

Metropolitan Planning Commission



Staff Reports

February 23, 2017



Metro Planning Commission Meeting of 02/23/2017

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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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, January 12, 2017, and January 26, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Logan
Staff Recommendation *Defer to the March 23, 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 March 23, 2017, Planning Commission meeting at the request of the applicant. The applicant plans to defer the Council public hearing from March 7, 2017, to April 4, 2017. The applicant is continuing to work with stakeholders to refine the bill.



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2016SP-077-001
TEN 21 ELVIRA
Map 072-06, Parcel(s) 079
05, East Nashville
05 (Scott Davis)



Project No.	Specific Plan 2016SP-077-001
Project Name	Ten 21 Elvira SP
Council District	05 - Scott
School District	03 - Speering
Requested by	Superior Development, LLC, applicant; MMA, LLC, owner.

Deferrals This request was indefinitely deferred from the October 10, 2016, Planning Commission meeting. A public hearing was held. This request was deferred from the February 9, 2017 Planning Commission meeting and no public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Reopen the public hearing and approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit six residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on property located at 1021 Elvira Avenue, approximately 275 feet northwest of Gallatin Pike, (0.49 acres), to permit up to six residential units.

History

This request was presented to the Planning Commission on October 13, 2016. The Planning Commission voted to indefinitely defer this request citing concerns with height, open space, and unit affordability.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

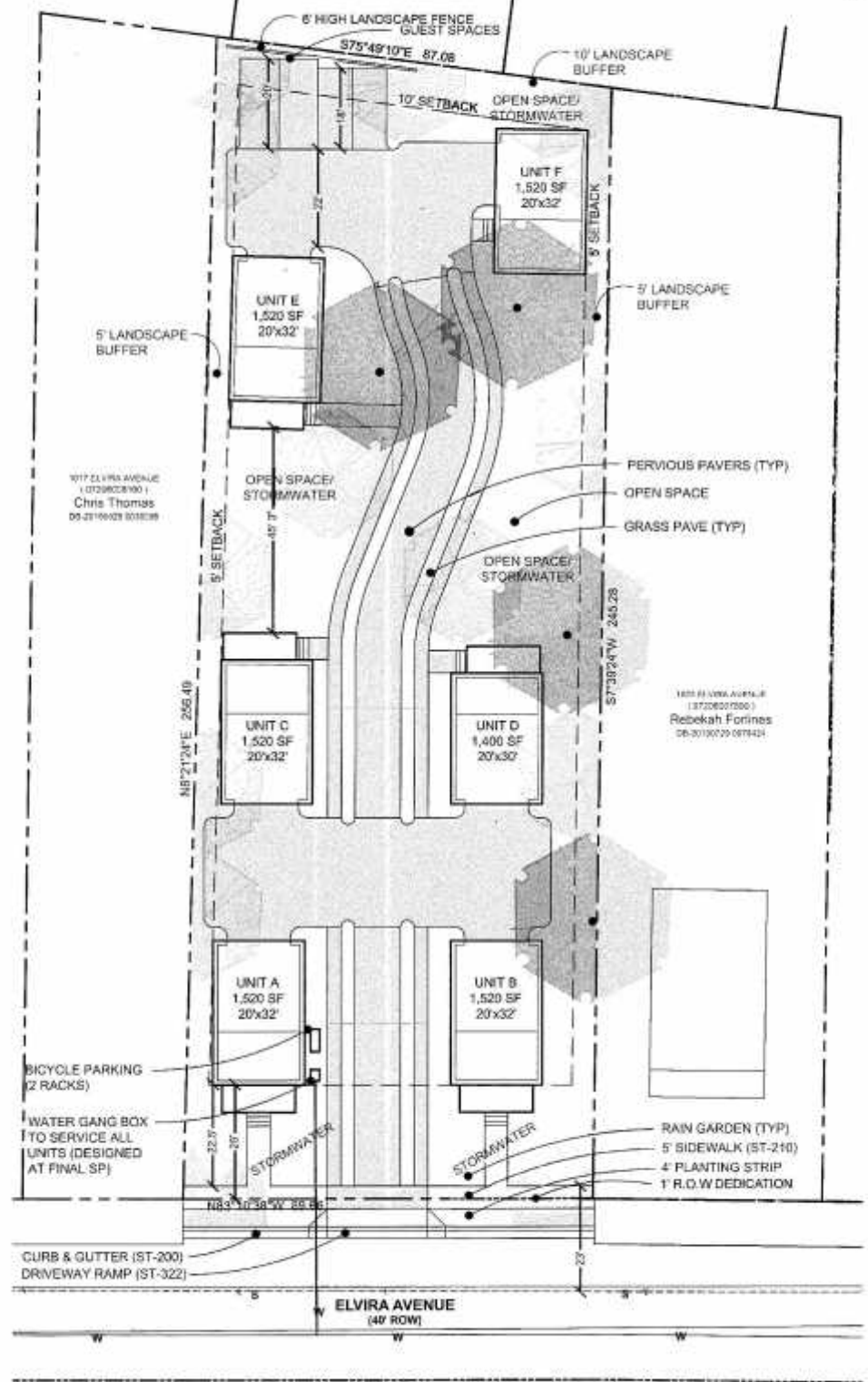
- Supports Infill Development

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



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SCALE 1"=20'



Proposed Site Plan



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the cost of maintaining new infrastructure. Sidewalks are being provided along Elvira Street to establish a new pedestrian network.

EAST NASHVILLE COMMUNITY PLAN

Current 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.

