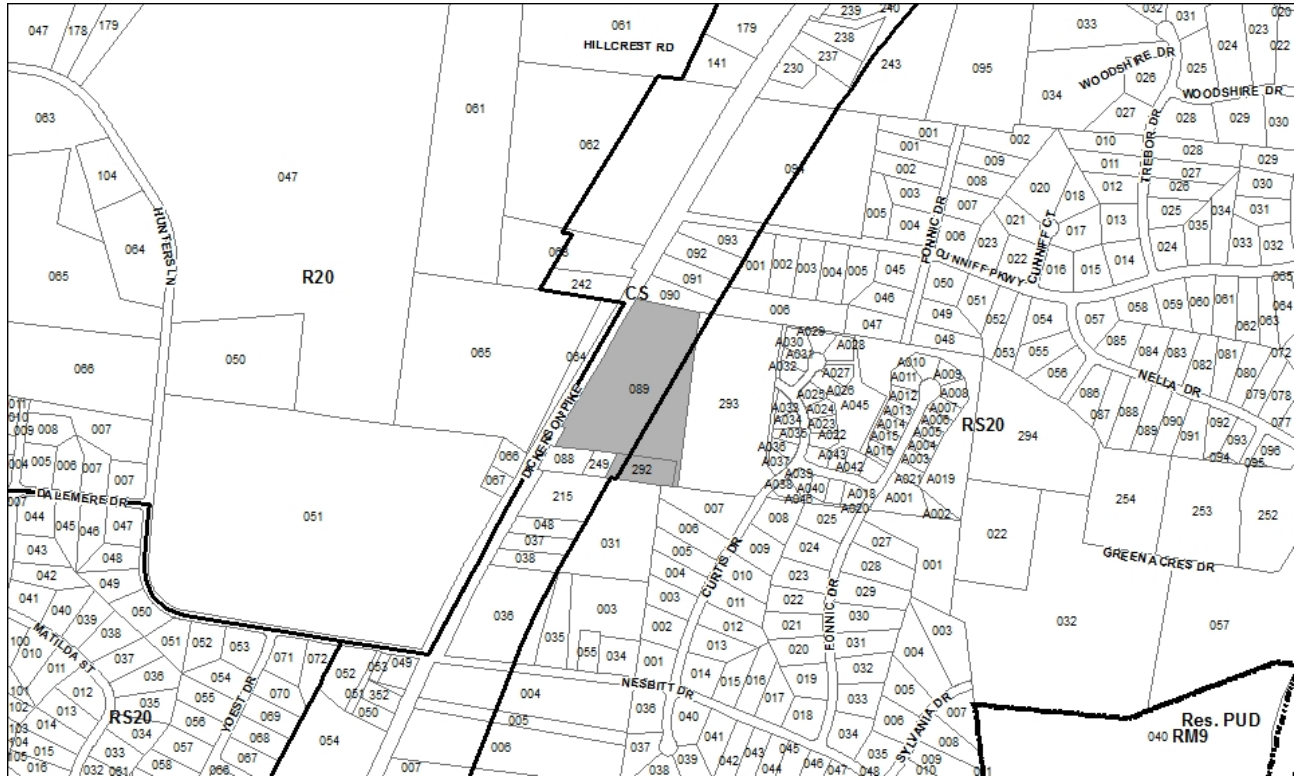
A request to amend the Parkwood-Union Hill Community Plan by amending the Community Character Policy from T3 Suburban Neighborhood Evolving policy to T3 Suburban Mixed Use Corridor policy on a portion of properties located at 4045 Dickerson Pike and Dickerson Pike (unnumbered), approximately 1,300 feet northeast of Nesbitt Drive, zoned Single-Family Residential (RS20), (2.50 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



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2016SP-089-001

FOXFIRE SP

Map 033, Parcel(s) 089, 292

2, Parkwood – Union Hill

3 (Brenda Haywood)



Project No. Specific Plan 2016SP-089-001
Project Name Foxfire SP
Associated Case No. 2016CP-002-001
Council District 03 – Haywood
School District 03 – Speering
Requested by Back Half, LLC, applicant; Jo H. Evans, owner.

Deferrals This request was deferred from the November 17, 2016, and the December 8, 2016, Planning Commission meetings. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Defer to the January 26, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Zone change to permit an organized camp.

Zone Change

A request to rezone from Commercial Services (CS) and Single-Family Residential (RS20) to Specific Plan – Mixed Use (SP-MU) zoning on properties located at 4045 Dickerson Pike and Dickerson Pike (unnumbered), approximately 1,275 feet northeast of Nesbitt Drive, (11.8 acres), to permit an organized camp.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



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NO SKETCH



Project No.	Text Amendment 2016Z-024TX-001
Project Name	Sidewalks
Council Bill	BL2016-496
Council District	Countywide
School District	Countywide
Requested by	Councilmember Angie Henderson

Deferrals This case was deferred at the December 8, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Logan
Staff Recommendation *Defer to the January 26, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Amend Chapter 17 of the Metropolitan Code pertaining to sidewalks.

Zone Change

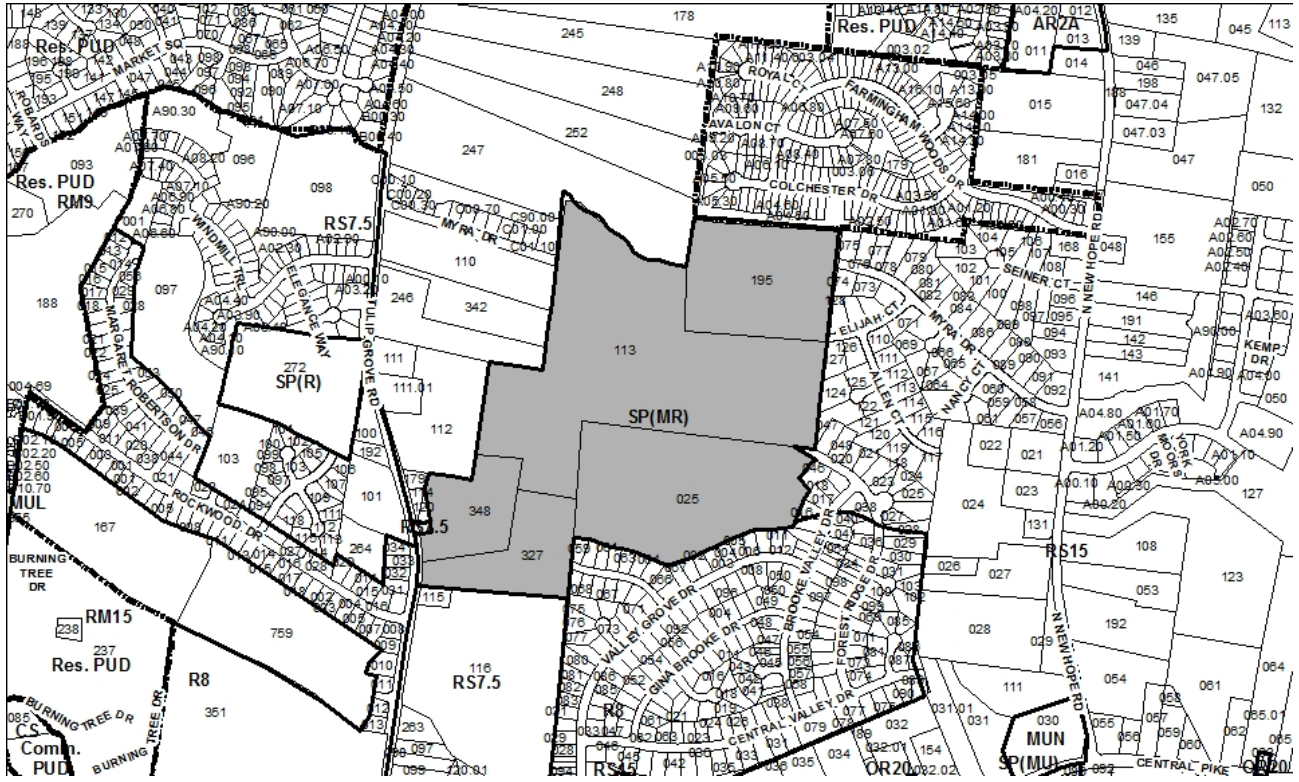
A request to amend Chapters 17.04, 17.20 and 17.40 of the Metropolitan Code pertaining to sidewalks.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant. The applicant is continuing to work with stakeholders to refine the bill.



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2007SP-150-001

EVANS HILL

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

Map 087, Parcel(s) 025, 195

14, Donelson - Hermitage

12 Steve Glover



Project No. Specific Plan 2007SP-150-001
Project Name Evans Hill
Council District 12 - Glover
School District 04 - Shepherd
Requested by Wamble & Associates, PLLC, applicant; The Wise Group, Inc., owner.

Deferrals This request was deferred from the September 8, 2016, September 22, 2016, October 13, 2016, November 10, 2016, and December 8, 2016, Planning Commission Meeting. No public hearing has been held.

Staff Reviewer Napier
Staff Recommendation *Defer to the January 26, 2017, Planning Commission meeting.*

APPLICANT REQUEST
Zone change to permit up to 340 residential units.

Preliminary SP

A request to amend a previously approved Specific Plan (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.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



Project No. Specific Plan 2016SP-081-001
Project Name Nashville Highlands II SP
Associated Case 95P-009-001
Council District 23 - Johnson
School District 09 - Frogge
Requested by Tune Entrekin & White, applicant; Nashville Highlands, LLC, owner.

Deferrals This case was deferred at the December 8, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Milligan
Staff Recommendation *Defer to the January 26, 2017, Planning Commission Meeting.*

APPLICANT REQUEST

Preliminary SP to permit a multi-family development.

Preliminary SP

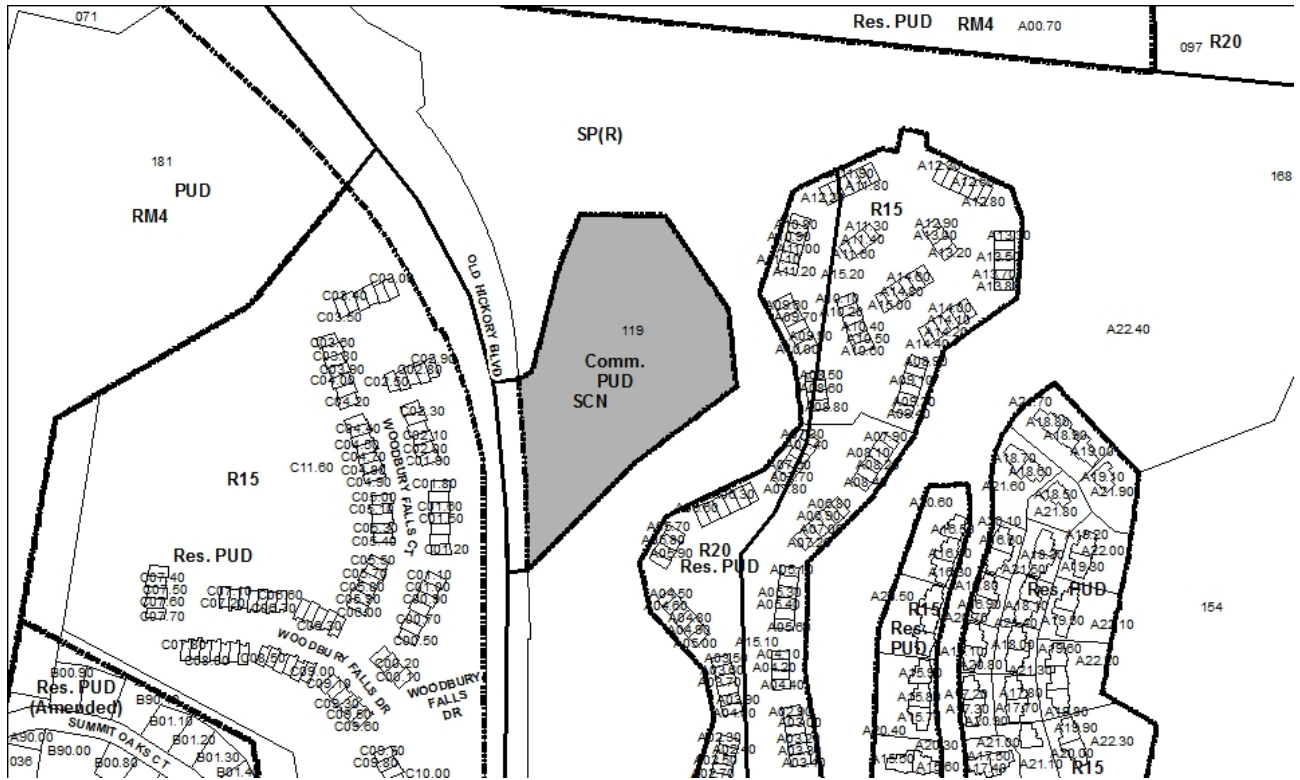
A request to rezone from Shopping Center Neighborhood (SCN) to Specific Plan-Residential (SP-R) zoning for property located at Old Hickory Boulevard (unnumbered), within a Planned Unit Development Overlay District (4.91 acres), to permit a multi-family residential development.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 01/12/2017



95P-009-001

PUD CANCELLATION

Map 128, Parcel(s) 119

06, Bellevue

23, (Mina Johnson)



Project No. PUD Cancellation 95P-009-001
Associated Case 2016SP-081-001
Council District 23 - Johnson
School District 09 - Frogge
Requested by Tune Entekin & White, applicant; Nashville Highlands, LLC, owner.

Deferrals This case was deferred at the December 8, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Milligan
Staff Recommendation *Defer to the January 26, 2017, Planning Commission Meeting.*

APPLICANT REQUEST
Cancel a PUD.

PUD Cancellation

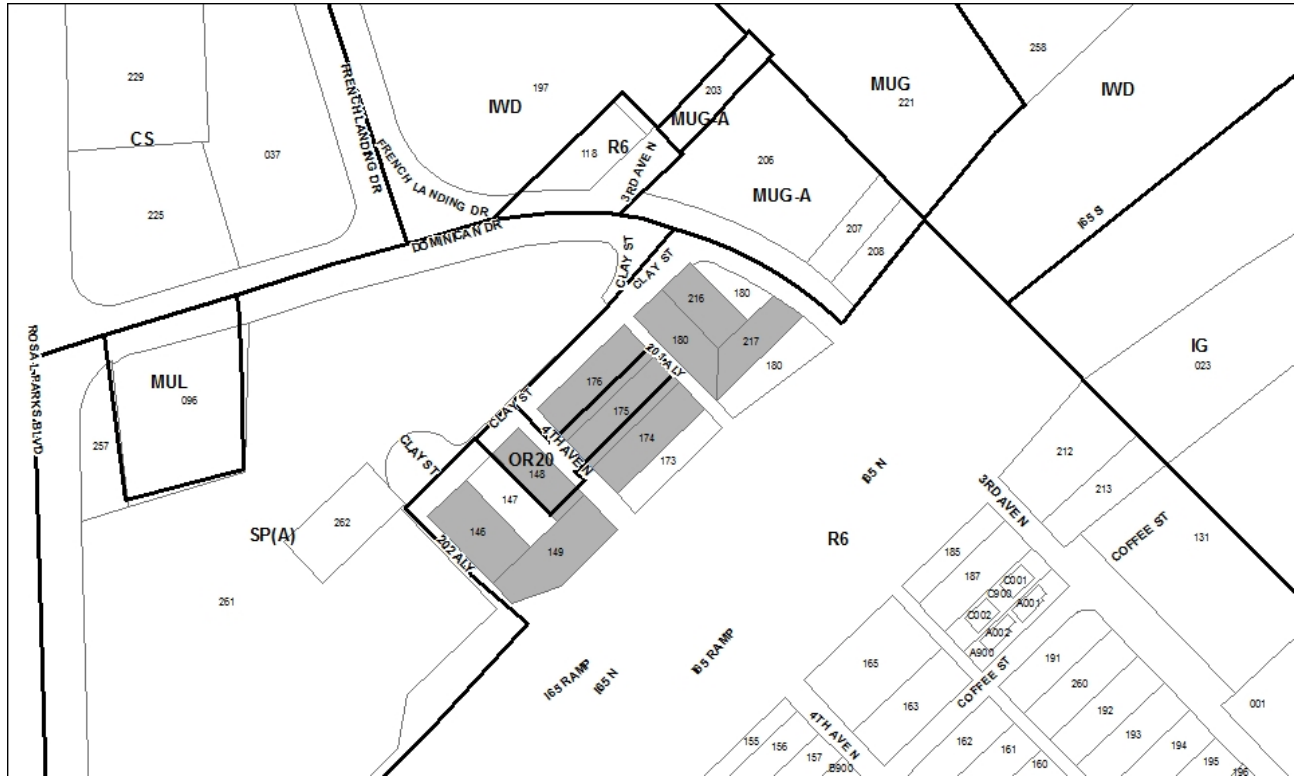
A request for cancellation of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), approximately 3,100 feet southeast of Ridgelake Parkway, zoned Shopping Center Neighborhood (SCN), (4.91 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



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2016SP-095-001

CLAY STREET SP

Map 081-04, Parcel(s) 146, 148, 149, 180.03, 174-176-216-217

8, North Nashville

21 (Ed Kindall)



Project No.	Specific Plan 2016SP-012-001
Project Name	Clay Street SP
Council District	21 - Kindall
School District	01 - Gentry
Requested by	Ragan-Smith and Associates, applicant; B.V. Kumar, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the January 26, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a 6-story hotel development.

Preliminary SP

A request to rezone from Office/Residential (OR20) and One and Two-Family Residential (R6) to Specific Plan – Commercial (SP-C) zoning on properties located at 303, 305, 401 and 405 Clay Street, 405 Dominican Drive, 1919, 1920, 1922 and 1924 4th Avenue North, at the south corner of Dominican Drive and Clay street, (1.65 acres), to permit a hotel.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



Project No. Final Plat 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, September 8, 2016, September 22, 2016, October 13, 2016, October 27, 2016, November 10, 2016, November 17, 2016, and December 8, 2016, Planning Commission meetings. A public hearing was held on August 11, 2016.

Staff Reviewer Napier
Staff Recommendation *Approve with conditions.*

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).

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 2 units.*

History

When this subdivision was initially presented to the Planning Commission, staff recommended disapproval as the infill subdivision did not meet the criteria in section 3-5.2 of the Subdivision Regulations. During the August 11th Planning Commission meeting, several planning commissioners expressed support for the proposed subdivision and asked staff to work with the applicant to bring the proposed subdivision into harmony with the surrounding development. The applicant has worked with staff to propose platted setbacks and a platted building envelope for each lot.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods



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This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. Sidewalks will be required a 4ft. wide grass strip and a 5ft. wide sidewalk must be constructed as shown on the plat. The sidewalks are shown on the plat. Each lot will contain a driveway which extends beyond the front façade of the proposed building envelope. Dedicated areas for parking between the primary structure and the street are prohibited.

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

This request is for final plat approval for property located at 1003 Curdwood Boulevard. The parcel is currently vacant. The existing lot is 15,246 square feet (0.35 acres) and is proposed to be split into two lots.

ANALYSIS

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies.

Zoning Code

The proposed lots meet the minimum standards of the RS7.5 zoning district.

Street Frontage

Both proposed lots have frontage on a public street.

Community Character

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

In this instance, the lots created must be equal to or greater than 96 feet for the frontage along Burrus Street. Neither of the proposed lots meet the requirement for lot frontage.

Lot 1A Frontage	
Proposed Frontage	78.95 ft.
Minimum Frontage	96 ft.
70% Average	78 ft.

Lot 1B Frontage	
Proposed Frontage	70.26 ft.
Minimum Frontage	96 ft.
70% Average	78 ft.

Lot area analysis: the proposed lots must have a total area either equal to or greater than 70% of the average area of surrounding parcels or equal to or greater than the surrounding lot with the least amount of area, whichever is greater.



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In this instance, the lots must be equal to or greater than 8,510 square feet. The current size of the proposed lots are 7,640 for Lot 1A and 7,639 for Lot 1B, which does not satisfy the area requirement for lot compatibility.

Lot 1A Area	
Proposed Size	7,640 SF
Minimum Size	8,510 SF
70% Average	6,426 SF

Lot 1B Area	
Proposed Size	7,639 SF
Minimum Size	8,510 SF
70% Average	6,426 SF

Street setbacks: Future structures would have to comply with setbacks as established by Metro Zoning Code. With respect to comments from the Planning Commission public hearing on August 8, 2016, the applicant has proposed setbacks along both street to provide for harmony of development within the context of the surrounding neighborhood. The proposed setbacks for this plat are 31 feet for the Burrus Street frontage for both structures. Lot 1A has a proposed setback distance of 36 feet from Curdwood Boulevard. All setback distances shown on the plat meet the requirements of the Metro Zoning Code.

Lot orientation: The proposed lot orientation for Lot 1A will be consistent with the requirements of the Metro Zoning Code which states that corner lots must be oriented towards the shortest frontage of the lot. Lot 1A will be oriented towards Burrus Street, Lot 1B will also be oriented towards Burrus Street to maintain consistency with the adjacent lot orientations.