Proposed 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 made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The current policy supports various types of residential development, depending on the context. The site is located approximately 350 feet west of Gallatin Pike, which is a major commercial corridor. Staff is recommending that a sidewalk be extended along Elvira from the project site to Gallatin Pike. The proposed plan will provide additional housing, which helps support existing and future commercial uses along the Gallatin Pike corridor. The proposed layout maintains the existing rhythm along Elvira by maintaining the setbacks and utilizing detached units with similar spacing between units. The plan is also consistent with the proposed policy. The plan proposes a sidewalk connection along Elvira Avenue to Gallatin Pike. This pedestrian connection will help the proposed SP meet the goals of the policy by providing increased connectivity within the neighborhood. The front setbacks for the proposed structures will align with the adjacent structures in order to help maintain the character of the existing neighborhood.

PLAN DETAILS

The approximately half acre site is located along the north side of Elvira Avenue, approximately 350 feet west of Gallatin Pike. There is one single-family unit located on the lot.

Site Plan

The plan proposes six detached residential units: two units front Elvira Avenue and the remaining four front internal courtyards. Height is limited to three stories in 35 feet with non-habitable encroachments reaching 40 ft. in height. The scale and massing of the units shown on the site plan has been reduced from the previous version of the plan to address the concerns of the Planning



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Commission in regards to open space. The reduced scale of the structures will increase the amount of open space and increase the setback of units from the existing adjacent structures. The entrance drive has been altered to preserve mature trees present on the site. The plan includes architectural standards for primary entrances, glazing, raised foundations, porches and building materials. Each unit includes a two car garage located at the rear. There are also four surface guest parking spaces at the very back of the site. Vehicular access is provided from a single shared private drive. The plan provides a five foot wide sidewalk and a four foot planting strip along the property frontage with Elvira Avenue.

ANALYSIS

The proposed plan will provide additional housing which helps support existing and future commercial uses along the Gallatin Pike corridor. Staff recommends that a sidewalk be extended along Elvira from the project site to Gallatin Pike. The proposed layout maintains the rhythm along Elvira by maintaining the existing setbacks and utilizing detached units with similar spacing between units. The plan also supports infill development.

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- ROW dedication to the back of the proposed sidewalk is to be recorded prior to building permit approval by MPW.
- Dimension the existing Elvira pavement width. If less than 22' indicate widening per ST-261 pavement cross section and installation of curb and gutter at proposed edge of pavement.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Dimension distance between rear garage and parallel parking. Provide adequate space to back out of garage.



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METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning district would not generate additional students that what would typically be generated under the existing R6 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. There is additional in all three schools. 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.
2. If so, how many and what is the percentage of the entire development? One unit (17%) workforce.
3. How will you enforce the affordability requirements? To be determined.
4. Have any structures been demolished in the last 12 months? No.

While the above Affordable and Workforce Housing Report reflects information provided by the applicant, the proposal does not meet the minimum percentage requirements for number of affordable units set forth in BL2016-13, nor is there any language included in the SP regarding Affordable or Workforce Housing.

STAFF RECOMMENDATION

Staff recommends reopening the public hearing and approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of six residential units.
2. All units in the SP shall be limited to a maximum height of 35 ft. 6 inches.
3. If there is adequate right-of-way, a sidewalk shall be constructed along the north side of Elvira Avenue from the western project boundary to Gallatin Pike. Determination of requirement and final design shall be determined and approved by Planning and Public Works prior to approval of a final site plan.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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



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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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2016SP-098-001
Map 082-03, Parcel(s) 085-086
05, East Nashville
05 (Scott Davis)



Project No. Specific Plan 2016SP-098-001
Council District 5 – S. Davis
School District 5 - Buggs
Requested by Councilmember Scott Davis, applicant; various property owners.

Deferrals This item was deferred at the December 8, 2016 and January 26, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Disapprove.*

APPLICANT REQUEST
Zone change from SP to SP.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to Specific Plan-Residential (SP-R) zoning on properties located at 910 and 912 North 2nd Street, at the northwest corner of Cleveland Street and North 2nd Street (0.32 acres), to permit uses limited to one single-family or one two-family unit per parcel.

Existing Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The zoning district allows for all uses permitted by the RS5 zoning district, as well as detached accessory dwelling units.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The zoning district allows for one single-family or one two – family unit per parcel. Two-family units shall be fully connected and shall appear as one unit with only one primary entrance permitted per unit along North 2nd Street frontage.*

HISTORY

- In June 2016, the Planning Commission recommended disapproval of case number 2016Z-036PR-001 to rezone a large area in East Nashville from SP-R to R6-A.
- In September 2016, the applicant applied for a zone change (2016Z-119PR-001) to rezone SP-R to R6-A on properties located at 123, 125, and 127 Cleveland Street and 904, 906, 908, 910, and 912 north 2nd Street. These properties were included in the area covered by the 2016Z-036PR-001. The Planning Commission recommended disapproval of case 2016Z-119PR-001 on January 26, 2017. The Council Bill was withdrawn on February 7, 2017.