Harmony of Development

If the proposed subdivision fails to meet compatibility, the Planning Commission may consider whether the subdivision includes elements to provide harmonious development for the community.

The applicant has proposed platted setbacks and provided a building envelope, which are shown on the plat. The applicant has indicated a setback distance along Curdwood Boulevard within 10 feet of the average setback of the existing structures for the 3 adjacent lots towards the west, and the 2 existing structures to the east along Curdwood Boulevard.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

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.
- 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.



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TRAFFIC AND PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

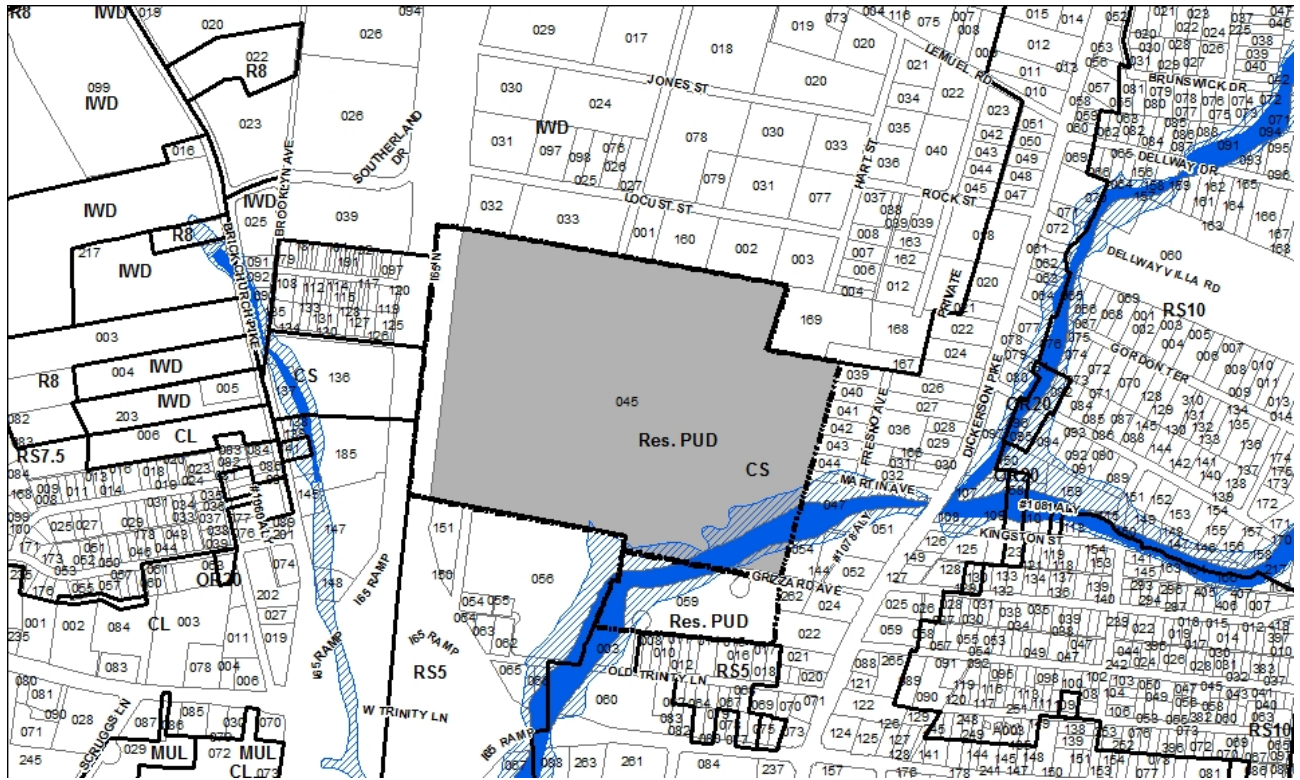
Staff recommends approval with conditions.

CONDITIONS

1. Height is limited to a maximum of 2 stories in 35 feet.
2. Sidewalks are required along Burrus Street and Curdwood Boulevard. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department. The rate of \$96 per linear foot of total frontage area will require a \$24,533.72 contribution to Pedestrian Benefit Zone 2-A.
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department, or
3. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to a driveway no more than 16' in width between the primary structure and the street.
4. A raised foundation of 18"- 36" is required for all residential structures.



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148-81P-001

HOLIDAY VILLAGE

Map 071-03, Parcel 045

6, East Nashville

02 (DeCosta Hastings)

05 (Scott Davis)



Project No.	148-81P-001
Project Name	Holiday Village
Council District	02 - Hastings
School District	01 – Gentry
Requested by	Perry Engineering, LLC, applicant; UMH TN Holiday Village MHP, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the January 26, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Revise preliminary plan for Holiday Village

Revise Preliminary PUD

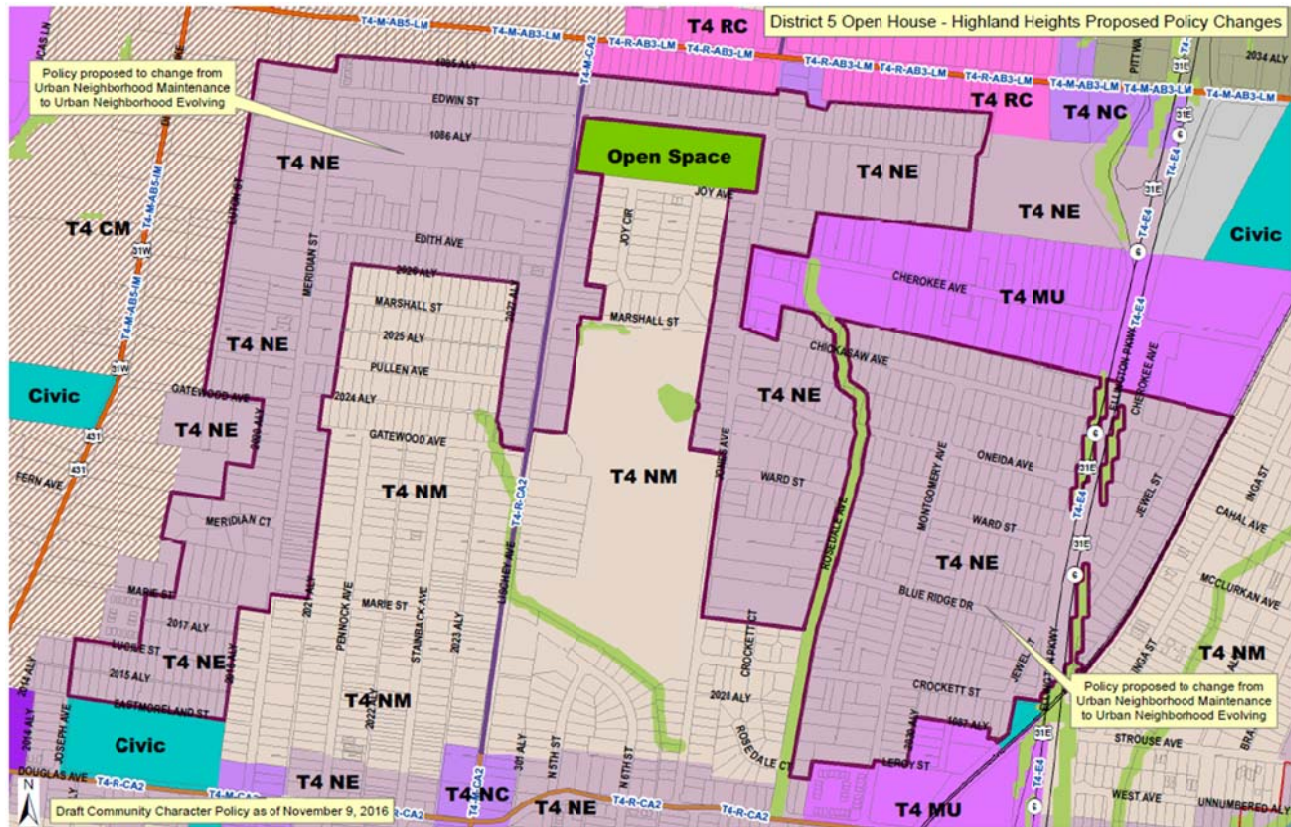
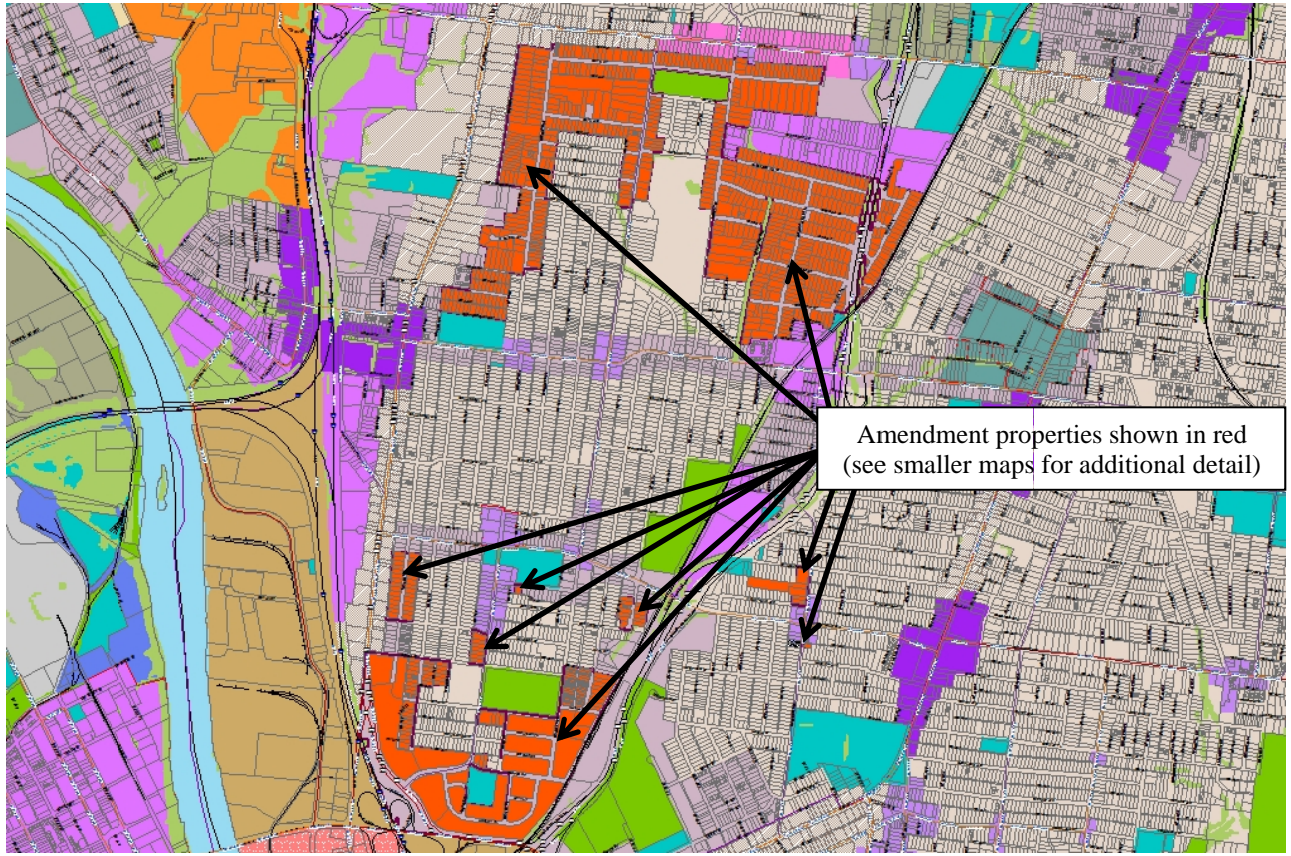
A request to revise the preliminary plan for a Planned Unit Development Overlay District located at 201 Grizzard Avenue, approximately 685 feet northwest of Dickerson Pike, zoned Commercial Service (CS) (68.15 acres), to revise the layout and reduce the number of mobile home units from 276 units to 155 units.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



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Project No.	Major Plan Amendment 2017CP-005-002
Project Name	East Nashville Community Plan Amendment
Council District	5 – Davis 8 – VanReece
School District	3 – Speering 5 – Buggs
Requested by	Metro Nashville Planning Department, applicant; various property owners.
Staff Reviewer	McCaig
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy for various properties (approximately 269.95 acres) summarized as follows: T4 Urban Neighborhood Maintenance (T4 NM) to T4 Urban Neighborhood Center (T4 NC), T4 Urban Neighborhood Evolving (T4 NE), and Transition (TR) for various properties near the intersection of McFerrin Avenue/West Eastland Avenue; T4 Urban Neighborhood Maintenance (T4 NM) to T4 Urban Neighborhood Evolving (T4 NE) for various properties in Highland Heights and McFerrin Park; T4 Urban Neighborhood Maintenance (T4 NM) to T4 Neighborhood Center (T4 NC) in McFerrin Park, and T4 Neighborhood Evolving (T4 NE) to Transition (TR) in McFerrin Park.

EAST NASHVILLE COMMUNITY PLAN

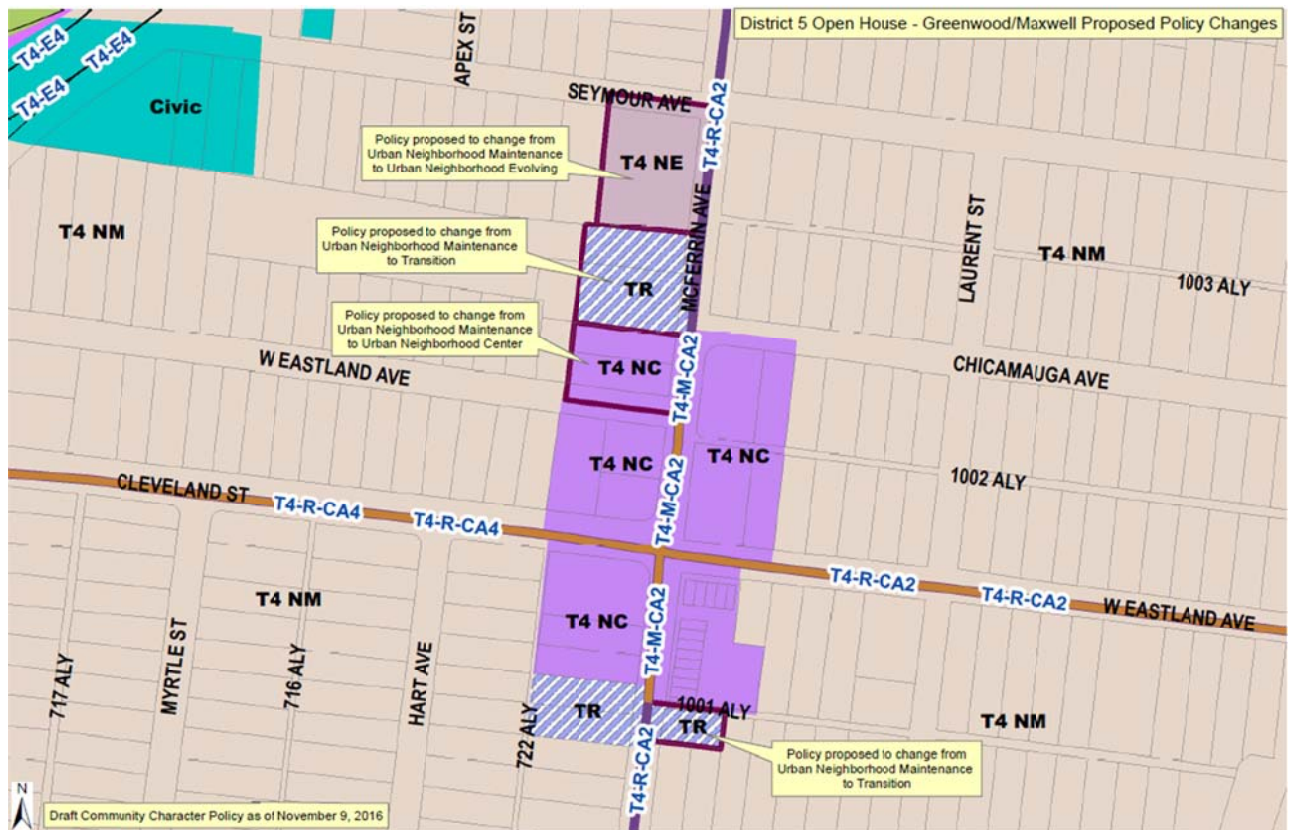
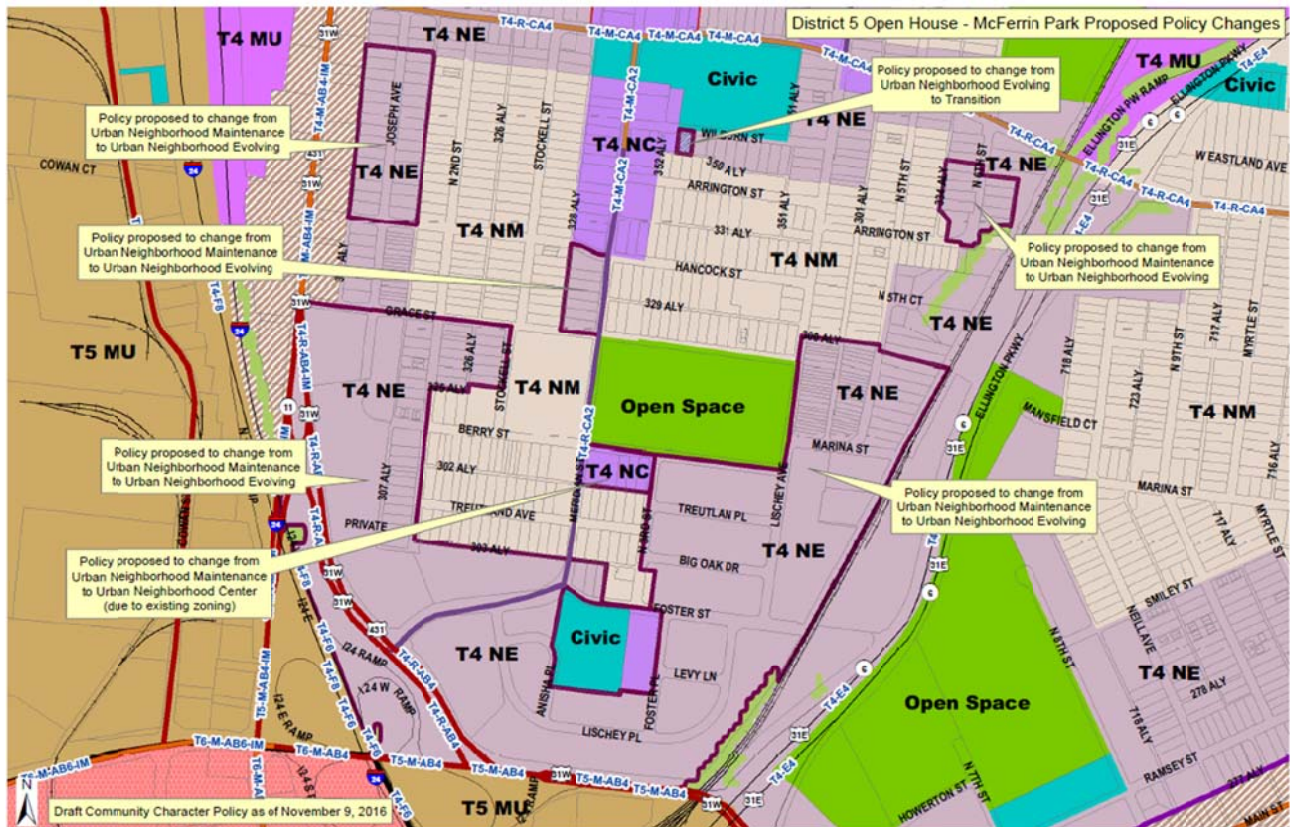
Current Policy

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

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. 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. *T4 NE currently applies to one property in the amendment area.*



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Proposed Policy

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. *T4 NE policy is proposed for all, except ten, of the properties included in the amendment area.*

Transition (TR) is intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints. *TR policy is proposed for four properties in the amendment area.*

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

BACKGROUND

The Planning Department, in coordination with District 5 Councilmember Scott Davis, has worked with five East Nashville neighborhoods to review the appropriateness of existing Urban Neighborhood Maintenance and Evolving policies, in addition to an overall evaluation of all Community Character Policies applied to the areas. The review focused on neighborhoods that received less detailed attention during the NashvilleNext process and, at that time, experienced lower levels of community participation compared to other areas of the county. Since the adoption of NashvilleNext, these neighborhoods have continued to see development pressure and interest in additional housing. Several property owners who would like to develop their properties with a mixture of housing have applied for zone changes in these areas.

COMMUNITY PARTICIPATION

For the convenience of the public and in order to reach the most people, staff worked with the leadership of neighborhood associations and attended regularly scheduled neighborhood association meetings to discuss changing policy in select areas. Approximately 100 people attended one of the following five meetings:

- Maxwell Heights Neighborhood Association – October 10, 2016
- Greenwood Neighborhood Association – October 11, 2016
- Highland Heights Neighborhood Association – October 20, 2016
- McFerrin Park Neighborhood Association – November 3, 2016



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- East Hill Neighborhood Association – November 9, 2016

Staff also met with the president of the Cleveland Park Neighborhood Association and shared information of proposed policy changes in adjacent neighborhoods. Staff has not proposed policy changes in Cleveland Park.