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Begin Proposed Regulatory SP

Cleveland St./N. 2nd St. Specific Plan (SP)

Development Summary		Site Data Table	
SP Name	Cleveland St/N. 2 nd St. Specific Plan	Site Data	0.32
SP Number	2016SP-098-001	Existing Zoning	SP
Council District	5	Proposed Zoning	SP
Map & Parcel	Map 082-03; Parcels 085-086	Allowable Land Uses	Residential

Proposed Specific Plan (SP) Standards

1. Uses within this SP shall be limited to one single-family or one two-family unit per parcel. Two-family units shall be fully connected and shall appear as one unit with only one primary entrance permitted per unit along North 2nd Street frontage.
2. Access for properties which redevelop shall be limited to alley access only.
3. A raised foundation of 18"- 36" is required for all residential structures.
4. Maximum height shall be limited to two stories in 35'.
5. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.
6. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
7. EIFS, vinyl siding and untreated wood shall be prohibited.
8. Porches shall provide a minimum of six feet of depth.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6-A zoning district as of the date of the applicable request or application.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

End Proposed Regulatory SP



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- The applicant converted case number 2016Z-119PR-001 to 2016SP-098-001. The proposed SP allowed one and two-family residential units on each of the 9 properties. This case was deferred and not heard by the Planning Commission.
- The applicant reduced the SP area from 9 parcels to 2 parcels, which is subject of the current request. The proposed zoning would permit two-family units on each lot.

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

No. The area requested for rezoning is located within the T4 Urban Neighborhood Maintenance policy. The policy supports preserving the general character of the existing neighborhood. The proposed zone change would allow up to two units on each lot. While there are some two-family units in the surrounding area, the neighborhood is predominantly single-family dwelling units. The proposed zone change is midblock and may be more appropriate along a corridor or at a corner than within a Neighborhood Maintenance Policy where single family units are predominant.

ANALYSIS

The two properties are located mid-block along North 2nd Street, north of Cleveland Street. The existing zoning allows single-family residential units as well as detached accessory dwelling units, if the lot meets certain criteria. Both lots are eligible for a detached accessory dwelling unit. The neighborhood consists of primarily single-family units with some two-family residential units dispersed throughout.

The proposed zoning would allow a two-family dwelling unit on both properties which is inappropriate in this area considering the existing neighborhood pattern. The Neighborhood Maintenance policy is intended to preserve the general character of the area, which mainly consists of single-family dwelling units. Two-family units may be appropriate along a corridor or at a corner in Neighborhood Maintenance policy. However, the zoning proposal attempts to allow two-family units mid-block within a neighborhood. The existing zoning allows for detached accessory dwelling units, which provides for a mixture of residential units in the neighborhood.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

No traffic table was prepared as there is no anticipated increase in traffic.



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METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning district could generate one more student than what is typically generated under the existing SP zoning district. Students would attend Glenn Elementary School, Jere Baxter Middle School and Maplewood High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

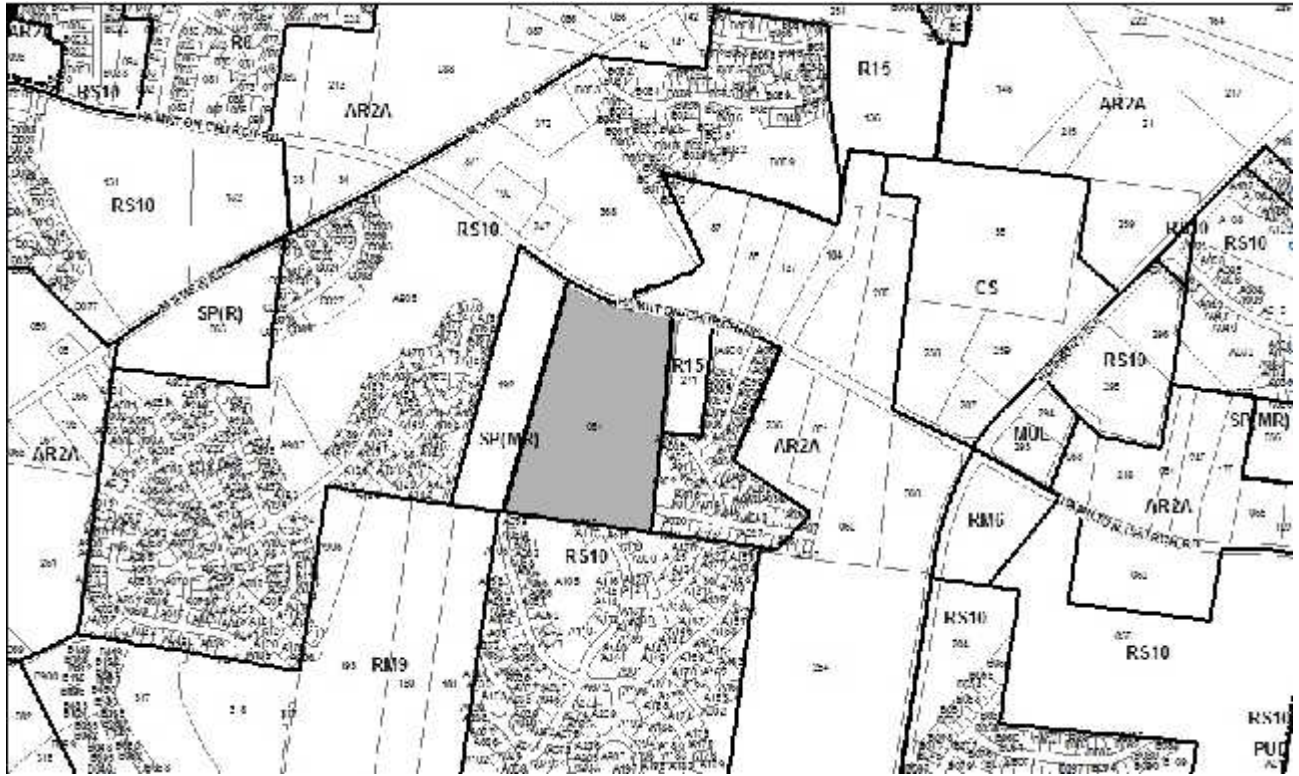
Staff recommends disapproval.



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2017SP-019-001
HAMILTON CHURCH MANOR SP
Map 164, Parcel(s) 064
13, Antioch – Priest Lake
33, (Sam Coleman)



Project No. Specific Plan 2017SP-019-001
Project Name Hamilton Church Manor SP
Council District 33 – Coleman
School District 06 – Hunter
Requested by Dale and Associates, applicant; Dean Allen, owner.

Deferrals This request was deferred from the February 9, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Defer to the March 9, 2017, Metropolitan Planning Meeting unless a recommendation of approval is received from all Metro Agencies. If a recommendation of approval is received from all Metro Agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit a residential development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Residential (SP-R) zoning on property located at 3461 Hamilton Church Road, approximately 1000 feet southeast of Mount View Road (20.9 acres), to permit 158 residential units.

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 10 lots with two duplex lots for a total of 12 units.*

Proposed Zoning

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

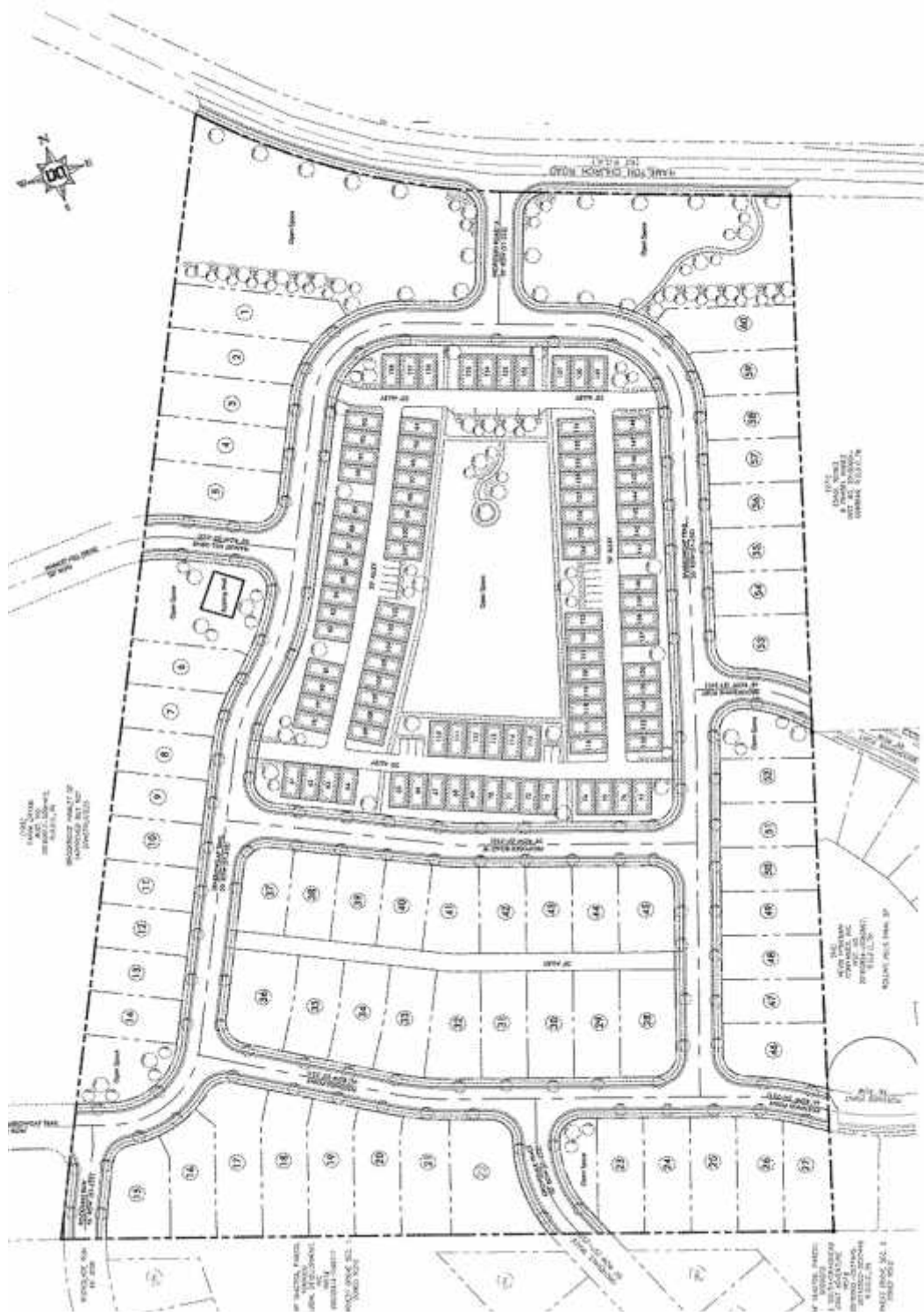
CRITICAL PLANNING GOALS

- 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 SP proposes a mix of single-family dwellings and townhomes, which provides a range of housing choices within the development. By including more than one residential type, the proposed SP also contributes to



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Proposed Site Plan



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an increase in the diversity of housing in an area with an existing development pattern consisting of mostly detached single-family residential units.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

Consistent with Policy?

The T3 NE policy is a residential policy intended to create and enhance suburban neighborhoods with more housing choices and improved pedestrian, bicycle, and vehicular connectivity. The SP includes two residential dwelling types which will contribute to the diversity of housing choices in the area. The SP includes sidewalks per the Major and Collector Street Plan along Hamilton Church Road with interior sidewalks connecting the development to Hamilton Church, as well as vehicular and pedestrian connections to existing and planned developments to the south, east, and west. These improvements will increase overall connectivity in the area.