Staff hosted a community open house with maps of proposed policy changes on November 9, 2016. Maps of proposed policy changes were also posted to the Planning Department's webpage on November 10, 2016. Staff has continued to share information and to discuss policies with neighborhood leaders who in turn have shared maps and information with their membership.

On December 8, 2016, the MPC approved staff's request to waive the public notification requirement to all areas where changes are proposed with the exception of the East Hill and Maynor Place neighborhoods. Justification for waiving the requirement was due to the large cost of mailing approximately 5,500 notices to affected areas and due to the extensive public outreach that already had occurred during this process. Since that time, staff has decided to remove the proposed changes for the East Hill/Maynor Place neighborhoods from the policy update under review and to pursue those changes as a separate "minor" community plan amendment that is tracking for the February 23, 2017, MPC meeting. Since the request is to a more restrictive policy, staff will mail notices to property owners in East Hill and Maynor Place, and staff will hold an additional Community Meeting to provide an opportunity for more participation from residents and property owners in both neighborhoods.

ANALYSIS

The recommended policy changes, from T4 NM to T4 NE, for various properties in the Highland Heights and McFerrin Park neighborhoods provide opportunities for additional growth and a wider range of housing types and intensities in portions of existing neighborhoods adjacent to centers and corridors. These areas also align with requests for and interests in rezoning properties to allow additional housing options.

The recommended policy changes, from T4 NM to T4 NC, for four properties along Berry Street in McFerrin Park align policy with the property's existing zoning of Commercial Neighborhood (CN) and Mixed Use Limited (MUL). The recommended policy change from T4 NE to Transition on Wilburn Street was at the request of the area Councilmember to help provide a better transition to the adjacent Neighborhood Center area.

The recommended policy changes, from T4 NM to T4 NE, T4 NC, and Transition, for six properties in the Greenwood and Maxwell Heights neighborhoods, near the intersection of McFerrin Avenue and West Eastland Avenue, provide better transitions, infill options on larger lots, and opportunities to incorporate public parking into future development projects to help provide more convenient parking options.

STAFF RECOMMENDATION

Staff recommends approval.



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2015SP-056-002

OCEOLA PARK SP

Map 103-02, Parcel(s) 131.01, 131-133

Map 101-02, Parcel 134

7, West Nashville

20, (Mary Carolyn Roberts)



Project No. Specific Plan 2015SP-056-002
Project Name Ocoola Park Amendment
Council District 20 - Roberts
School District 9 - Frogge
Requested by Dale and Associates, applicant; 265 White Bridge Road, LLC, Church of Jesus Christ of Latter-Day Saints, Peters Property Mgmt, Abbas Teherian and Karl Peters, owners.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.*

APPLICANT REQUEST

Amend an SP to permit up to 13 dwelling units.

SP Amendment

A request to amend the Ocoola Park Specific Plan District on properties located at 108 and 110 Ocoola Avenue, approximately 375 feet south of Maudina Avenue, (1.12 acres), to add parcels 132, 133 and 134 and to permit 13 residential units where seven residential units were previously approved.

Existing Zoning

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

Proposed Zoning

Specific Plan-Residential (SP-R) 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.

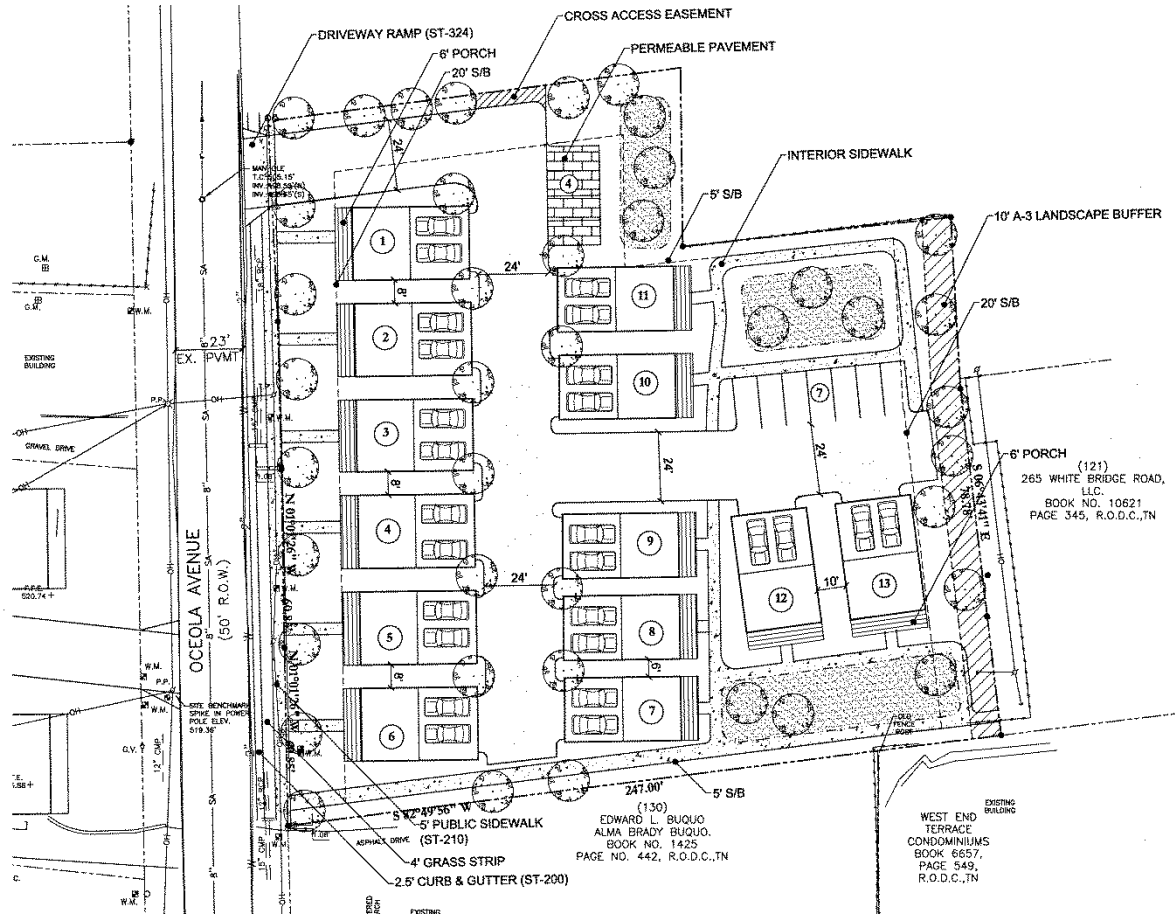
CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development

This proposal meets two critical planning goals. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Sidewalks are being provided along Ocoola Avenue and a sidewalk connection is being provided to the adjacent commercial property to create a more pedestrian friendly and walkable area.



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Proposed Site Plan



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WEST NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) T3 NE policy is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.

Consistent with Policy?

Yes. The proposed SP is consistent with the T3 Suburban Neighborhood Evolving Policy. The proposed development is intensifying an underutilized urban lot and provides for additional housing choices within the neighborhood. The plan provides improved pedestrian connectivity along Oceola Avenue, within the site and to the existing commercially zoned property to the east.

HISTORY

In June 2015, the Metro Planning Commission recommended approval of an SP to permit seven residential dwelling units at 108 and 110 Oceola Avenue. The applicant is currently proposing to amend the SP to add three adjacent parcels to the north and permit an additional six units, for a maximum of 13 units.

PLAN DETAILS

The site is located at 108, 110, 112, and 114 Oceola Avenue, on the east side of Oceola Avenue. The site is approximately 1.12 acres in size. The properties at 112 and 114 Oceola Avenue are currently in use as single-family residences. 108 Oceola Avenue is currently in use as a duplex while the property at 110 Oceola Avenue is currently vacant.

Site Plan

The plan proposes a multi-family residential development with up to 13 dwelling units. All units are proposed to be detached single-family residential units.

The plan proposes six units fronting on Oceola Avenue with an access drive located north of the units. Seven additional units back up to the access drive behind the units fronting on Oceola Avenue. Sidewalks are proposed along Oceola Avenue and within the development. A sidewalk is also proposed to run along the southern boundary line from Oceola Avenue to the commercially zoned property at the rear of the development. The sidewalk connection to the rear property will be located within a public access easement. All units have two garage parking spaces and additional parking spaces are provided for guest parking.

The developer has proposed architectural guidelines for the project. Buildings facades facing a street or courtyard will provide a minimum of one principal entrance and a minimum of 25% glazing. Standards are provided for window orientation, prohibited materials, raised foundations, and porch depths.



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ANALYSIS

The plan is consistent with the T3 Suburban Neighborhood Evolving policy by providing for additional housing options in the neighborhood. . The plan meets two critical planning goals and provides improved pedestrian connectivity along Ocoola Avenue, within the site and to the existing commercially zone property to the east.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Alter note 2 on C2.0 to remove notes concerning 80% TSS.
- Storm infrastructure along the ROW will be required.

WATER SERVICES

Returned for corrections

- For the latest Preliminary SP revision (stamped received 12/21/16), our original comments still apply: Our latest availability study shows a significantly different layout than what is shown in these Preliminary SP plans. Please submit a revised availability study, reflecting this new layout. FYI - the construction plans recently approved for the old layout of this development must be revised and re-approved with the new layout, before the Final Site Plan/SP is approved.

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.

TRAFFIC AND PARKING RECOMMENDATION

Approved

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.12	-	7 U	67	6	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.12	-	13 U	125	10	14



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 6 U	+58	+4	+6

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district could generate 1 more student than what is typically generated under the existing SP-R zoning district. Students would attend Charlotte Park Elementary School, H.G. Hills Middle School, and Hillwood High School. H.G. Hills Middle School has been identified as over capacity. There is no capacity within the cluster for additional middle school students. This information is based upon data from the school board last updated November 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? 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 deferral to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Permitted land uses shall be limited to up to 13 residential units.
2. The sidewalk along the southern property line shall be within a dedicated public access easement.
3. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the private driveways shall be maintained by the Homeowner's Association.
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. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the application request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
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,



Metro Planning Commission Meeting of 01/12/2017

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

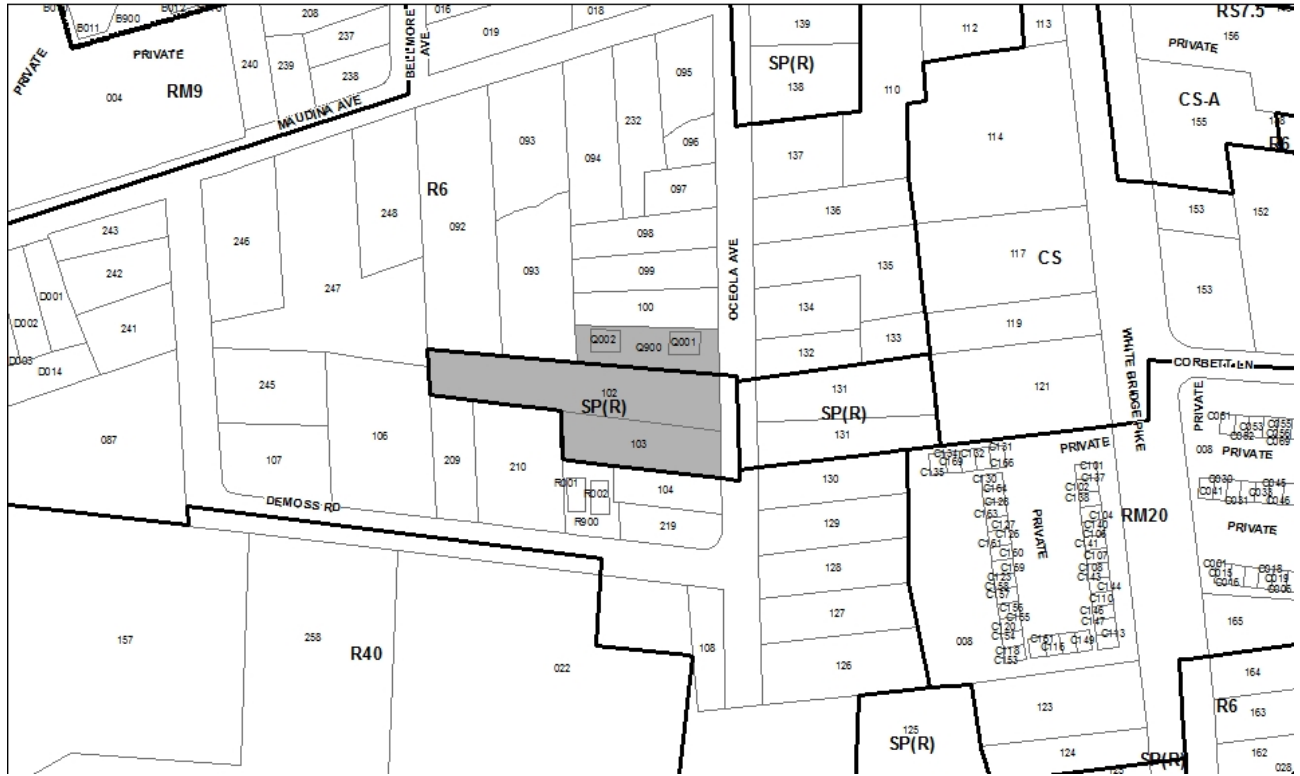
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 01/12/2017



2015SP-090-003

OCEOLA PLACE SP AMENDMENT

Map 103-02, Parcel(s) 102-103

Map 103-02-0-Q, Parcel 900

07, West Nashville

20 (Mary Carolyn Roberts)



Project No. Specific Plan 2015SP-090-003
Project Name Ocoola Place SP Amendment
Council District 20 - Roberts
School District 9 - Frogge
Requested by Dale & Associates, applicant; High Definition Homes, LLC, owner.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.*

APPLICANT REQUEST

Amend an SP to permit up to nine residential units.

SP Amendment

A request to amend the Ocoola Place Specific Plan District on properties located at 107, 109 and 111 C Ocoola Avenue, approximately 510 feet west of White Bridge Pike (1.13 acres), to add parcels 001, 002 and 900 and to permit up to nine residential units, requested by Dale & Associates, applicant; High Definition Homes, LLC, owner.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods

This proposal meets two critical planning goals. Development in areas with existing infrastructure is more appropriate than development in areas not served with existing infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Sidewalks are being provided along Ocoola Avenue to help establish a pedestrian network.

WEST NASHVILLE 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



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between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Consistent with Policy?

Yes. The proposed SP is consistent with the T3 Suburban Neighborhood Evolving Policy. The proposed development is redeveloping underutilized urban lots and provides for additional housing choice within the neighborhood. The development is also respectful of the existing development patterns in the area as it proposes to keep consistent setbacks along Ocoola Avenue.

PLAN DETAILS

The site is located at 107, 109, and 111 Ocoola Avenue, on the west side of Ocoola Avenue. The site is approximately 1.13 acres in size. The properties at 107 and 109 Ocoola Avenue are currently in use as single-family residences. 111 Ocoola Avenue is currently in use as a duplex.

HISTORY

In November 2015, the Metro Planning Commission recommended approval of an SP to permit eight residential dwelling units at 107 and 109 Ocoola Avenue. The applicant is currently proposing to amend the SP to add one adjacent parcel to the north and permit an additional one unit, for a maximum of nine units.

Site Plan

The plan proposes a multi-family residential development with up to nine dwelling units. Four detached units front Ocoola Avenue, with a public alley running north to south across the rear of these units. Five additional detached units are located on the interior of the site

Access to the development is along Ocoola Avenue. The originally approved SP included a public alley connection from Ocoola Avenue to the western property line. Due to topographical restriction along the western portion of the property, the applicant has revised the plan and removed the alley extension to the western property line. If the alley was built as depicted in the preliminary SP it would entail mass grading on the property and other proprieties or a retaining wall up to seven feet in height to be installed. The plan includes a public alley extending to the northern and southern property line allowing for future connectivity to adjacent properties.

All units have two garage parking spaces and additional parking spaces are provided for guest parking along the alley.

The applicant has proposed architectural standards for the SP. Building facades facing a street or courtyard shall provide a minimum of one principal entrance and a minimum of 25% glazing. Standards are provided for window orientation, prohibited materials, raised foundations, and porch depths.



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ANALYSIS

The plan is consistent with the T3 Suburban Neighborhood Evolving policy as it provides additional connectivity to the north and south as well as another housing option in the area. By providing single-family detached units with a generally consistent setback along Oceola Avenue, the development is able to provide for infill development while respecting the existing development pattern of the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Under review.

WATER SERVICES

Returned for corrections

- For the latest Preliminary SP revision (stamped received 12/21/16), our original comments still apply: Our latest availability study shows a significantly different layout than what is shown in these Preliminary SP plans. Please submit a revised availability study, reflecting this new layout. FYI - the construction plans recently approved for the old layout of this development, must be revised and re-approved with the new layout, before the Final Site Plan/SP is approved.

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.

TRAFFIC AND PARKING RECOMMENDATION

Approved

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.13	-	8 U	77	6	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.13	-	9 U	125	10	14



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+58	+4	+6

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning is not anticipated to generate no more students than what is typically generated under the existing SP-R zoning district. Students would attend Charlotte Park Elementary School, H.G. Hills Middle School, and Hillwood High School. H.G. Hills Middle School has been identified as over capacity. There is no capacity within the cluster for additional middle school students. . This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

5. Will this project include any affordable or workforce housing units? Unknown at this time.
6. If so, how many and what is the percentage of the entire development? N/A
7. How will you enforce the affordability requirements? N/A
8. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Permitted land uses shall be limited to up to nine residential units.
2. Access drive from Oceola Avenue shall be a dedicated public alley.
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. The final site plan shall label all internal driveways as "Private Driveways" and label public roads as "Public Road". A note shall be added to the final site plan that the private driveways shall be maintained by the Homeowner's Association.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the application request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
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



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approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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



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Metro Planning Commission Meeting of 01/12/2017



2016SP-078-001

HILLSIDE DEVELOPMENT SP

Map 060-08, Parcel(s) 046-047

5, East Nashville

8 (Nancy VanReece)



Project No.	Specific Plan 2016SP-078-001
Project Name	Hillside Development SP
Council District	8 - VanReece
School District	3 – Speering
Requested by	Prestige Properties, applicant and owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit a 29 unit residential development.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan –Mixed Residential (SP-MR) zoning on properties located at 3043 and 3045 Hillside Road, approximately 440 feet southwest of Broadmoor Lane, (3.21 acres), to permit up to 29 residential units..

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 13units.*

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

- 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 varying housing needs. The plan provides a sufficient sidewalk network connecting all parts of the development, which fosters active living and supports walkable neighborhoods.



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EAST NASHVILLE COMMUNITY PLAN

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

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 plan is consistent with the policy, which supports a variety of housing types and the plan provides an additional housing choice in the area. The proposed site plan provides public road extensions to promote connectivity and sets up a street network for future development within the larger policy area.

PLAN DETAILS

The site is located at 3043 and 3045 Hillside Road and is approximately 3.21 acres in size. The properties are located along the east side of Hillside Road, south of Broadmoor Drive, and are currently zoned for residential uses. Both properties are currently in use as single family homes.

Site Plan

The plan calls for 29 residential units. Four units are oriented towards Hillside Road with the remainder of the units being located interior to the site oriented toward new streets and common open space. The units are a combination of detached units and attached units.

Public roads along the southern property line and to the north and south in the middle of the site provide vehicular access. This provides a public road extension to allow future connectivity for potential future growth and development in the area. Additionally, a private drive provides vehicular access to units not served by the public road. Some units will have attached garages while other will use surface parking located in two areas in the development. The plan also calls for a new five foot wide sidewalk and four foot wide grass strip along Hillside Road. An extensive sidewalk network has been proposed throughout the site providing pedestrian connectivity.

Landscape buffer yards are proposed along the northern property line and along a portion of the southern property line. Landscape buffer yards will screen parking areas as well.



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ANALYSIS

The SP is consistent with the site’s land use policies and it also meets several critical planning goals. Additional housing choices are appropriate at this location as it is close to Broadmoor Drive, a busy corridor. This plan sets up a public road network to promote connectivity with future development in this Neighborhood Evolving policy. Sidewalks will be improved along the frontage on Hillside Drive and internal to 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

- 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.
- Indicate on the plans the installation of “Now Entering Private Property” signage on all driveways connected to the new public streets.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Provide truck turning movement exhibit at driveway and Hillside Rd.