PLAN DETAILS

The property included in this SP is located along Hamilton Church Road, east of Mt. View Road and west of Hobson Pike. The property is currently zoned AR2a, which allows for single-family, two-family, and mobile home residential uses.

Site Plan

The SP proposes 60 single-family residential lots and 98 townhomes for a total of 158 residential units. The townhomes are arranged, court-yard style, around a central open space in the interior of the development. A majority of the townhomes are oriented toward Sparrowgap Trail and a proposed road. A smaller number are oriented toward the open space. All of the townhomes have two-car garages and are alley-loaded. The single family lots are arranged around the exterior of the development and in an alley-loaded block toward the rear of the development, to help provide a transition to the developments on either side, which primarily consist of single-family residential unit types.

Parking for the townhomes is provided in alley-loaded, two-car garages. The single-family dwellings will be required to demonstrate adequate parking at building permit. Front-loaded garages are permitted only for those single-family lots along an external development property line. All other units are to be rear or side loaded from an alley. The SP incorporates architectural standards such as minimum glazing, prohibited materials, raised foundations and minimum porch depths. Additional architectural standards have been incorporated to enhance the quality and design of the development.



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A primary vehicular access is provided from Hamilton Church Road. Additional vehicular connections are provided to Postings Point and Brookshine Port to the east, to Hamlet Hill Drive and Sparrowgap Trail to the west, and to Rockdale Run and Grovedale Trace to the south. A 6-foot sidewalk and 6-foot planting strip are proposed along Hamilton Church Road, consistent with the requirements of the Major and Collector Street Plan. The 6-foot sidewalk and 6-foot planting strip are also provided along all interior streets. Additional sidewalks provide pedestrian connections to the central open space and through the front open space area to Hamilton Church.

Analysis

The policy supports a range of housing choices. The surrounding area consists of existing and planned residential development composed primarily of single-family dwellings with limited townhome or cottage unit types. The proposed SP will incorporate both single-family lots and townhomes to increase the diversity of housing options in the area. The single-family lots have been arranged around the exterior of the development to provide an appropriate transition to adjacent single-family developments.

The applicant has proposed a number of architectural standards aimed at improving the quality of design of the units within the SP. Those include typical standards such as minimum glazing, prohibited materials, raised foundations, and minimum porch depths. Additional standards beyond those typically included in SPs such as prohibiting front-loaded garages closer to the right-of-way than the principal dwelling unit and a requirement for corner units fronting public streets on two sides to have a wrapped porch or other alternative front façade that addresses the streets have also been incorporated.

The plan will improve vehicular connectivity by incorporating connections to adjacent developments and existing or planned streets on three sides. Sidewalks are provided along Hamilton Church Road per the Major and Collector Street Plan. Six-foot sidewalks and a 6-foot planting strip are provided on all roads interior to the development, which exceeds the local street requirements.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- On C1.0, under Standard SP note, item 3 references the old maps. Please update to new maps.

WATER SERVICES RECOMMENDATION

Approve 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



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TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections

- TIS received Jan. 20, 2017. Additional information requested on Feb. 1, 2017. Waiting on response.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	20.9	0.40 F	10 U	96	8	11

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (230)	20.9		158 U	958	75	88

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+862	+67	+77

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 9 Elementary 7 Middle 6 High

Projected student generation proposed SP-R district: 28 Elementary 24 Middle 20 High

The proposed SP zoning is expected to generate 50 more students than the existing AR2a zoning. Students would attend Edison Elementary School, J.F. Kennedy Middle School and Antioch High School. Edison Elementary and Antioch High School have been identified as over capacity. There is capacity within the cluster for elementary students and in the adjacent cluster for high 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? 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? No
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends deferral to the March 9, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of



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approval are received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

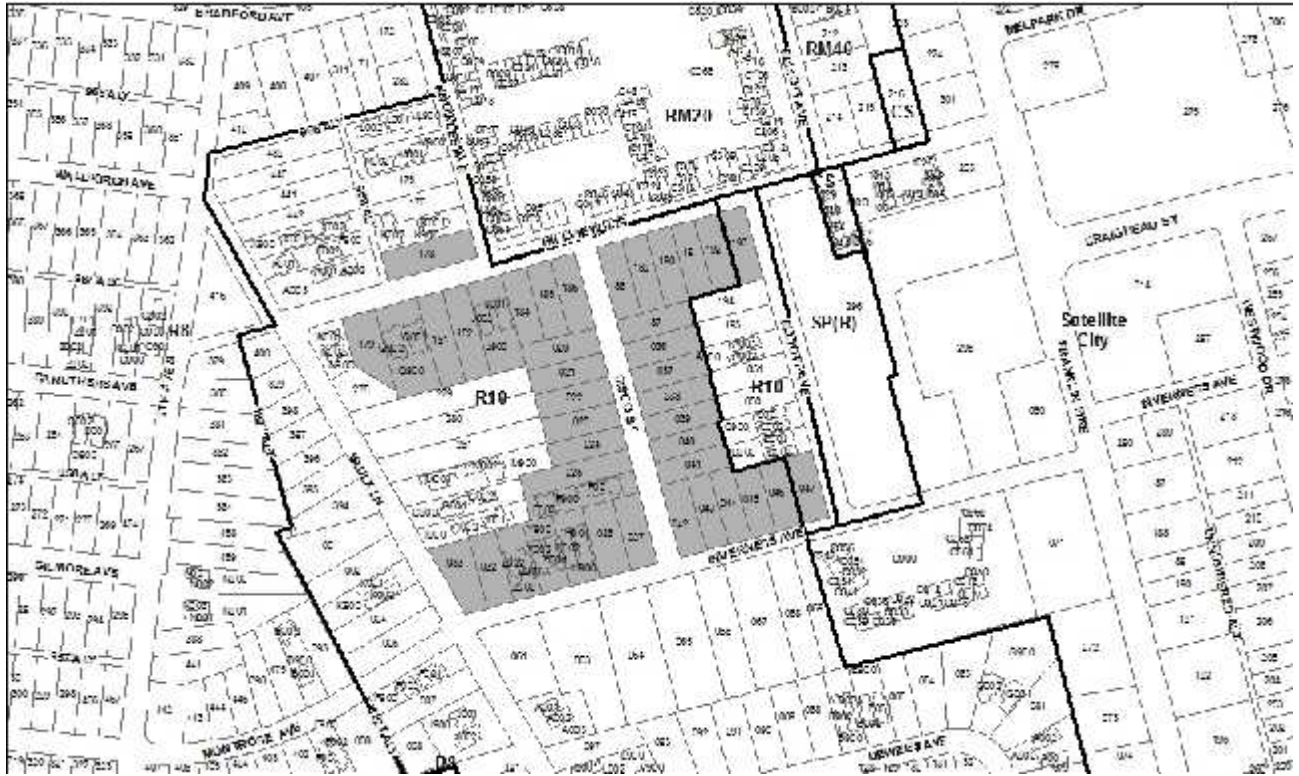
1. Sidewalk connections from the townhome units to the public sidewalk shall be provided on the Final SP plan.
2. Uses shall be limited to a maximum of 158 residential units.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. 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. 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.