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

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

Maximum Uses in Proposed Zoning District: **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)	3.21	-	29 U	333	31	36



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Traffic changes between maximum: **RS10 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+16 U	+208	+21	+22

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MR district: 4 Elementary 2 Middle 3 High

The proposed SP zoning is expected to generate 9 more students than the existing RS10 zoning. Students would attend Chadwell Elementary School, Gra-Mar Middle School and Maplewood 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 November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Yes, workforce housing units (typically buyers that cannot qualify for affordable housing as defined as housing units for occupants with below median household income; however, these buyers cannot afford average market price range homes
2. If so, how many and what is the percentage of the entire development? Units up to and including 1700 SF (approx 10 units); 35% of entire development.
3. How will you enforce the affordability requirements? In addition to utilizing the THDA (Tennessee Housing Development Authority) acquisition costs and income limit guidelines for Davidson County, determine workforce affordability by calculating the annual income of local workforce buyers which is required to afford a median priced home in the area. Maintain overall costs of construction in order to achieve the goal of providing workforce housing affordable to that sector of the market. In addition, advertising will be directed to the workforce home buyer noting the local up to 5% down payment assistance program, THDA which can also be used with VA or FHA. VA financing also offers financing with zero down. Low down payment financing such as FHA will also be offered. As housing units are under construction have local lenders offering affordable lending products including THDA, VA, FHA information available and as homes are constructed, have a lender available at open houses with informational pamphlets.
4. Have any structures been demolished in the last 12 months? No units demolished; manufactured home was moved to another location

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 29 residential units.
2. Height shall be limited to three stories in 35 feet measured to the roofline.
3. Prior to Final Site Plan submittal the applicant shall schedule and attend a pre-application meeting with the Planning Department.



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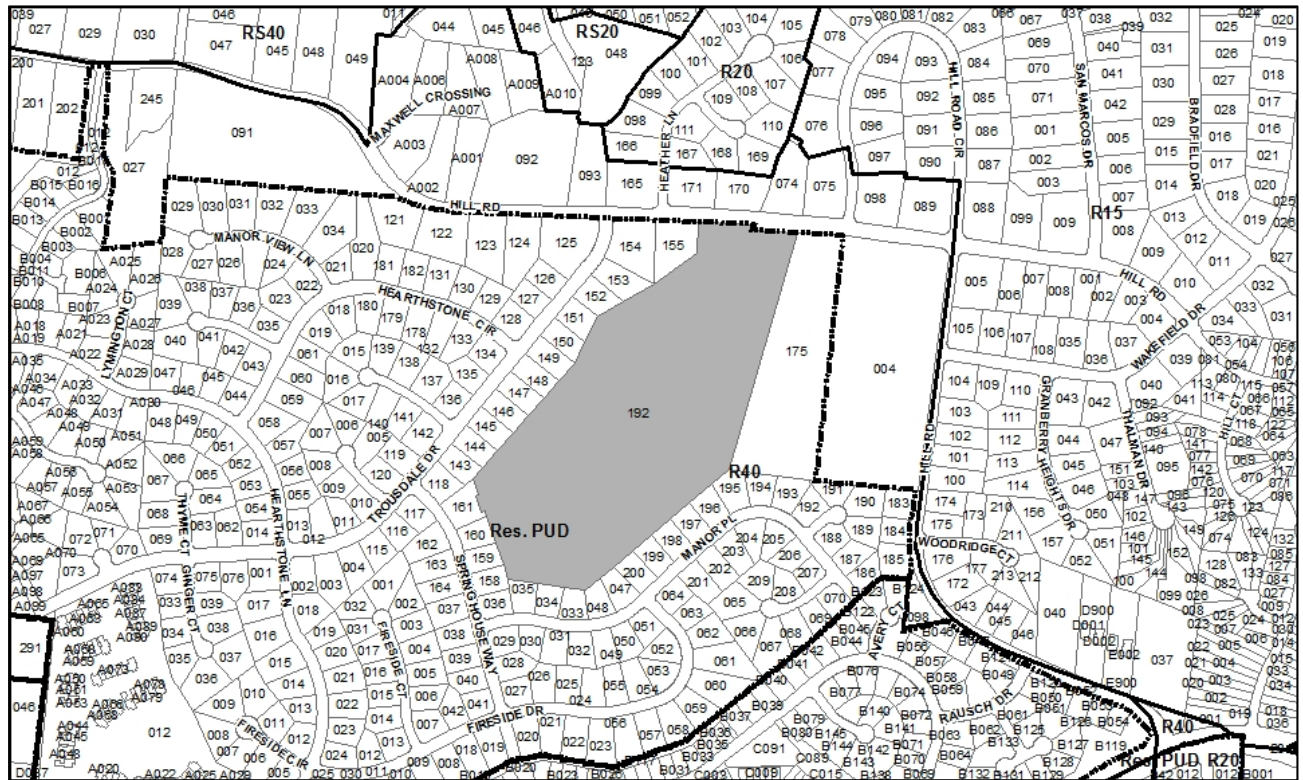
4. With Final Site Plan submittal units 13, 14 and 15 shall be relocated to have access along the private drive, across from unit 1, 2, 3 and 4, to limit driveways on the public street.
5. With Final Site Plan the applicant shall evaluate the amount of parking needed and if parking can be reduced.
6. With Final Site Plan submittal the applicant shall evaluate if Unit 16 and Unit 17 can be relocated to remove the driveway along the public street.
7. Building elevations consistent with the architectural standards and approved preliminary shall be submitted with the submission of the final site plan.
8. 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.
9. 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.
10. The final site plan shall label all internal driveways as "Private Driveways" and label public roads as "Public Road". A note shall be added to the final site plan that the private driveways shall be maintained by the Homeowner's Association.
11. 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.
12. 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.
13. 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.
14. 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 01/12/2017



2016SP-093-001
GRANBERY PROPERTY
Map 160, Parcel(s) 192
12, Southeast
04, (Robert Swope)



Project No.	Specific Plan 2016SP-093-001
Project Name	Granbery Property SP
Associated Case	14-79P-001
Council District	04 – Swope
School District	02 – Brannon
Requested by	Ragan-Smith and Associates, applicant; Cornelius-Granbery Properties, LP and Trustees, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit a 31-unit residential development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R40) to Specific Plan-Residential (SP-R) zoning on property located at 621 A Hill Road, approximately 360 feet east of Trousdale Drive, within a Planned Unit Development Overlay District (26.6 acres), to permit up to 31 residential units.

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for low intensity one- and two-family development at a density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 28 lots with 7 duplex lots for a total of 35 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 Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The approved PUD allows for 13 residential lots.*

Proposed Zoning

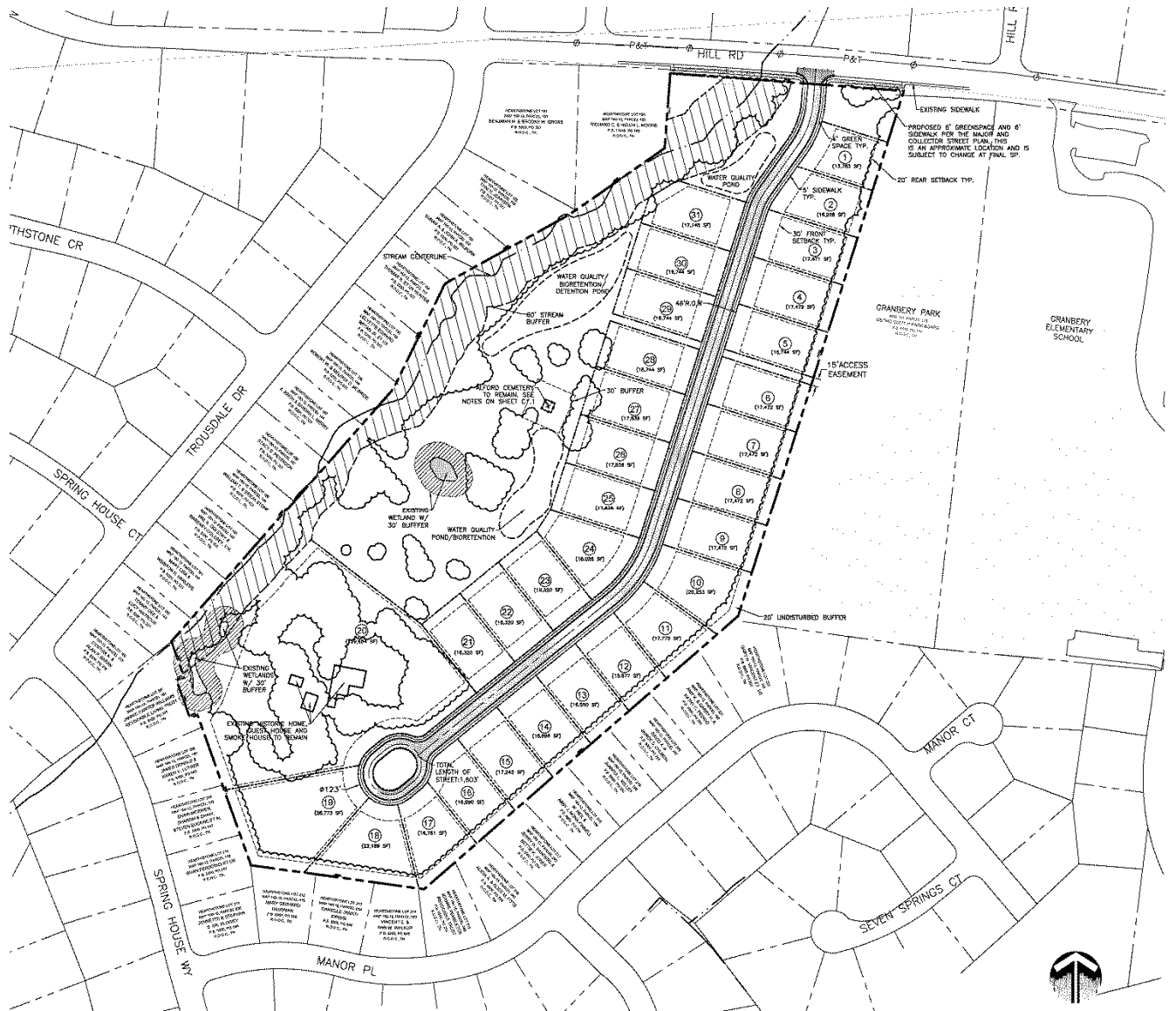
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Preserves Historic Resources



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Proposed Site Plan



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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 preserves historic resources by incorporating a National Register Eligible historic home and cemetery into the development on an open space lot that largely preserves the historic context.

SOUTHEAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

The plan is consistent with the policy. The plan proposes redevelopment of a large parcel surrounded by an established low to moderate density suburban residential development pattern. With the exception of larger lots designed to preserve the historic context of the historic home and cemetery, the proposed lots range from approximately 14,000 to 28,000 square feet in size. The average size of the lots surrounding the parcel subject to this rezoning request is approximately 19,000 square feet, or roughly consistent with R20 zoning. The proposed SP requests 31 units, including the historic home, or four units fewer than the 35 that could be achieved under the R40 base zoning. The proposed size and density of the lots in the SP is consistent with surrounding development pattern and the configuration of the development preserves the character of the existing neighborhood.

PLAN DETAILS

The site is located at 621 A Hill Road and is approximately 26.6 acres in size. The property contains several existing structures. The main residence, located toward the rear of the property, and some of its associated outbuildings are identified as eligible for listing in the National Historic Register. An existing barn associated with the main residence, and a newer residence located in the center of the property, are not historic and are planned to be demolished as part of this proposal. The property also contains a historic cemetery, also eligible for listing in the National Historic Register.

Site Plan

The plan calls for a total of 31 single-family residential lots, one of which will contain the existing historic home. An open space lot, accessible to all residents of the development, is proposed to contain the historic cemetery. The applicants have submitted an application for a Historic Landmark District to be applied to the lots containing the home and cemetery. The application is scheduled for consideration by the Metro Historic Zoning Commission on January 18, 2017 and by the Planning Commission on January 26, 2017.

The SP includes design standards for glazing, materials, porches, and raised foundations. Height is limited to three stories.

All of the units are oriented along a single cul-de-sac accessed from Hill Road. The access road is approximately 1,600 feet in length and roughly follows the alignment of an existing driveway



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serving the historic home. Five-foot sidewalks with a four-foot planting strip are provided throughout the interior of the development. A 15-foot pedestrian access easement is provided between Lots 5 and 6 connecting to an existing walking trail and open space associated with Granbery Elementary School to the east. Pedestrian access is also provided between Lots 29 and 30 to the proposed open space lot which will contain the historic cemetery. Staff recommends that a pedestrian connection be constructed within each pedestrian access easement to ensure that the pedestrian connections through those easements are established.

The Major and Collector Street Plan (MCSP) identifies Hill Road as a rural collector avenue with two lanes, a 6-foot sidewalk and a 6-foot planting strip in 51 feet of right-of-way. Sidewalks consistent with the requirements of the MCSP are provided along the Hill Road frontage.

ANALYSIS

The SP is consistent with the site's land use policies. Although it will increase the number of units beyond the 13 permitted by the existing PUD, the proposed lot size and density is consistent with the surrounding development pattern and the character of the neighborhood. The proposal also meets two critical planning goals, by allowing for infill development and by incorporating a historic home and cemetery in a manner that largely preserves the historic context. Sidewalks and pedestrian connections will be provided interior to the development and between the development and the adjacent elementary school.

Per Metro Subdivision Regulations, the maximum length of a dead-end street is 750 feet. The original PUD plan for this parcel depicted a cul-de-sac road that exceeds this maximum length. The access road in the proposed SP also exceeds the maximum length, however, the proposed SP better preserves a rural context for the historic home by maintaining the relationship between the home and the open space surrounding the cemetery. Staff recommends approval of a variance to the maximum length of a dead-end street standard in the Subdivision Regulations as a condition of approval of the SP. If the variance is approved as a condition of the Preliminary SP, the Final SP and Final Plat would be reviewed administratively, provided they were consistent with the approved Preliminary SP.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues will be addressed in the permit phase.
- Verify the cul-de-sacs to be 100' in diameter.

HISTORIC COMMISSION STAFF RECOMMENDATION

Approved with conditions

- Recommend that the historic house with outbuildings and the cemetery be designated as local historic landmarks, since they are eligible for listing in the National Register of Historic Places.
- Recommend that construction fence be located 30' around the cemetery during construction to protect it during construction.

STORMWATER RECOMMENDATION

Approved



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WATER SERVICES RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Prior to beginning construction, remove or trim vegetation as necessary per the Traffic Access Study to provide adequate intersection sight distance.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	26.6	1.08 D	35 U	335	27	36

*Based on two two-family lots.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	26.6	-	31 U	297	24	32

Traffic changes between maximum: **R40** and **SP-R**

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

METRO SCHOOL BOARD REPORT

Projected student generation with existing PUD overlay: 2 Elementary 1 Middle 1 High

Projected student generation existing R40 district (no PUD): 3 Elementary 2 Middle 1 High

Projected student generation proposed SP-R district: 4 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate 4 more students than the existing PUD plan or 3 more students than the existing R40 zoning without the PUD overlay. Students would attend Granbery Elementary School, Oliver Middle School and Overton High School. Overton High School is identified as being over capacity, but there is capacity within an adjacent cluster for high school students. This information is based upon data from the school board last updated November 2016.



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

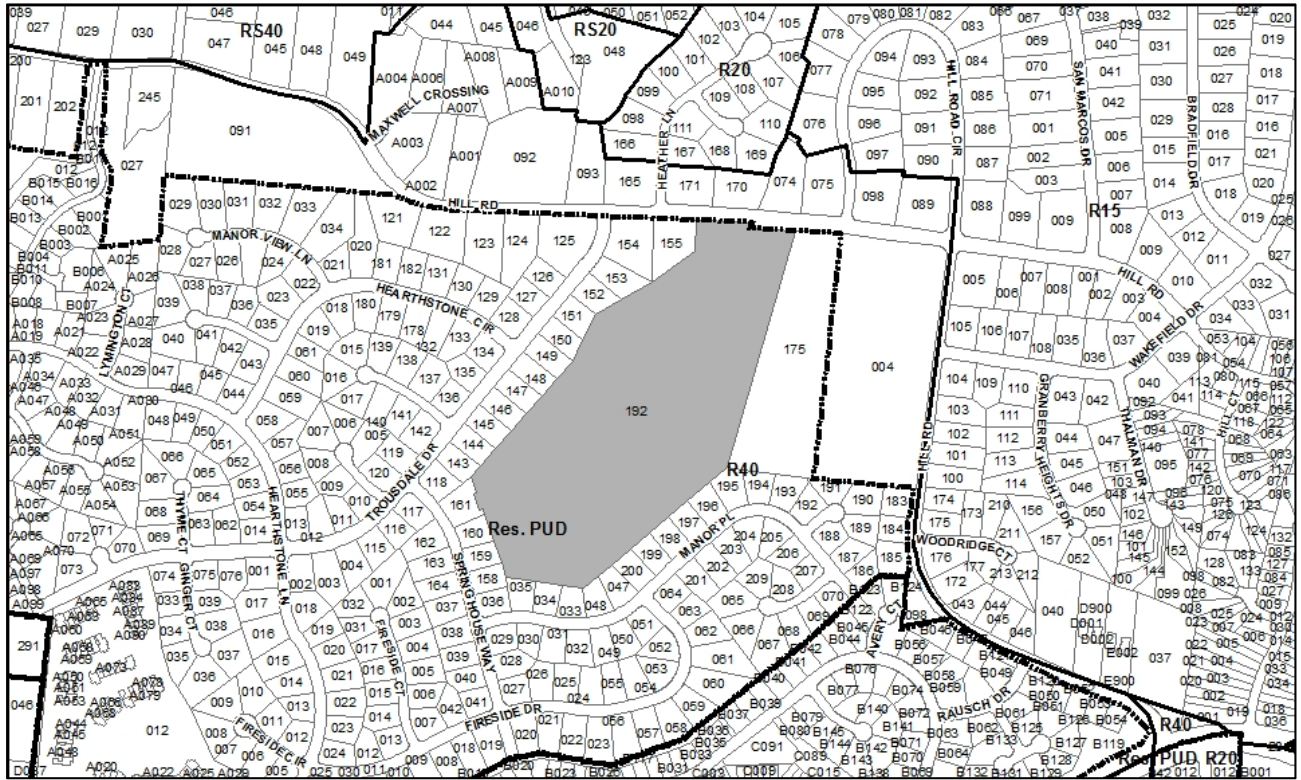
1. A pedestrian connection shall be constructed within each of the 15-foot pedestrian access easements shown on the plan. The connection in the easement between Lots 5 and 6 shall be a paved sidewalk or trail a minimum of five feet in width and shall extend from the proposed sidewalk along the internal access road to the eastern property line. The connection in the easement between Lots 28 and 29 shall be a mulched trail a minimum of five feet in width and shall extend from the proposed sidewalk along the internal access road to a point even with the proposed western lot lines of Lots 28 and 29. The connections shall be depicted on the Final Site Plan with a note that both connections are to be maintained by the Homeowners Association.
2. A variance to the Metro Subdivision Regulations standard for the maximum length of a dead-end street is approved as part of this Preliminary SP.
3. Uses shall be limited to a maximum of 31 single family lots.
4. Height shall be limited to a maximum of 3 stories in 35 feet.
5. Building elevations consistent with the architectural standards shall be submitted with the submission of the final site plan.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS40 zoning district as of the date of the applicable request or application.
7. 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.
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.



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14-79P-001

HEARTHSTONE RESIDENTIAL PUD (CANCELLATION)

Map 160, Parcel(s) 192

12, Southeast

04, (Robert Swope)



Project No.	PUD Cancellation 14-79P-001
Project Name	Hearthstone Residential PUD (Cancellation)
Associated Case	2016SP-093-001
Council District	04 – Swope
School District	02 – Brannon
Requested by	Ragan-Smith and Associates, applicant; Cornelius-Granbery Properties, LP and Trustees, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve subject to the approval of the associated zone change, and disapprove if the associated zone change is not approved.</i>

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

PUD Cancellation

A request to cancel a portion of a Planned Unit Development Overlay District on property located at 621 A Hill Road, approximately 370 feet east of Trousdale Drive, zoned One and Two-Family Residential (R40), (26.6 acres).

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for low intensity one- and two-family development at a density of 1.08 dwelling units per acre. *RS40 would permit a maximum of 28 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 Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The approved PUD allows for 13 residential lots.*

SOUTHEAST NASHVILLE COMMUNITY PLAN

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



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Consistent with Policy?

The cancellation of a portion of the Hearthstone Residential PUD to allow for the development of the associated Specific Plan (2016SP-083-001) is consistent with the land use policy for the area. The approved PUD currently allows for 13 residential lots. The associated SP would increase the number of residential units from 13 to 31, but the resulting lot size and density are consistent with the established suburban development pattern and the character of the surrounding neighborhoods. The associated SP would also enhance pedestrian connectivity by providing an improved sidewalk along Hill Road to improve access to Granbery Elementary School and by providing additional pedestrian connections to the existing trail network on open space adjacent to the school.

PLAN DETAILS

The Hearthstone Residential PUD was originally approved in 1979 to permit 393 residential dwelling units on approximately 271 acres. The approximately 26 acres included in this application were identified on the preliminary PUD plan as “reserved by seller but included in recording.” The 26 acre parcel is shown divided into 13 lots served by a single dead-end access road. The underlying base zone at the time of the preliminary approvals was R40. Final PUD plans were approved for the remainder of the development approved in the Hearthstone PUD in several phases between 1979 and 1986, but the 26 acres subject to this application were never incorporated into a final site plan or plat.