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2017NHC-001-001

Various Maps, Various Parcels

10, Green Hills - Midtown

17 (Colby Sledge)



Project No.	Neighborhood Conservation Overlay 2017NHC-001-001
Council Bill No.	BL-2017-557
Council District	17 - Sledge
School District	07- Pinkston
Requested by	Councilmember Colby Sledge, applicant; various owners
Deferrals	This case was deferred at the January 26, 2017, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Apply a Neighborhood Conservation Overlay

Neighborhood Conservation Overlay

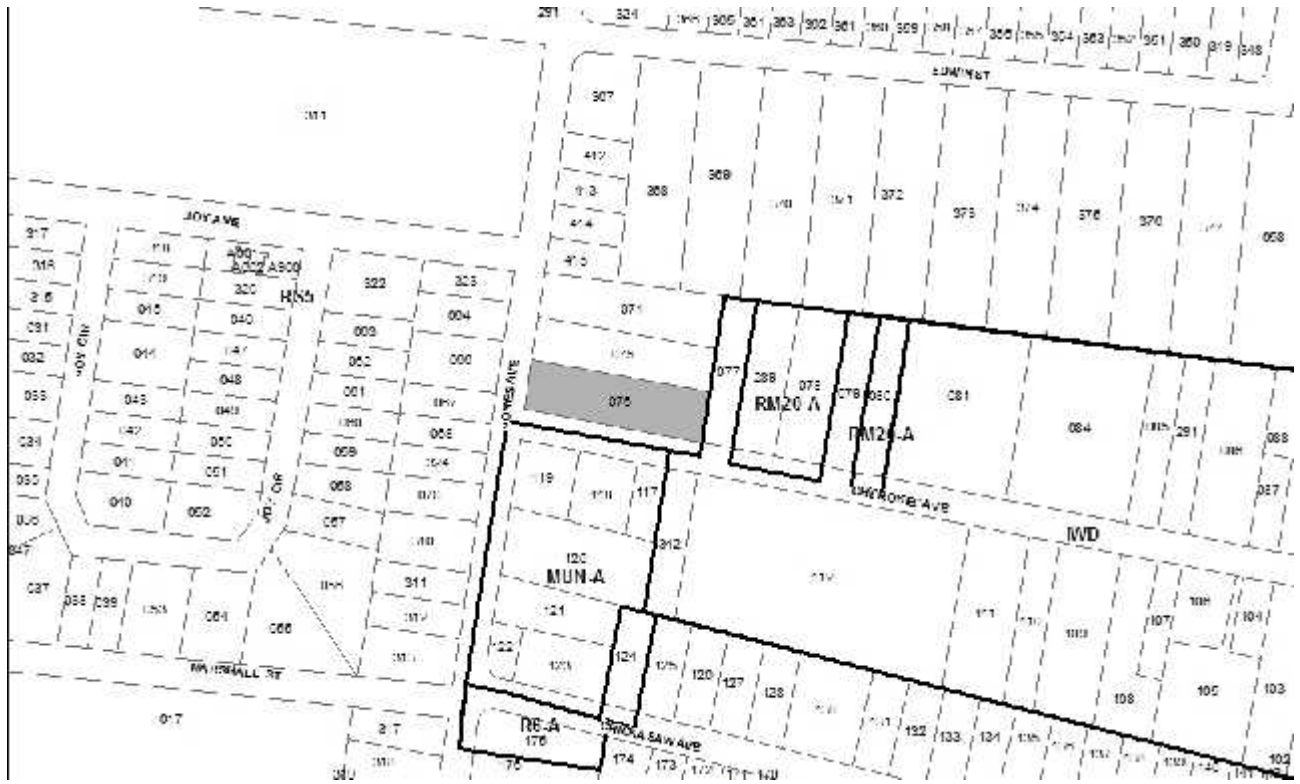
A request to apply a Neighborhood Conservation Overlay District on various properties along Hillview Heights, Cisco Street and Inverness Avenue, northeast of Vault Lane and Dewees Avenue, zoned One and Two-Family Residential (R10) (approximately 13.76 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant. The applicant plans to indefinitely defer the Council public hearing on March 7, 2017.