ANALYSIS

Cancellation of the PUD is required to accommodate the requested Specific Plan rezoning to allow for 31 residential units. The existing PUD is consistent with the T3 NM policy, which is a residential-only land use policy. However, with an allowance for 13 residential units on 26 acres (0.5 units per acre), the density under the existing PUD for the 26 acre-parcel subject to this request is much lower than the density of the surrounding neighborhood in the remainder of the PUD (approximately 1.5 units per acre). The associated SP will result in a lot size and density consistent with the established development pattern and character of the surrounding neighborhood, while also improving pedestrian connectivity and largely preserving the historic context of a historic home and cemetery by placing each on a larger lot. The associated SP is also consistent with the policy and is an appropriate replacement for the existing PUD. Should the associated SP not be approved, staff recommends the existing PUD remain in place.

FIRE DEPARTMENT RECOMMENDATION

N/A

HISTORIC RECOMMENDATION

Approve with conditions

- Recommend that the PUD not be cancelled unless the associated SP (2016SP-093-001) is approved with the condition that the home and cemetery are designated as Historic Landmarks.

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A



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PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval subject to the approval of the associated zone change, and disapproval if the associated zone change is not approved.



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2016SP-096-001

JDA SELF-STORAGE

Map 105-02, Parcel(s) 276-278

10, Green Hills – Midtown

17 (Colby Sledge)



Project No.	Specific Plan 2016SP-096-001
Project Name	JDS Self-Storage SP
Council District	17 – Sledge
School District	5 - Buggs
Requested by	Fulmer Engineering, applicant; Eighth & Division Investments, GP, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.</i>

APPLICANT REQUEST

Permit a commercial development.

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution(IWD) to Specific Plan-Commercial (SP-C) zoning for properties located at 921, 923, and 925 Bass Street, approximately 180 feet east of 8th Avenue S, (0.7 acres), to permit a self-service storage facility.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project proposes development on an infill site.

GREEN HILLS-MIDTOWN 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



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served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 Urban Mixed Use Neighborhood policy, which is intended to be mixed use in nature with the presence of commercial and even light industrial. The proposed self-storage allows for a necessary service in the area. The location of the proposed building is appropriate as it is close to 8th Avenue South and adjacent to I-65. The height is limited to five stories, which is allowed in T4 Urban Mixed Use Neighborhood policy.

PLAN DETAILS

The site is located at 921, 923, and 925 Bass Street, located behind 8th Avenue South. The site is approximately 0.7 acres in size and is currently being used as a small warehouse.

Site Plan

The plan proposes 93,625 square feet of self-service storage. The site is located behind 8th Avenue South and I-65 along an alley. This site does not have street frontage, except along the interstate. All vehicular traffic will use the existing alley to access the site. Parking is located off the alley along the western side of the building. Sidewalks will be installed along a portion of the western and southern sides of the building for customers. Since this site does not have street frontage, public sidewalks are not required.

The building is proposed at five stories in 65 feet. The plan includes proposed architectural elevations and provides for architectural standards including requirements for façade articulation to avoid blank walls.



ANALYSIS

The proposed use and layout are consistent with the T4 Urban Mixed Use Neighborhood policy. The proposed self-storage use will serve the existing mixture of uses along 8th Avenue South and the Gulch, located north of this site. The site does not have street frontage and is less suitable for residential and/or high volume commercial uses as it is located behind (back of house) commercial land.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



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STORMWATER RECOMMENDATION

Returned for corrections

- For the latest Preliminary SP revision (stamped received 12/20/16), our original comments still apply: Show existing stream/drain buffers located along the eastern side of the property. Add the Buffer Note to the SP plans, as highlighted in green on the attachment. Adjust Concept Design to accommodate these buffers, if needed. Provide Alternate Water Quality Concept Design, should the proposed LID Waiver be denied. .

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Approval of a Long Water Service Line Agreement by Metro Public Works, must be acquired before the Final Site Plan is approved.

PUBLIC WORKS RECOMMENDATION

Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Submit recorded ROW dedication prior to the building permit approval by MPW.
- Submit turning movement templates prior to preliminary SP approval. All turning movements should occur within dedicated ROW.

TRAFFIC AND PARKING RECOMMENDATION (Sent to Briggs for review)

Approved with conditions

- Storage facility owner shall direct storage users/tenants to utilize Alley #389 to travel to and from 8th Avenue.
- Facility owner shall provide directions/instructions on the facility's website, provide directions/instructions to prospective tenants, and install directional signage internal to the project site to direct travel to 8th Ave via Alley #389.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Permitted land uses shall be limited self-service storage.
2. The building shall not exceed 5 stories within 65 feet.
3. Elevations shall be provided with the submittal of the Final Site plan that break up the horizontal band along the ground floor and carry the vertical elements to the base of the building.
4. Elevations shall be provided with the submittal of the Final Site plan that includes the north elevation showing glazing similar to east elevation.
5. Signage shall be limited to one sign per side of the building up to a maximum of two total signs. Each sign shall be limited to a maximum of 128 square feet per sign. Billboards are prohibited. Changeable LED, video signs or similar signs allowing automatic changeable messages shall be prohibited.



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6. EIFS, vinyl siding and untreated wood shall be prohibited.
7. Glazing shall be tinted. Tinted glazing shall not be opaque.
8. 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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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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2017SP-002-001

6TH AVENUE NORTH SP

Map 081-08, Parcel(s) 426-428

08, North Nashville

19 (Freddie O'Connell)



Project No.	Specific Plan 2017SP-002-001
Project Name	6th Avenue North SP
Council District	19- O'Connell
School District	01 – Gentry
Requested by	Dale and Associates, applicant; Michael Murphy, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions</i>

APPLICANT REQUEST

Zone change to permit eleven residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on properties located at 1719, 1721 and 1723 6th Avenue North, approximately 150 feet southeast of Buchanan Street, (0.59 acres), to permit up to eleven 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 7.26 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 4 lots with 1 duplex for a total of 5 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 attached residential buildings.

CRITICAL PLANNING GOALS

- Supports a variety of transportation choices
- Creates walkable neighborhoods
- Provides a range of housing choices

The proposal meets several critical planning goals based on its location and design. This site is located in an area that 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 maintaining new infrastructure. Bus service is present one block southeast of the SP, along Garfield Street. Increased intensity through infill development makes bus service and similar transit services more feasible because it generates more riders. A new sidewalk along 6th Avenue North will improve pedestrian connectivity along 6th Avenue north by providing pedestrians a safe realm for travel and access to other areas.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as



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

Consistent with Policy?

Yes. The policy supports residential uses, including multi-family residential in this location. The plan provides an urban form by placing the buildings along 6th Avenue North and providing onsite surface parking connected to the alley to access the buildings. The proposed multifamily residential units provide an added mixture of housing types in a strategic location within the North Nashville community.

PLAN DETAILS

The property is located on the western side of 6th Avenue North, south of Buchanan Street in the North Nashville community. The site consists of three existing parcels located at 1719, 1721, and 1723 6th Avenue North. There is an existing quadraplex at 1723 6th Avenue North, vacant residential land at 1721 6th Avenue North, and an existing triplex at 1719 6th Avenue North.

The proposed Specific Plan includes eleven multifamily dwelling units. Six attached units will front 6th Avenue North in pairs (units 3, 4,5,6,7, and 8). The remaining five units will be located on the interior of the subject site with three attached units (units 9, 10, and 11) and the remaining two attached units (units 1 and 2).

The existing alley will be widened along the site by two and a half feet and will be dedicated. The existing alley will also provide two vehicular access points to the proposed dwelling units. All units will have access to on-site surface parking from the alley. On-site surface parking will have a total of nineteen spaces, not including three spaces for tandem parking and will be developed using permeable concrete pavers which will help mitigate storm water runoff. Onsite mitigation will also be provided through a bio-retention area located on the interior of the site. This Specific Plan includes approximately six on-street parking spaces along 6th Avenue North.

All dwelling units will have pedestrian access throughout the site through shared sidewalks, four feet in width, providing connection from the alley to sidewalks along the western side of 6th Avenue North. 6th Avenue North is considered a local street, according to the Major and Collector Street Plan, which provide internal circulation to within the existing neighborhood.

Architectural standards are included on the plan and elevations will be provided with the final site plan. The standards include standard façade requirements. The proposed units shall have a maximum height limitation of forty-five feet measured to the roofline. Trash and recycling receptacles will be located on the southwestern section of the site.

ANALYSIS

The SP is consistent with the T4 Urban Neighborhood Evolving policy and meets several critical planning goals. The eleven multi-family residential units will provide a well-designed development along the 6th Avenue North corridor.



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HISTORIC ZONING COMMISSION STAFF

Approved

- These three properties are not individually worthy of conservation

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions.

- Remove note 2 from Sheet C3.0.
- Additional areas of water quality may be needed for the north section of the site (to be determined during development stage).

WATER SERVICES

Approve 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

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 with this project then they are to be shown on the plans per the MCSP and per MPW standards and specifications. Sidewalks are to be located within dedicated ROW.
- Indicate on the plans the location of the solid waste and recycling container.
- ROW dedication is to be recorded prior to MPW sign off on the building permit.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Widen alley to Buchanan Street if there is available ROW.

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)	0.59	7.26 D	5 U	48	4	6



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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
Multi-Family Residential (220)	0.59	-	11 U	106	9	12

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	+58	+5	+6

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning district could generate 3 fewer students than what is typically generated under the existing R6 zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 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? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? N/A

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions. The proposed SP is consistent with the T4 Urban Neighborhood Evolving policy of the North Nashville Community Plan.

CONDITIONS

1. Uses within this SP shall be limited to a maximum of 11 multifamily residential units.
2. Three (3) tree wells shall be installed along the street frontage and be spaced forty feet (40') on center.
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-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.



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



SEE NEXT PAGE



Metro Planning Commission Meeting of 01/12/2017



2017SP-005-001

THE LIVERY AT 5TH AND MONROE

Map 082-09, Parcel(s) 292

8, North Nashville

19 (Freddie O'Connell)



Project No.	Specific Plan 2017SP-005-001
Project Name	The Livery at 5th and Monroe SP
Council District	19 – O’Connell
School District	1 - Gentry
Requested by	Civil-Site Design, applicant; The Livery at 5th & Monroe, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the February 9, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Permit a mixed-use development.

Preliminary SP

A request to rezone from Mixed Use Neighborhood (MUN) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 1235 5th Avenue North, located within the Germantown Historic Preservation Overlay District, approximately 530 feet north of Madison Street (0.19 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the February 9, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-006-001

SCOVEL STREET ROW HOMES

Map 081-16, Parcel(s) 230-231, 233-238

08, North Nashville

19, Freddie O'Connell



Project No.	Specific Plan 2017SP-006-001
Project Name	Scovel Street Row Homes
Council District	19 - O'Connell
School District	01 - Gentry
Requested by	Civil-Site Design Group, applicant; Fifteenth Avenue Baptist Church, Inc., owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the January 26th, 2017, Planning Commission Meeting.</i>

APPLICANT REQUEST

Zone change to permit up to 26 residential units.

Preliminary SP

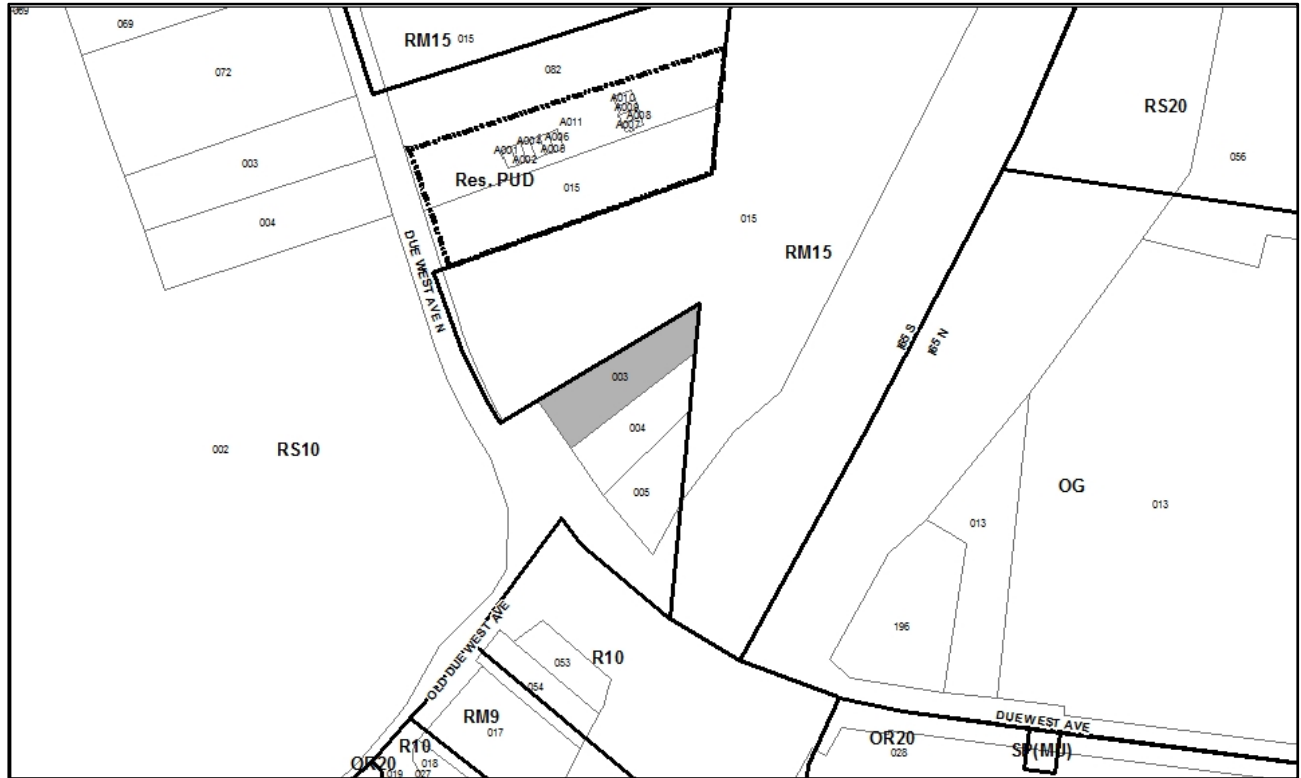
A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on properties located at 1000, 1002, 1006, 1008, 1010, 1012, 1014 and 1018 Scovel Street, at the northwest corner of Scovel Street and 10th Avenue North, within the Phillips-Jackson Street Redevelopment District (1.04 acres), to permit 26 residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-009-001

BASHAW VILLAGE SP

Map 051-06, Parcel(s) 003

02, Parkwood – Union Hill

08, (Nancy VanReece)



Project No. Specific Plan 2017SP-009-001
Project Name Bashaw Village SP
Council District 08 – VanReece
School District 03 – Speering
Requested by Mike Gilbert, applicant; Robert Vaughan, owner.

Staff Reviewer Shepard
Staff Recommendation *Defer to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit ten residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan – Residential (SP-R) zoning for property located at 710 Due West Avenue North, approximately 150 feet from Old Due West Avenue (0.58 acres), to permit 10 residential units.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Provides a Range of Housing Choices

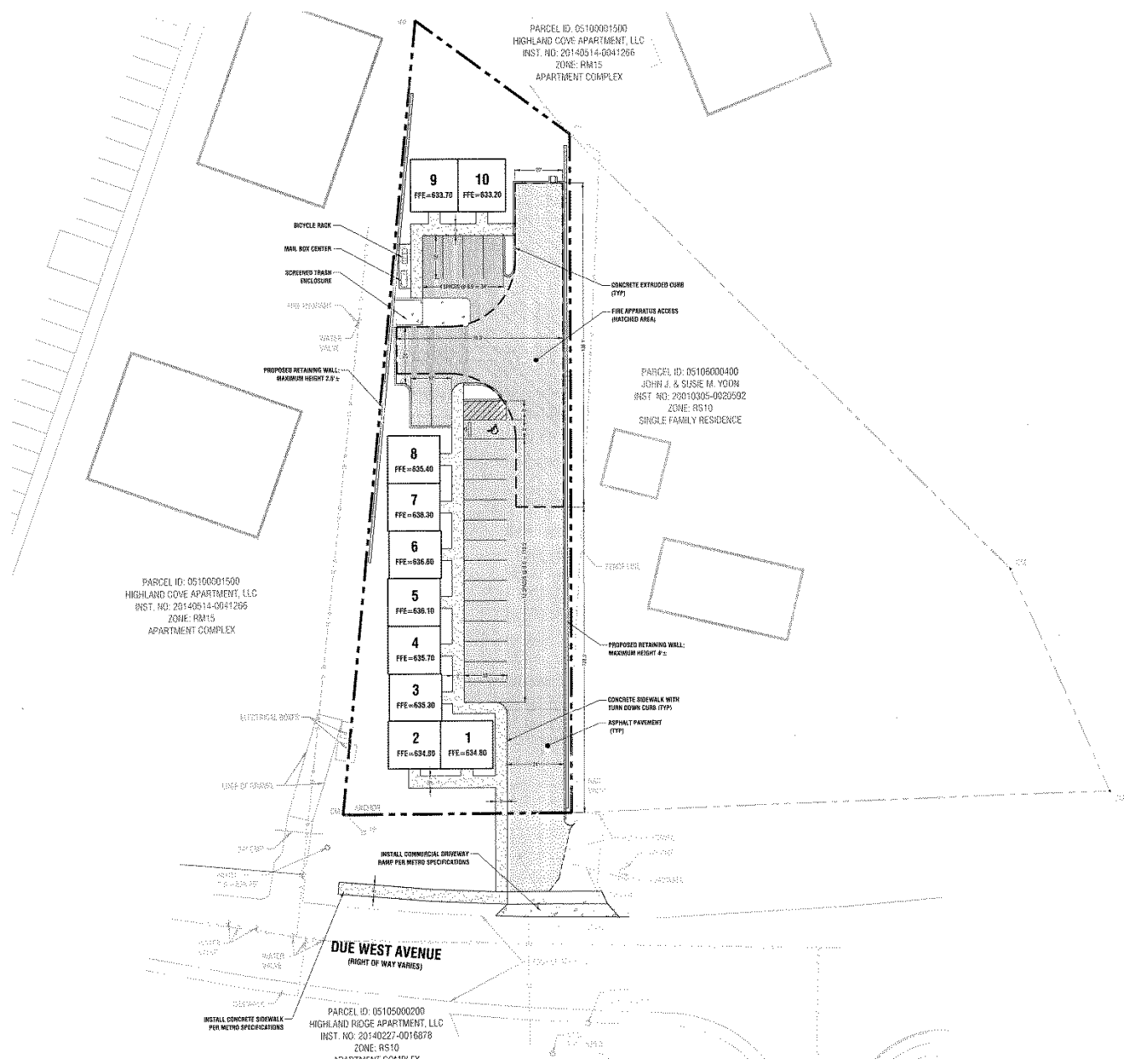
This request creates an opportunity for urban development that fills in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. The project is located in an area that currently contains a mix of one-, two- and multi-family residential development. The SP proposes attached townhome units of approximately 865 square feet in size, which will provide an additional and possibly more affordable housing choice for residents of the area.

PARKWOOD – UNION HILL 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



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Proposed Site Plan



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connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “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?

The T3 NE policy is a residential policy intended to enhance urban neighborhoods with more housing choices and opportunities for improved pedestrian, bicycle, and vehicular connectivity. The proposed SP is consistent with the policy. The ten attached townhome units proposed in the SP provide an additional housing option for residents of the area. The property is located between an existing multi-family development and an existing single-family home and in proximity to Interstate 65. The proposed SP will provide an appropriate transition between the more intense multi-family and the single-family residence, as well as a sidewalk and planting strip consistent with the standards established in the Major and Collector Street Plan to enhance pedestrian connectivity.

PLAN DETAILS

The site is located on the northeast side of Due West Avenue, approximately 300 feet west of Interstate 65. The property is 0.58 acres in size. The existing zoning district allows for single-family residential uses.

The proposed plan includes ten residential dwelling units. Two of the proposed units front Due West Avenue; the remaining eight units are oriented to the interior of the site. The plan limits the building height to a maximum of three stories within 45 feet, although the conceptual elevations provided in the preliminary SP plan depict buildings of approximately 20 feet in height. Staff recommends that height be limited to 3 stories in 30 feet. Both units fronting Due West will have doors addressing the street.

Vehicular access is through a single driveway from Due West Avenue. A total of 20 surface parking spaces are provided where 15 spaces are required. Five-foot sidewalks are provided interior to the development connecting the units to the parking area and to the street. A six-foot sidewalk and six-foot planting strip are provided for the full property frontage along Due West Avenue, consistent with the requirements of the Major and Collector Street Plan (MCSP).

ANALYSIS

The policy supports infill development to produce a different character that includes increased housing diversity. The proposed SP includes ten, moderately-sized townhome units which will



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provide an additional housing choice for residents in the gap between higher density multi-family apartments and single-family housing on larger lots. Two units help shield the parking lot from the street. The proposed development will help transition from the higher intensity multi-family residential to the remaining single-family home until such time as that single-family residence redevelops. There are existing sidewalks along the southwest side of Due West Avenue, but none along the northeast side where this site is located. The inclusion of a sidewalk consistent with the MCSP along the property frontage will be a first step toward better pedestrian connectivity along the north side of Due West Avenue.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Returned for corrections

- Add C/D Note to plans: (Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP).
- Remove note 2 on SP2.0 from plans (or replace with a Volume 5 note).