Metro Planning Commission Meeting of 02/23/2017



2016S-253-001
1601 JONES AVENUE RESUB
Map 071-12 Parcel(s) 076
05, East Nashville
05, (Scott Davis)



Project No. Final Plat 2016S-253-001
Project Name 1601 Jones Avenue Resub
Council District 05 - Davis
School District 05 - Buggs
Requested by Rocky Montoya, RLS, applicant; David and Rachel Peiffer, owners.

Deferrals This item was deferred from the February 9, 2017, Planning Commission meeting. A public hearing was not held.

Staff Reviewer Napier
Staff Recommendation *Defer to the March 9, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Final Plat to create two lots.

Final Plat

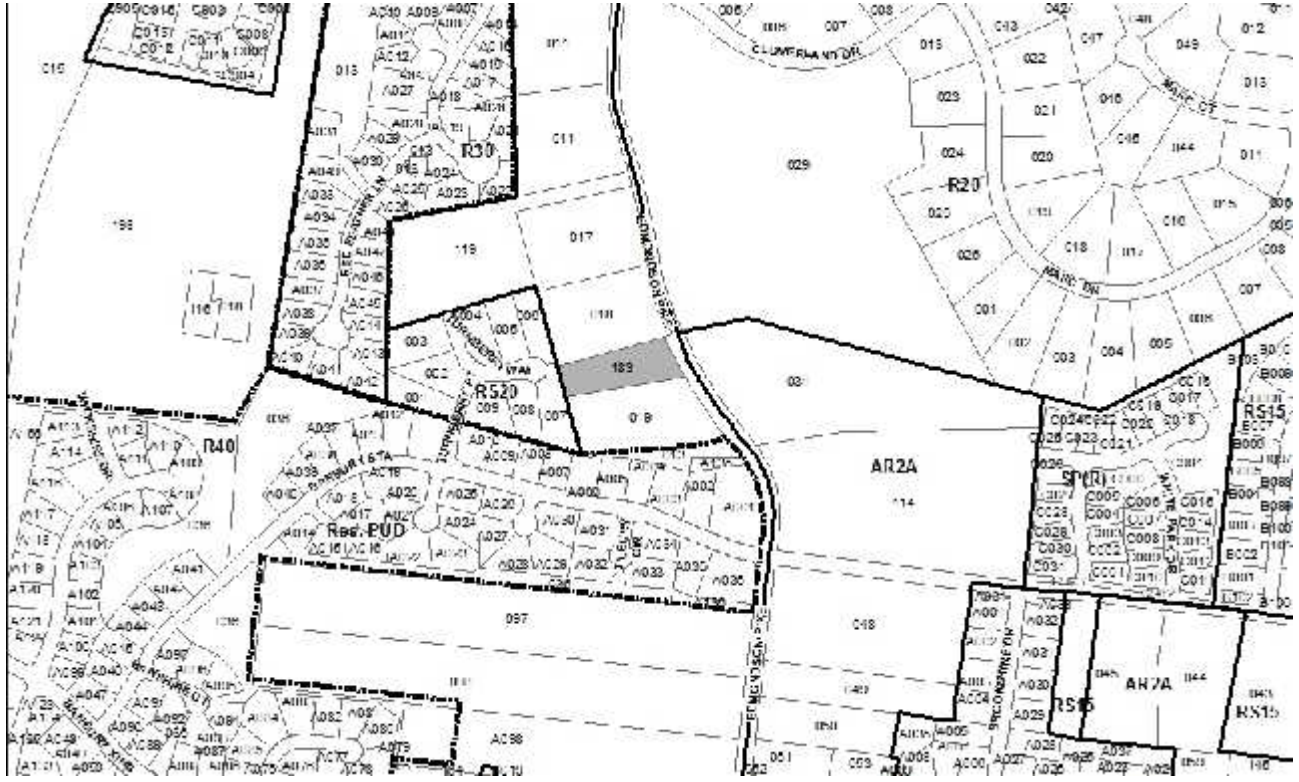
A request for final plat approval to create two lots on property located at 1601 Jones Avenue, at the northeast corner of Jones Avenue and Cherokee Avenue, zoned RS5 (0.53 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 02/23/2017



2017S-010-001
DEDMAN PROPERTY SUBDIVISION AMENDMENT
Map 172 Parcel(s) 183
12, Southeast
04, (Robert Swope)



Project No. Plat Amendment 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

Deferrals This request was deferred from the January 12, 2017, January 26, 2017, and February 9, 2017, Planning Commission meeting. A public hearing was not held.

Staff Reviewer Napier
Staff Recommendation *Defer to the March 9, 2017, Planning Commission meeting.*

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 March 9, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/23/2017



2017S-012-001
BINKLEY PROPERTY SUBDIVISION REPLAT 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 Replat of Lot 1
Council District 03 - Haywood
School District 01 - Gentry
Requested by Clint T. Elliott Surveying, applicant; Connerth Construction, LLC, owner.

Deferrals This item was deferred at the January 26, 2017 and February 9, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the March 9, 2017, Metro Planning Commission meeting unless a recommendation of approval is received from all Metro Agencies. If a recommendation of approval is received from all Metro Agencies, staff recommends approval with conditions.*

APPLICANT REQUEST

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).