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.
- These comments apply to public sewer service only. Madison Suburban Utility District serves this site with water.

MADISON SUBURBAN UTILITY DISTRICT

Approved with conditions

- The District agrees to serve the above-referenced property from existing water mains pending the Metro Fire Marshal's approval.
- The owner/developer will be responsible to pay any and all development costs and any and all appropriate tap and meter fees.
- There is no bond for this project.

PUBLIC WORKS RECOMMENDATION

Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Revise the sidewalk layout to include ST-200 curb and gutter. ~lip of the gutter is to be placed at the existing edge of pavement.

TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections



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- Previous comments not adequately addressed, comments remain.
- Submit sight distance exhibit at access prior to approval of preliminary SP. Relocate access if necessary to provide adequate sight distance.
- Identify joint use easement with parcel 400.

Maximum Uses in Existing Zoning District: **R10**

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)	0.58	4.35 D	4 U	39	3	5

*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)	0.58	-	10 U	96	8	11

Traffic changes between maximum: **R10** 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	+57	+5	+6

METRO SCHOOL BOARD REPORT

Projected student generation existing RS-10 district: 0 Elementary 0 Middle 0 High

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

The proposed SP zoning is expected to generate three more students than the existing R10 zoning. Students would attend Chadwell Elementary School, Gra-Mar Middle School and Maplewood High School. All schools have capacity for additional students. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Yes, we hope to offer town homes at an affordable sales price that is equal to the workforce housing prices as defined by HUD, however, final development and construction costs will dictate what the final prices of the product will be. With the units being under 900 SF and with where the market comparisons are now, we are on target to meet the pricing guidelines of HUD's standard for workforce housing. The numbers are not working to make any of the units affordable housing by HUD's standards.



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2. If so, how many and what is the percentage of the entire development? Currently, 100% of the units are being designed as described above.
3. How will you enforce the affordability requirements? Our banking relationships will not allow us to deed restrict our properties for workforce housing at this time, but we intend to not allow investors to buy these homes. We desire to market these homes to teachers, police officers and other civil servants before we offer the properties to the open market.
4. Have any structures been demolished in the last 12 months? None

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

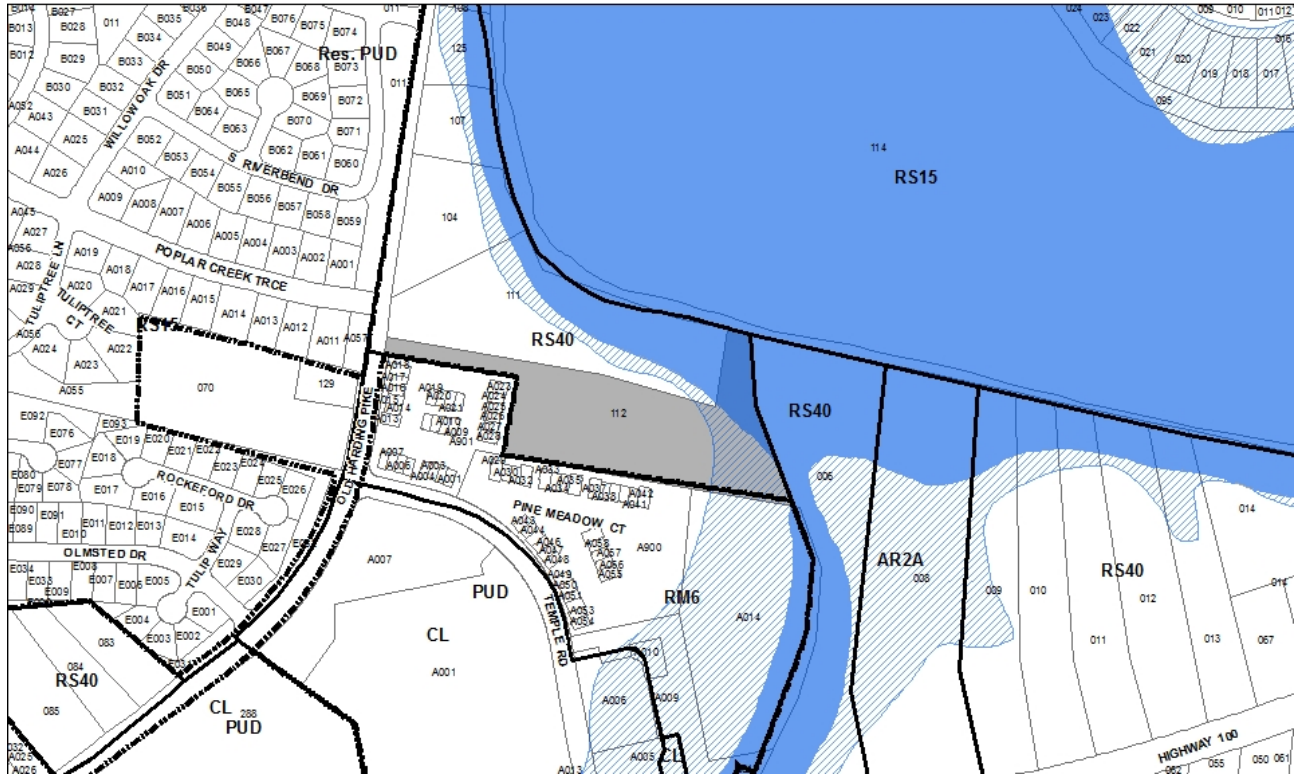
1. Uses within the SP shall be limited to up to ten residential units.
2. Building height shall be limited to a maximum of three stories in 30 feet.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. Building elevations consistent with the conceptual elevations and materials depicted in the Preliminary SP plan shall be provided with the Final SP.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall 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.
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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2017SP-014-001
HARPETH VILLAGE SP
Map 156, Parcel(s) 112
06, Bellevue
35, Dave Rosenberg



Project No.	Specific Plan 2017SP-014-001
Project Name	Harpeth Village SP
Council District	35 - Rosenberg
School District	09 – Frogge
Requested by	Batson Engineering and Associates, applicant; Trendmark Construction, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit up to 25 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS40) to Specific Plan–Residential (SP-R) zoning on property located at 7725 Old Harding Pike, approximately 315 feet northeast of Temple Road, (5.08 acres), to permit 25 residential units.

Existing Zoning

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 5 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

The proposal achieves the critical planning goal of creating walkable neighborhoods by providing pedestrian connections to the existing sidewalk network along Old Harding Pike. This connection will provide an alternative method of transportation to existing commercial uses in close proximity to this site.

BELLEVUE COMMUNITY PLAN

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



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Consistent with Policy?

Yes, this request is consistent with the T3 NM policy given the proposed height, setback, and type of residential structures shown on the proposed site plan. Given the adjacent development pattern of attached multifamily housing of similar scale and massing, the proposed site plan is consistent with the surrounding existing land use pattern and the guidelines for infill development found within the T3 NM policy description.

PLAN DETAILS

This request includes a total of 5.08 acres located at 7725 Old Harding Pike. The site is currently vacant. The surrounding land uses are primarily single and multi-family.

Site Plan

The site plan proposes up to 25 residential units located on 5.08 acres. The site contains a single point of access via a private road connected to Old Harding Pike. The plan provides a large central open space which is surrounded by pedestrian walk ways. A B level landscape buffer is being provided to buffer the adjacent multi-family units to the south and west as well as to the north where single-family housing is located. This access forms a loop within the site to allow for vehicular circulation and access to all units. The site plan indicates a sidewalk along the access driveway will contain a sidewalk that meets the local road standards of the Major and Collector Street Plan. This requires a 4 ft. wide grass strip and a 5ft. wide sidewalk.

All units have pedestrian access connections which will provide a clear path of travel from the site to Old Harding Pike through the site to two sitting areas and a future greenway. Each unit will include a 2 car garage which satisfies the parking requirement of the Metro Zoning Code. Sixteen guest parking spots are provided in dedicated areas within the site.

ANALYSIS

The proposed plan is consistent with policy and the character of the surrounding neighborhood. The existing structures to the west and south of this site provide a pattern of development which this site will continue by providing similar setbacks, height, and coverage for the proposed structures. This plan achieves the goal of creating a walkable neighborhood by providing pedestrian connection which will allow future residents to access the commercial center located to the south of this site.

FIRE DEPARTMENT RECOMMENDATION

Approved with Conditions

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

STORMWATER RECOMMENDATION

Approved with Conditions

- May need storm improvements within the ROW (GIS indicates a ditch network).

HARPETH VALLEY UTILITY DISTRICT

Approved with conditions

- The developer will be required to participate in the upgrading of the pump station.
- The Developer must submit utility plans for any water and sewer improvements required to serve this development to the District for review and approval.



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- The Developer must also submit hydraulic calculations, which indicate that the existing water system infrastructure and any required improvements will support domestic demands, meet fire flow requirements as set by the local building authority and maintain a minimum pressure of 50 psi within the public distribution system including all water service meters. The static hydraulic grade line used for these calculations must be 890 feet or less.

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 with this project then they are to be shown on the plans per the MCSP and per MPW standards and specifications. Sidewalks are to be located within dedicated ROW.

TRAFFIC AND PARKING RECOMMENDATION

Approved

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	5.08	1.08 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)	5.08	-	25 U	193	18	20

Traffic changes between maximum: **RS40** and **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+19 U	+135	+13	+13

METRO SCHOOL BOARD REPORT

Projected student generation existing RS40 district: 1 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 students than what is typically generated under the existing RS40 zoning district. Students would attend Harpeth Valley Elementary, McKissack Middle School and Hillwood High School. There is capacity for additional students in Harpeth Elementary and Hillwood High school. Bellevue Middle School is currently



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overcrowded however there is additional capacity within the Hillsboro Cluster. This information is based upon data from the school board last updated November of 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

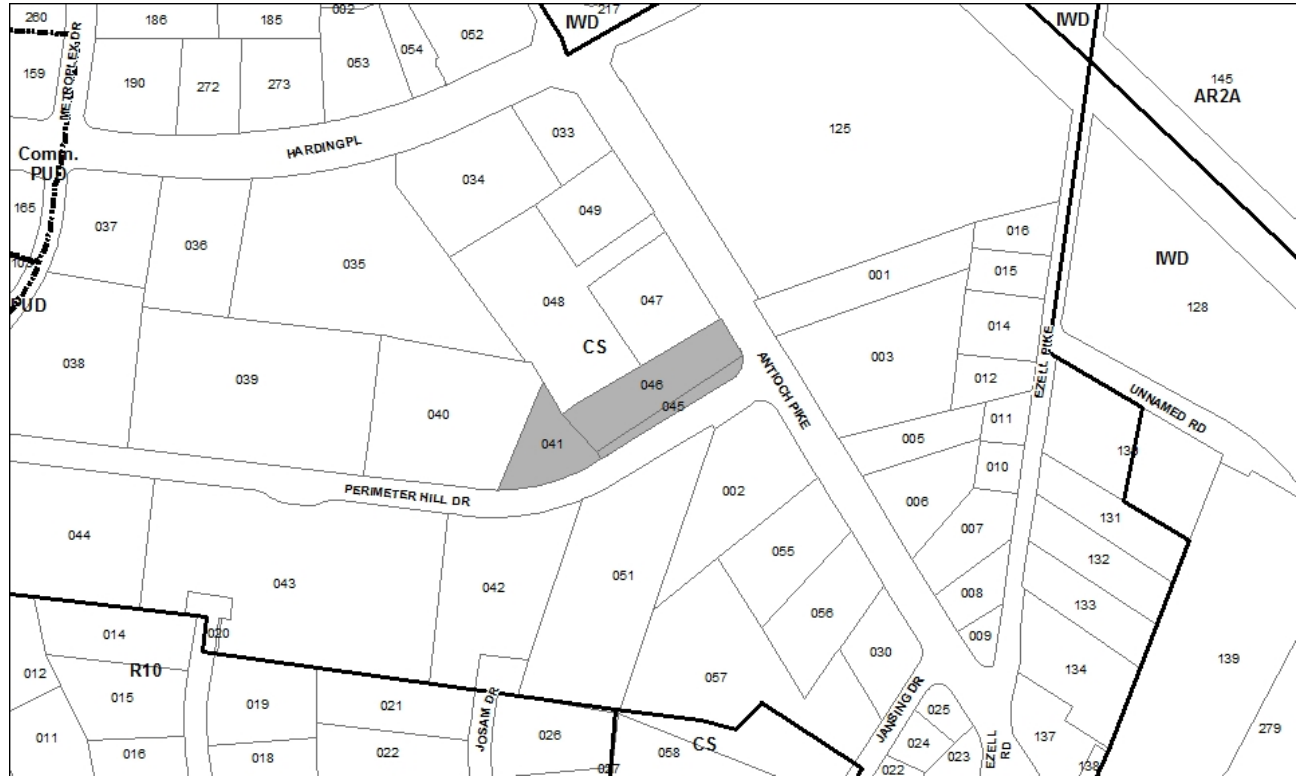
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 25 dwelling units.
2. Building footprint areas shall be located outside of all greenway conservation building footprint.
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 RM6 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved plan
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. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone
6. 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.
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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2017S-009-001

South Perimeter Park Section 4a Reserve Parcels 262, 263 and Paschall Property
Map 134-14, Parcel(s) 041, 045-046
13, Antioch-Priest Lake
28 (Vercher)



Project No.	Final Plat 2017S-009-001
Project Name	South Perimeter Park Section 4a Reserve Parcels 262, 263 and Paschall Property
Council District	28 - Vercher
School District	06 - Hunter
Requested by	Crawford and Cummings, PC, applicant; Sherry and Michiel Paschall and Cameron Sorenson, owners.
Staff Reviewer	Milligan
Staff Recommendation	<i>Defer to the January 26, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Final plat to shift lot lines and remove reserve status.

Final Plat

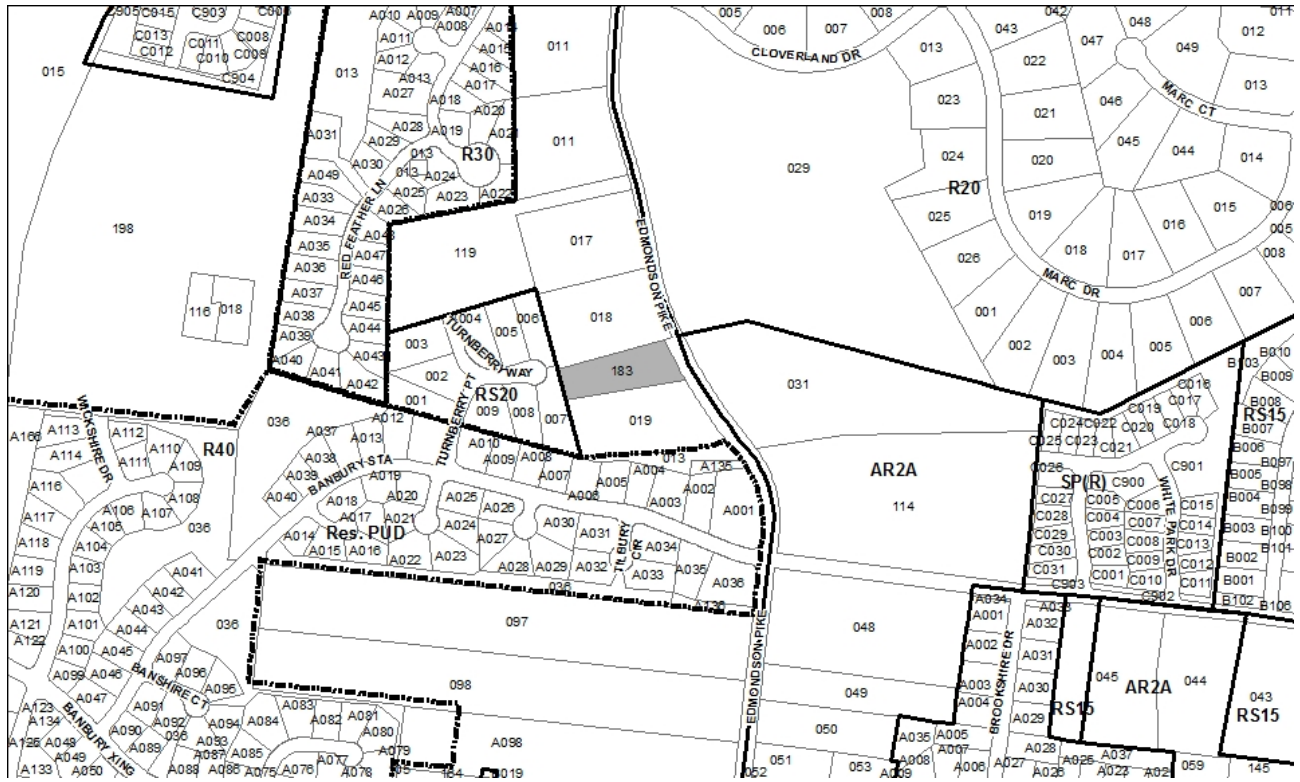
A request for final plat approval to shift lot lines and remove a reserve status on properties located at Perimeter Hill Drive (unnumbered), 1311 Antioch Pike and Antioch Pike (unnumbered), at the northwest corner of Antioch Pike and Perimeter Hill Drive, zoned Commercial Service (CS) (1.72 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



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2017S-010-001

DEDMAN PROPERTY SUBDIVISION AMENDMENT

Map 172 Parcel(s) 183

12, Southeast

04, Robert Swope



Project No.	Final Plat 2017S-010-001
Project Name	Dedman Property Subdivision Amendment
Council District	04 - Swope
School District	02 - Brannon
Requested by	Elite Homes, LLC, applicant and owner
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the January 26, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Subdivision Amendment to permit a duplex.

Subdivision Amendment

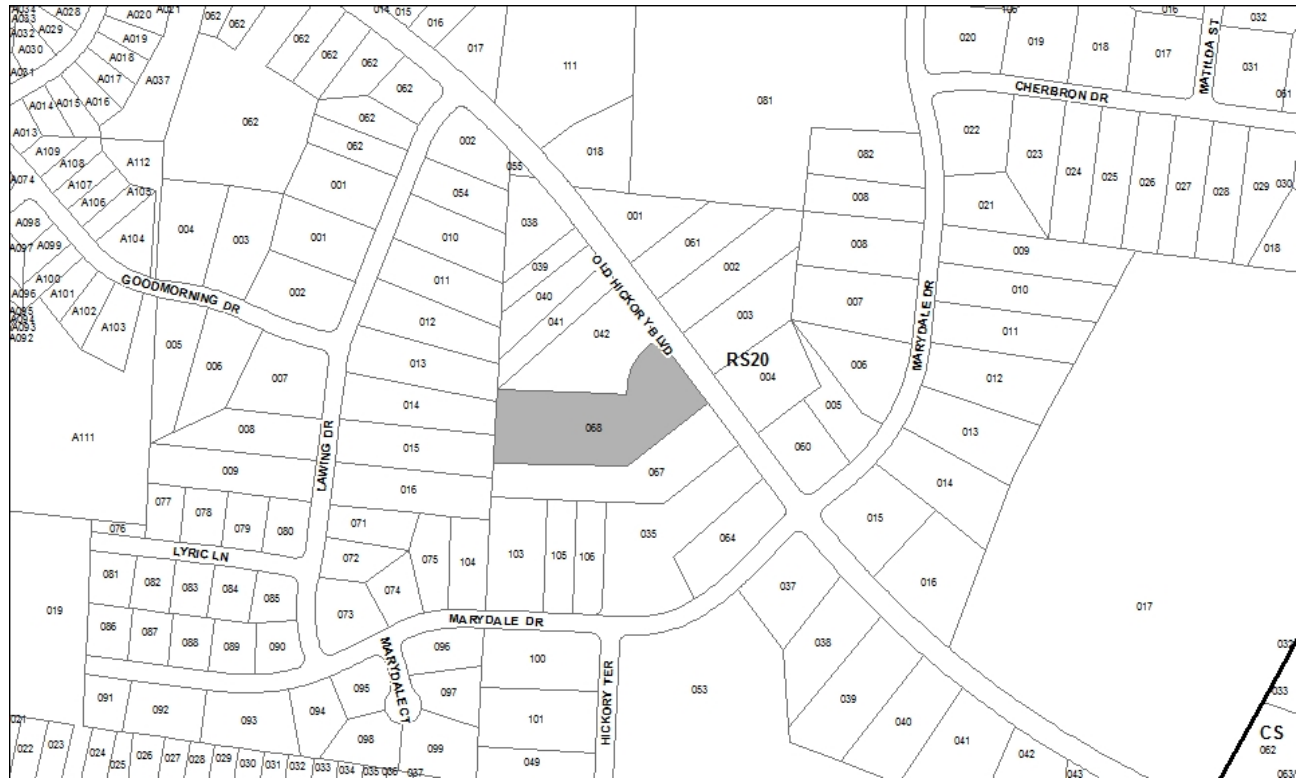
A request for subdivision amendment approval to amend subdivision notes 7 and 8 on property located at 5959 Edmondson Pike, approximately 640 feet northwest of Mt. Pisgah Road, zoned One and Two-Family Residential (R40) (3.17 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



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2017S-012-001

BINKLEY PROPERTY SUBDIVISION OF LOT 1

Map 041-08, Parcel(s) 068

02, Parkwood-Union Hill

03 (Brenda Haywood)



Project No.	Final Plat 2017S-012-001
Project Name	Binkley Property Subdivision of Lot 1
Council District	03 - Haywood
School District	01 - Gentry
Requested by	Clint T. Elliott Surveying, applicant; Connerth Construction, LLC, owner
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the January 26, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Final plat to create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 1227 Old Hickory Boulevard, approximately 360 feet northwest of Marydale Drive, zoned Single-Family Residential (RS20) (2.65 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting at the request of the applicant.



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2017S-026-001

RESUBDIVISION OF LOT 1 UNIVERSAL PROPERTIES

Map 060-15, Parcel(s) 040

05, East Nashville

02 (DeCosta Hastings)



Project No.	Final Plat 2017S-026-001
Project Name	Resubdivision of Lot 1 Universal Properties
Council District	02 - Hastings
School District	01 - Gentry
Requested by	Jason Stivers, applicant; Billy R. Barnfield, Jr. and Cynthia R. Barnfield, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Request for final plat approval to create 3 lots.

Final Plat

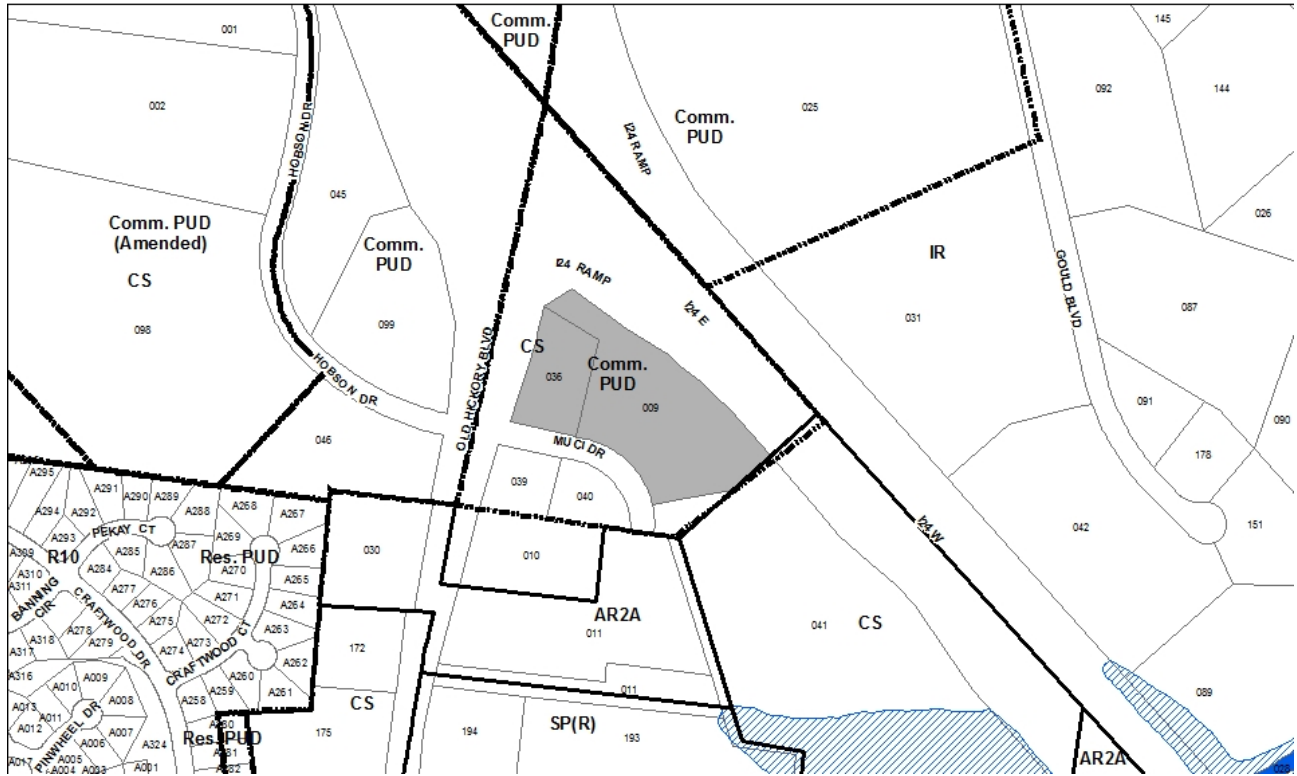
A request for final plat approval to create three lots on property located at 2412 Plum Street, approximately 500 feet west of Dickerson Pike, zoned Industrial Warehousing/Distribution (IWD) (2.1 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 01/12/2017



201-69P-002

STARPOINTE PUD

Map 183, Parcel(s) 009, 036

12, Southeast

33 (Sam Coleman)



Project No.	Planned Unit Development 201-69P-002
Project Name	Starpointe Phase I—Blue Beacon
Council District	33 – Coleman
School District	02 – Brannon
Requested by	Lukens Engineering Consultants, applicant; Radhika Patel and Rose Management, LLC, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Defer to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.</i>

APPLICANT REQUEST

Revise preliminary plan for Starpointe Phase I Planned Unit Development.

Revise Preliminary PUD

A request to revise the preliminary plan on properties located at 13105 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), at the northeast corner of Muci Drive and Old Hickory Boulevard, zoned Commercial Service (CS), within a Planned Unit Development Overlay District (4.63 acres), to permit a truck wash facility.

Existing Zoning

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

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

CRITICAL PLANNING GOALS

N/A

PUD Revision

This application revises a previously approved preliminary PUD plan to permit a truck wash. The Zoning Administrator has determined a truck wash is classified as a car wash use, which is permitted with conditions by the underlying base zoning district for the property, CS. The Metro Zoning Ordinance permits minor modifications to previously approved PUDs to change or expand the allowed uses if the proposed use is permitted by the base zoning. The revised plan includes sidewalks along Old Hickory Boulevard consistent with the requirements of the Major and Collector Street Plan, and along Muci Drive, which will enhance overall pedestrian connectivity in the area.



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PLAN DETAILS

History

The Starpointe PUD consists of approximately 14.27 acres in the southeast corner of the Interstate 24 and Old Hickory Boulevard interchange. Metro Council approved the original PUD plan in 1969 for approximately 14,300 square feet of retail and an 88,500 square foot motel within 100 units. The original PUD proposed development in six phases, with approximately 7,500 square feet of retail to be located south of Muci Drive and the hotel and remaining retail located north of Muci Drive. The plan for the northern portion of the PUD between Muci Drive and the Interstate was revised in 2007 and again in 2010. The 2010 plan, which included final site plan approval for Phases 1 and 2, depicted the hotel and two retail buildings along the northeastern property line fronting the interstate. The retail proposed south of Muci Drive remained unchanged from the original plan. A total of 59,850 square feet of hotel and retail uses were permitted in all phases of the PUD by the 2010 revisions, a reduction from the original approval. Some site work was completed following approval of the final site plan for Phases 1 and 2, but most of the PUD remains undeveloped.

Site Plan

The revision to the preliminary plan proposed with this application affects only the portion of the PUD north of Muci Drive and proposes replacing the approved hotel and retail uses with a truck wash facility. The truck wash facility will include a 13,382-square-foot building with three wash bays.

The truck wash facility and associated parking and circulation will occupy two parcels within the PUD north of Muci Drive. Access will be provided via Muci Drive. The truck wash employs 16-20 employees per shift. Trucks are washed in an assembly line style, by hand, in each of the three bays. The truck wash will operate 24 hours a day. A total of 37 parking spaces are provided in the eastern corner of the site.

ANALYSIS

The proposal is for a revision to the preliminary plan to permit a truck wash use and to revise the building layout and internal circulation. There is no new acreage to be added to the PUD and the boundary of the PUD will not change. Access off of Muci Drive is consistent with the access in the original PUD. The overall square footage within the PUD will decrease.

The western boundary of the PUD is defined by Old Hickory Boulevard, which is classified in the Major and Collector Street Plan (MCSP) as a scenic arterial. An eight-foot sidewalk and six-foot planting strip, consistent with the MCSP, are provided. The required scenic landscape easement is provided along the western property line. A five-foot sidewalk and four-foot planting strip are provided along Muci Drive.

The existing PUD is classified as a commercial PUD. The proposed revision to the preliminary plan would change the allowed uses for this portion of the PUD, from hotel and retail, to a truck wash, which is classified as a car wash use. The underlying base zone for the property is CS. Car wash is permitted with conditions in the CS zoning district. As the base zoning district is more permissive than the original PUD approval with regard to use, the car wash use can be permitted within the PUD as a minor modification, rather than an amendment requiring approval by Council.



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The revised site layout is consistent with the concept of the PUD and 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” to previously approved PUDs under certain conditions. The requirements of Section 17.40.120.G are provided below for review:

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

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



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- 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.

Where modifications to a previously approved PUD are deemed to be minor, Chapters 17.20 and 17.24 of the Metro Zoning Ordinance, addressing parking and loading and landscaping, apply. Parking for a car wash use is required at a rate of two spaces per wash bay and one space per employee. A total of 37 parking spaces have been provided where 28 are required; the additional parking is necessary to accommodate employees during the shift change. Adequate queuing space is available to accommodate a minimum of five semi-truck vehicles.

Landscape buffer yards are not required because the property abuts other property with CS zoning, but perimeter landscaping has been provided as required for parking areas abutting a side property line. Additional landscaping is located in islands in and along the queuing areas. Additionally, a stream cuts through the southern portion of the property along Muci Drive. The landscaping plan proposes installation of trees and other landscaping in this area as mitigation for the stream crossing required for the access drive. These trees will help screen the truck wash facility from view from the properties on the opposite side of Muci Drive.

As the proposed revision keeps with the overall intent of the PUD, meets the standards for a minor modification, and complies with the parking and landscaping requirements of the Metro Zoning Ordinance, planning staff recommends approval of this request.

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

The latest plan revision (stamped received 12/21/16) is approved as a Preliminary PUD Amendment only.

PUBLIC WORKS RECOMMENDATION

Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the



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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 revised plans with full design of the roadway modifications. The modifications must be approved by TDOT prior to installation.
- Roadway modifications must maintain the existing shoulder. Plans submitted are not clear.
- Indicate on the plans the appropriate downstream taper on the southern side of Muci.
- If sidewalks are required with this project then they are to be shown on the plans per the MCSP and per MPW standards and specifications.
- Indicate on the plans the location of the solid waste and recycling container(s) on site.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Prior to Final PUD plan approval a TIS is required to identify appropriate roadway modifications including the appropriate transition for the Left turn lane on Old Hickory Blvd at Muci Dr., and the required transition movement from the off ramp to the proposed left turn lane. Roadway construction plans approval shall be required at that time.

STAFF RECOMMENDATION

Staff recommends deferral to the January 26, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions.

CONDITIONS [if approved]

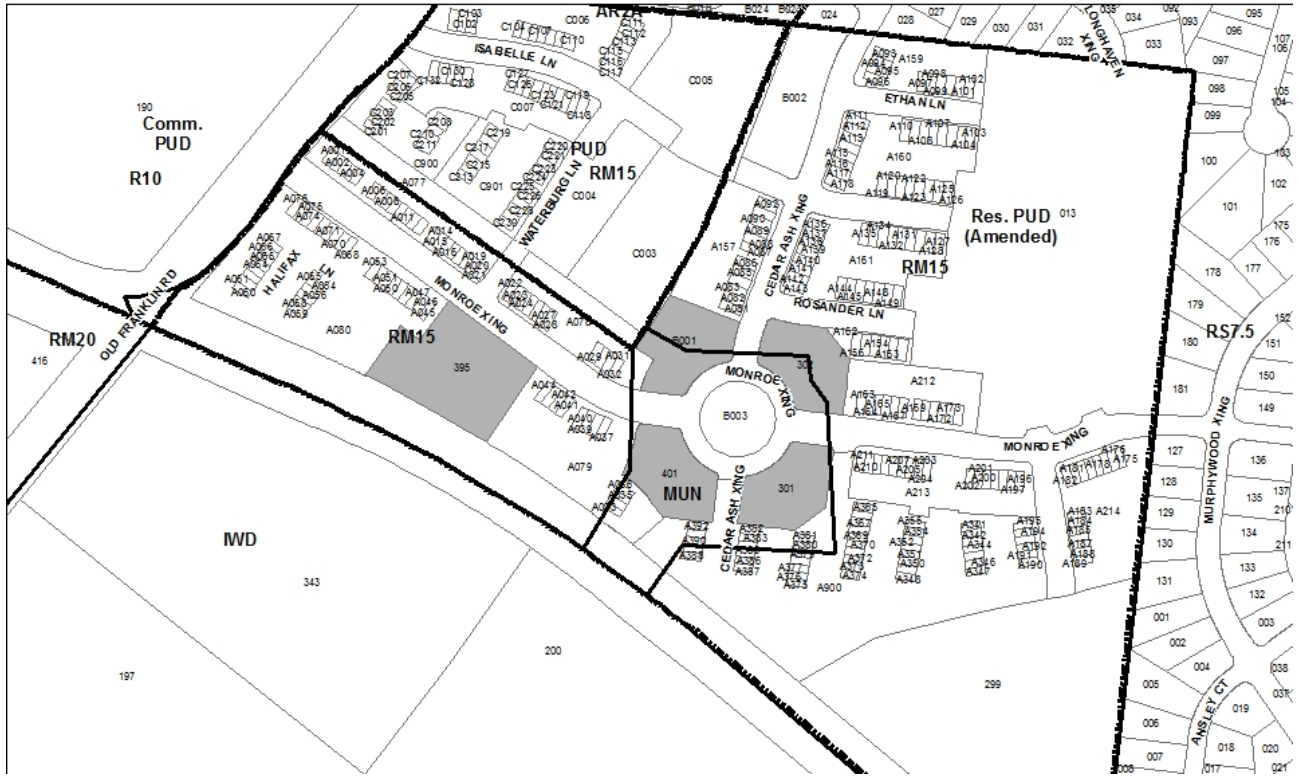
1. All signs shall meet the base zoning requirements for the CS zoning district, and must be approved by the Metro Department of Codes Administration.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to 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. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



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95P-019-001

PROVINCETOWN

Map 163, Parcel(s) 395, 401

Map 163-16-0-B Parcel(s) 001

Map 164, Parcel(s) 301, 302

13, Antioch – Priest Lake

32, Jacobia Dowell



Project No.	Planned Unit Development 95P-019-001
Project Name	Provincetown
Council District	32 - Dowell
School District	06 - Hunter
Requested by	Wamble & Associates, applicant; Brent A. Campbell, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Revise the preliminary site plan to permit 49 residential units.

Revise Preliminary PUD

A request to revise the preliminary plan for a portion of a Planned Unit Development Overlay District on property located at 0 Monroe Crossing approximately 480 feet (southeast) of Old Franklin Road, zoned Multi-Family Residential (RM15) and Mixed Use Neighborhood (MUN) (4.15 acres), to permit 49 residential units.

Existing Zoning

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre.

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.

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

CRITICAL PLANNING GOALS

N/A

PLAN DETAILS

The site is approximately 4.15 acres in size and is located 480 feet southeast of Old Franklin Road. The Provincetown PUD was approved in 1995. The original PUD is approximately 45.1 acres and contained primarily multi-family uses. All of the preceding phases of this PUD have been constructed and are currently occupied. The remaining portion of the PUD, which is the subject of this application, seeks to construct an additional 49 residential units where commercial and child care uses were previously indicated. The PUD was originally approved for 586 units, and an amendment in 2002 lowered the total number of approved dwelling units to 470. To date 244 units



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have been constructed; therefore, the requested 49 units falls within the total amount of originally approved dwelling units. Additionally, there was language within the PUD allowing the option to build multi-family units in the locations included in the current application.

Site Plan

This revision to the PUD is requesting approval for 49 dwelling units on 4.15 acres. The units will be attached town homes within 13 structures. The site plan states that all units will have a maximum height of two stories. All units will front onto existing private streets with parking located in the rear of the structures. All units will have a pedestrian connection to the existing sidewalk network within the neighborhood. Access for the proposed units is provided by Monroe Crossing which is an existing street within the development. Monroe Crossing has an existing connection to Old Franklin Road. There are two additional existing points of access which connect to previously developed subdivisions to the North and East. The Metro Zoning Code requires 98 parking spaces to serve the 49 proposed dwelling units and the site plan indicates 119 total parking spaces will be provided.

ANALYSIS

Section 17.40.120.F permits the Planning Commission to approve changes to a Planned Unit Development under certain conditions.

F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
 - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
 - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
 - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
 - f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.
2. Changes to a Final Site Plan. Applications to modify a previously approved final site plan shall follow the procedures of Section 17.40.170.
3. Addition of a Special Exception Use. The addition or relocation of a special exception use otherwise permitted by the underlying base zone district shall be considered by the board



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of zoning appeals according to the applicable provisions of Chapter 17.16, Article III and Article VII of this chapter and may be approved upon consideration of a recommendation from the planning commission.

4. Subsequent Change in Zoning District. Following adoption of a PUD district, no subsequent change in zoning district classification shall occur within that PUD without concurrent reapproval of the master development plan by the planning commission and council.
5. Cancellation of a PUD District. Cancellation of a PUD district may be initiated by the planning commission, the metropolitan council, or a property owner within the PUD district. A PUD district shall be canceled by ordinance according to the provisions of Article III of this chapter.

Staff finds that the request is consistent with Section 17.40.120.F. Since the proposed plan is consistent with the overall concept of the Council approved plan, and is consistent with zoning requirements, then staff is recommending that the revision be approved with conditions.

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/PUD approval. These approved construction plans must match the Final Site Plan/PUD plans. The required capacity fees must also be paid prior to Final Site Plan/PUD approval.

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval with conditions as the proposed revision is consistent with the Council approved PUD plan and Zoning Code requirements.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the



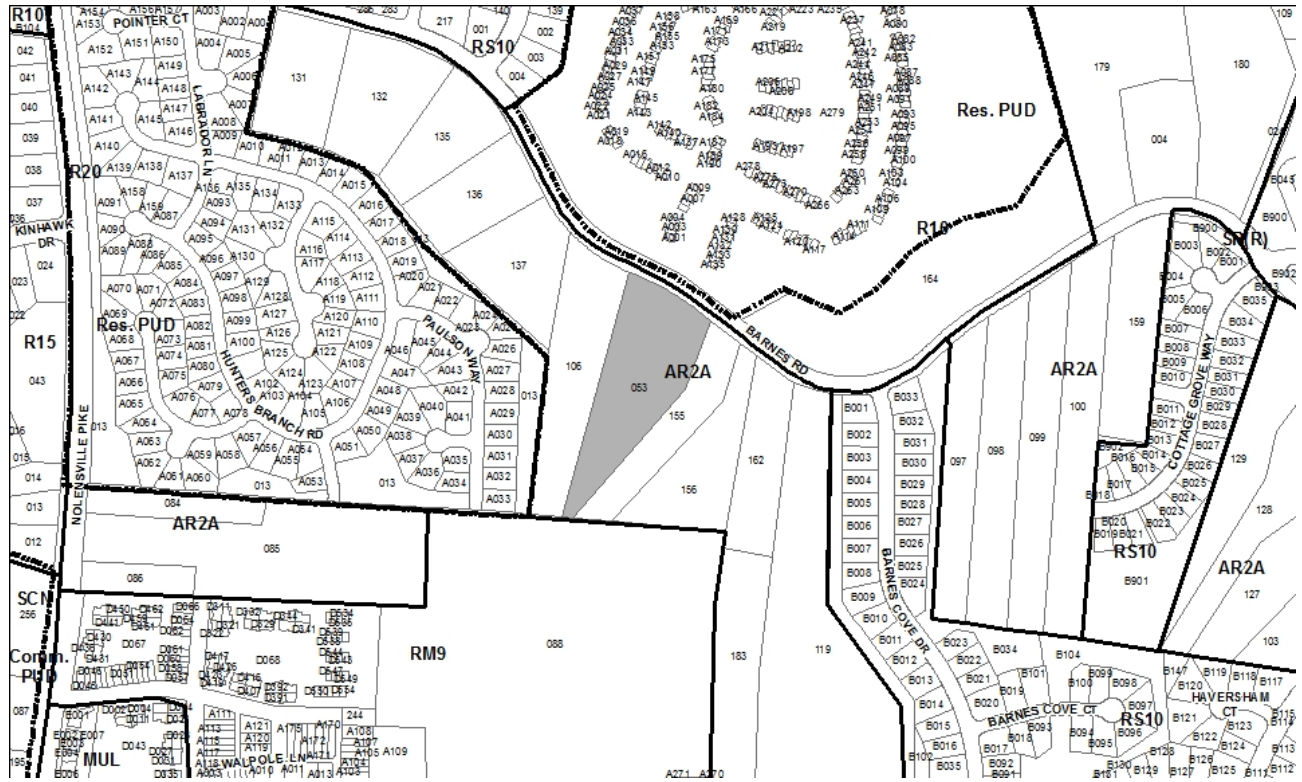
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actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.

4. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



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2017Z-002PR-001

Map 173, Parcel(s) 053

12, Southeast

31 (Fabian Bedne)



Project No.	Zone Change 2017Z-002PR-001
Council District	31 – Bedne
School District	03 – Speering
Requested by	James Terry and Associates, applicant; Moafak Hasan and Khalid Hussein, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from AR2a to RS20

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS20) zoning on property located at 1245 Barnes Road, approximately 785 feet southeast of Cedarmon Drive, (3.56 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 2 lots with 1 duplex lots for a total of 3 units.*

Proposed Zoning

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 6 unit.*

CRITICAL PLANNING GOALS

N/A

SOUTHEAST 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.

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



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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 RS20 zoning district is consistent with the T4 Urban Neighborhood Evolving policy. Depending on the location, the policy supports all types of residential development, including single-family residential units. The policy supports development that provides a choice of housing options with improved pedestrian and vehicular connectivity. The proposed RS20 zoning is consistent with the residential character of the area. The site is directly north of a property zoned RM9 and directly south of property zoned R10.

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.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	3.56	0.5 D	2 U	20	2	3

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **R20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	3.56	2.17 D	9 U	87	7	10

Traffic changes between maximum: **AR2a and R20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7 U	+67	+5	+7



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METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 1 Elementary 1 Middle 1 High

Projected student generation proposed RS20 district: 1 Elementary 1 Middle 1 High

The proposed zone change would not generate additional students. Students would attend Shayne Elementary School, Oliver Middle School, and Overton 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 November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

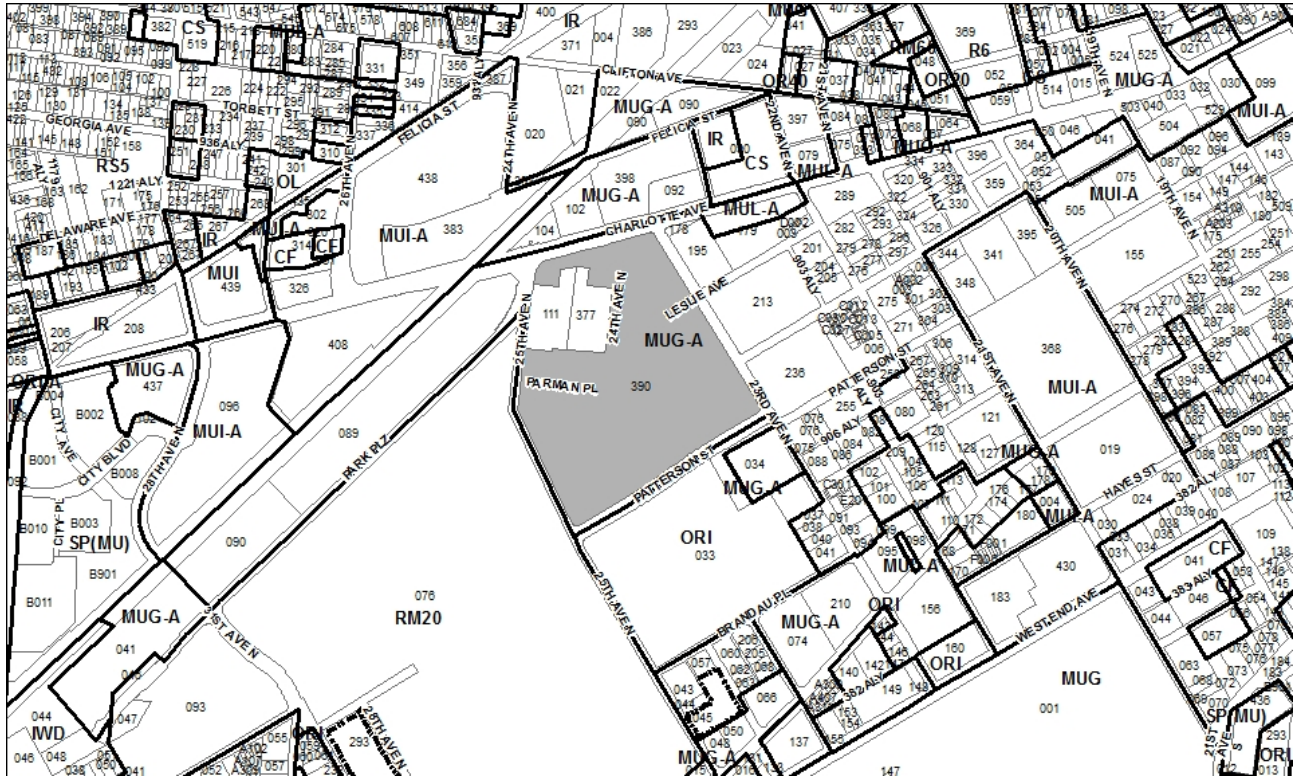
1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval.



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2017Z-003PR-001

Map 092-11, Parcel 390
10, Green Hills - Midtown
21 (Kindall)



Project No.	Zone Change 2017Z-003PR-001
Council District	21 – Kindall
School District	5 - Buggs
Requested by	Littlejohn Engineering and Associates, applicant; HCA Health Services of TN, Inc., owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from MUG-A to MUI-A.

Zone Change

A request to rezone from Mixed Use General-Alternative (MUG-A) to Mixed Use Intensive-Alternative (MUI-A) zoning on property located at 2300 Patterson Street, at the southwest corner of 23rd Avenue North and Charlotte Avenue, (25.86 acres).

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Supports a Variety of Transportation Choices

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 site is located on an existing MTA route and is in close proximity to existing transit routes along Dickerson Road, which will provide an alternative transportation choice.

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



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Special Policy (10-MT-T5-MU-02)

The Special Policy located in a T5 Center Mixed Use Neighborhood Areas include the County's major employment centers, representing several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 Center Mixed Use Neighborhood Areas are intended to contain a significant amount of high density residential development that is very mixed use in nature with civic and public benefit, and high intensity commercial, and office land uses. The Special Policy provides guidance to building form such as massing, orientation, placement; connectivity, intensity and parking. Maximum building heights of up to 20 stories are generally most appropriate in this area.

Consistent with Policy?

Yes. The rezoning to MUI-A is consistent with the T5 Center Mixed Use Neighborhood policy and the Special 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 and the Special Policy. This site contains 23.86 acres of land with an existing medical campus use. There is an existing MTA bus route adjacent to this site which provides an alternative method of transportation for the variety of existing uses along Charlotte Avenue. Charlotte Avenue is designated as an arterial boulevard within the Major and Collector Street Plan.

This request is consistent with the policy for the area and is appropriate given the existing land use, surrounding land uses, land use policy, and special policy. The proposed rezone provides the potential for a vertical expansion to the existing medical center which is supported by the T5 Center Mixed Use Neighborhood policy and special policy. A zone change would allow up to 15 stories in 150 feet and an FAR of 5.00. The existing MUG-A zoning allows up to 7 stories in 105 feet and an FAR of 3.00.

When future development of this parcel occurs, sidewalks that meet the regulations of the Major and Collector Street Plan will be required. These sidewalks will help to create a more walkable neighborhood as identified within goals of the Center Mixed Use Neighborhood policy.

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

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	3.56	0.5 D	2 U	20	2	3

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **R20**

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)	3.56	2.17 D	9 U	87	7	10

Traffic changes between maximum: **AR2a and R20**

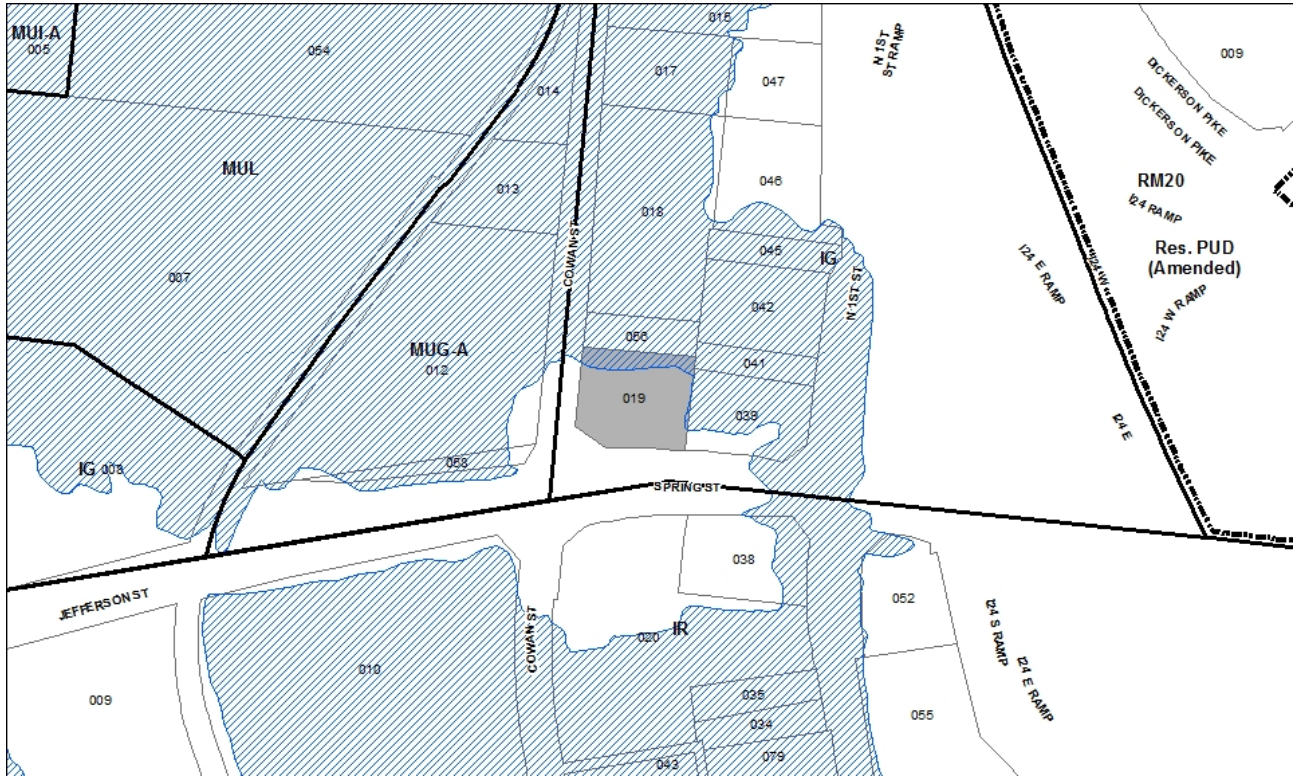
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7 U	+67	+5	+7

STAFF RECOMMENDATION

Staff recommends approval as the proposed rezoning is consistent with the Center Mixed Use Neighborhood policy.



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2017Z-004PR-001

Map 082-10, Parcel(s) 019

5, East Nashville

5 (Scott Davis)



Project No.	Zone Change 2017Z-004PR-001
Council District	5 – S. Davis
School District	5 - Kim
Requested by	Tune Entrekin and White, PC, applicant; Day Legacy I, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IG to MUI-A.

Zone Change

A request to rezone from Industrial General (IG) to Mixed Use Intensive-Alternative (MUI-A) zoning on property located at 100 Spring Street, at the northeast corner of Spring Street and Cowan Street, (0.87 acres).

Existing Zoning

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development
- Supports a Variety of Transportation Choices

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 site is located on an existing MTA route and is in proximity to existing transit routes along Dickerson Road, which will provide an alternative transportation choice. The proposed request would also enhance walkability along a corridor through the orientation of buildings and enhancement of the pedestrian network.

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



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Consistent with Policy?

Yes. The rezoning to MUI-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 0.87 acres of land with existing auto repair / body shop uses. There is an existing MTA bus route which provides an alternative method of transportation for the existing commercial uses along Spring Street. Spring Street is designated as an arterial boulevard within 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 west of the subject parcel contain mixed use zoning. The proposed rezone provides the potential for increased housing supply and increased housing choice which will likely support the increased intensity of uses for the parcels within the Center Mixed Use Neighborhood policy. When future development of this parcel occurs, sidewalks that meet the regulations of the Major and Collector Street Plan will be required. These sidewalks will help to create a more walkable neighborhood as identified within goals of the Center Mixed Use Neighborhood policy.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	25.86	3.0 F	3,379,384 SF	66940	1230	6729

*Based on two-family lots



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Maximum Uses in Proposed Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	25.86	5.0 F	5,632,308 SF	93301	1662	9474

Traffic changes between maximum: MUG-A and MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2,252,924 SF	+26,361	+432	+2745

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUI-A district: 21 Elementary 17 Middle 12 High

The proposed SP-R zoning district could generate 50 more students than what is typically generated under the existing IG zoning district. The proposed student generation numbers were calculated using an assumed 800 square foot residential unit with 40% of the site being used for non-residential floor area. Students would attend Glenn Elementary School, Jere Baxter Middle School, and Maplewood High School. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

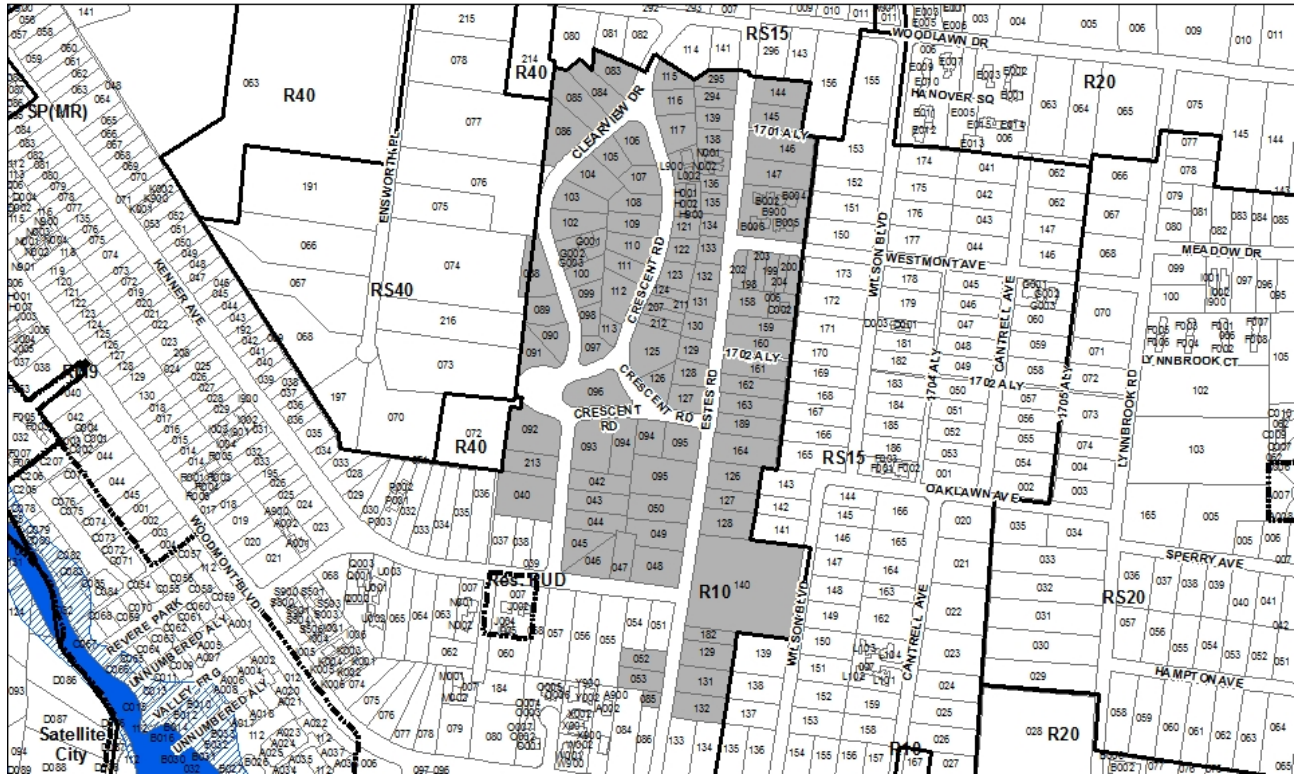
1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? No.
3. How will you enforce the affordability requirements? No.
4. Have any structures been demolished in the last 12 months? Unknown. There is an active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

STAFF RECOMMENDATION

Staff recommends approval as the proposed rezoning is consistent with the Center Mixed Use Neighborhood policy.



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2017Z-005PR-001

Various Maps, Various Parcels

10, Green Hills - Midtown

24 (Kathleen Murphy)



Project No.	Zone Change 2017Z-005PR-001
Council Bill No.	BL2017-555
Council District	24 – Murphy
School District	8 – Pierce
Requested by	Councilmember Kathleen Murphy.
Staff Reviewer	Shepard
Staff Recommendation	<i>Disapprove as submitted. Approve with a second substitute ordinance.</i>

APPLICANT REQUEST

Zone change from R10 and RS40 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R10) and Single-Family Residential (RS40) to Single-Family Residential (RS10) zoning on various properties along Clearview Drive, Crescent Road, Estes Road, Westmont Avenue and Woodmont Circle, located southwest of Wilson Boulevard and Woodlawn Drive, (approximately 39.53 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots.

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of 0.93 dwelling units per acre.

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

GREENHILLS - MIDTOWN COMMUNITY PLAN

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

Consistent with Policy?

Both the existing R10 and RS40 zoning districts and the proposed RS10 zoning district are consistent with the T3 NM policy depending on locational characteristics. The policy does not support one single-residential type, but can support single-family, two-family as well as multi-family, depending on the context. The intent of the policy is to ensure that established residential areas develop in a manner consistent with the overall development pattern. The policy does



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recognize that some change will occur over time, but any change should not disrupt the overall established development pattern.

ANALYSIS

The area currently contains a diversity of housing types, including single-family and two-family homes. The proposed rezoning area is surrounded to the north, east, and west by single-family zoning districts. There is a large area to the south and southwest of the proposal currently zoned for one and two-family dwellings. Rezoning to RS10 would make properties currently developed as legal duplexes become nonconforming. Therefore, staff recommends removing parcels containing legal duplexes from the zone change. In addition, staff recommends removing Parcel 096, which is a large quadruple frontage lot. Given the number of existing duplexes in the area, there is a diversity of housing options today and retaining the R10 zoning on those parcels allows for the continuance of the use.

Substitute Ordinance No. BL2017-555

Staff recommends disapproval as submitted and approval with a second substitute to remove parcels from the downzone. A sketch of staff's recommendation will be forthcoming.

WORKFORCE AND AFFORDABLE HOUSING REPORT

Not applicable. This request includes properties owned by various property owners, which may develop at different times.

STAFF RECOMMENDATION

Staff recommends disapproval as submitted and approval with a second substitute ordinance.



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SEE NEXT PAGE



Project No.	Zone Change 2017Z-006PR-001
Council District	02 - Hastings
School District	01 - Gentry
Requested by	Lindsay Mosayebi, applicant; Zachery and Lindsay Mosayebi, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS7.5 to R8-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential-Alternative (R8-A) zoning on property located at 2336 Old Mathews Road, approximately 220 feet south of Trinity Hills Parkway, (0.42 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. *RS7.5 would permit a maximum of 2 units.*

Proposed Zoning

One and Two-Family Residential-Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R8-A would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.*

CRITICAL PLANNING GOALS

- Supports Infill Development

The rezoning from RS7.5 to R8-A will bring the existing buildings into conformance with the Metro Zoning Ordinance and will also 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.

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 underdeveloped “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



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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?

The rezoning is consistent with the T3 Suburban Neighborhood Evolving policy which calls for creating and enhancing suburban residential neighborhoods with more housing choices. The proposed zoning allows for one and two-family residential and will bring the existing structures on the property into conformance. The property immediately to the west of the subject parcel is zoned Specific Plan Mixed Use; the plan allows for 341 residential units and 25,000 square feet of non-residential uses. The location of the subject parcel is appropriate for the requested R8-A zoning, which will help provide a transition between the more intense SP development and the single-family residential pattern east of Old Matthews Road.

ANALYSIS

The requested rezoning to R8-A is consistent with the policy for the area and is appropriate given the surrounding land uses and land use policy. The parcel exceeds the minimum lot size required by the proposed R8-A zoning. The subject parcel contains a two-family residential unit, which is not permitted under the existing RS7.5 zoning. The proposed R8-A zoning would allow for one or two-family residential uses, with two-family residential permitted provided certain standards established in the Metro Zoning Ordinance are met. The Metropolitan Codes Department makes the determination for duplex eligibility.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: **RS7.5**

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)	0.42	5.8 D	2 U	20	2	3



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Maximum Uses in Proposed Zoning District: **R8-A**

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)	0.42	5.4 D	4 U	39	3	5

*Based on two-family lots

Traffic changes between maximum: **RS7.5 and R8-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+19	+1	+2

SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed R8-A district: 0 Elementary 0 Middle 0 High

The proposed R8-A zoning district will generate no additional students beyond what would be generated under the existing RS7.5 zoning. Students would attend Alex Green Elementary School, Brick Church 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 November 2016.

STAFF RECOMMENDATION

Staff recommends approval as the requested zone change is consistent with the T3 Neighborhood Evolving land use policy and appropriate given the location of the parcel adjacent to property zoned for higher intensity mixed use development.