Existing 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 5 units*

CRITICAL PLANNING GOALS

N/A

PARKWOOD-UNION HILL COMMUNITY PLAN

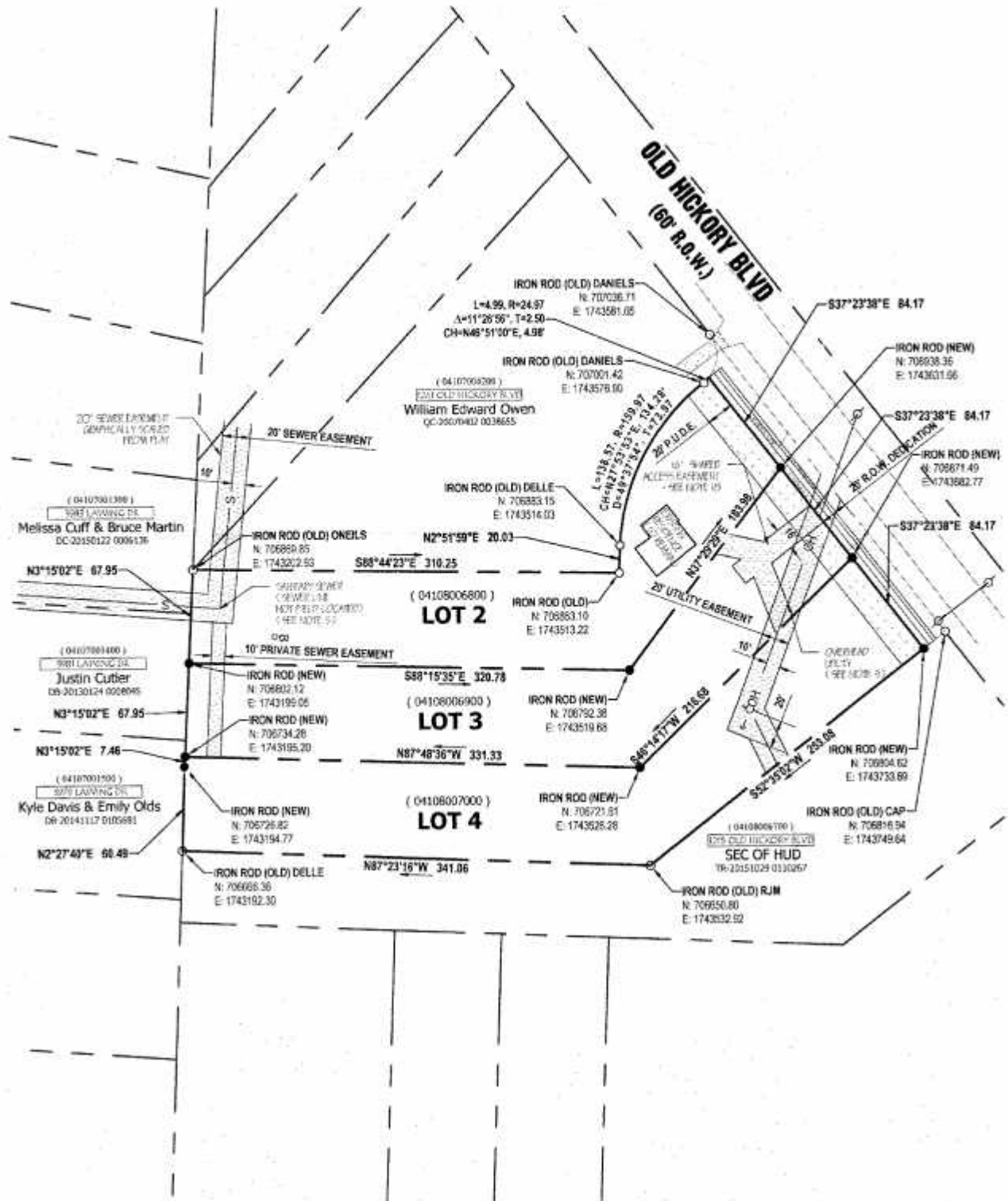
T3 Suburban Neighborhood Maintenance (T3 NM) policy is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the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

PLAN DETAILS

This request is for final plat approval to create three lots on property located at 1227 Old Hickory Boulevard, where one lot currently exists. Vehicular access would be limited to a shared access easement on Lot 3. There are no sidewalks present along Old Hickory Boulevard.



Metro Planning Commission Meeting of 02/23/2017



Proposed Subdivision



Metro Planning Commission Meeting of 02/23/2017

The existing lot is 115,419 square feet (2.65 acres) and is proposed to be subdivided into three lots with the following square footage/ acreage:

- Lot 2: 34,225 SF (0.766 acres)
- Lot 3: 36,074 SF (0.835 acres)
- Lot 4: 39,947 SF (0.930 acres)

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 RS20 zoning district.

Street Frontage

Lots would front on Old Hickory Boulevard which is a public street.

Density

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

Community Character

1. 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. Calculations for the lot frontage analysis were performed on Old Hickory Boulevard.

In this instance, the lots created must be equal to or greater than 80.5 feet. The proposed lots meet lot frontage requirements.

Lot 2 – 4 Frontage	
Proposed Frontage	84.17 ft.
Minimum Frontage	60 ft.
70% Average	80.5ft.

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

In this instance, the proposed lots must equal to or greater than 33,025 SF. The proposed lots meet lot size requirement.

Lot 2 Size	
Proposed Size	34,225 SF
Minimum Size	16,572 SF
70% Average	33,025 SF

Lot 3 Size	
Proposed Size	36,074 SF
Minimum Size	16,572 SF
70% Average	33,025SF



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Lot 4 Size	
Proposed Size	39,947 SF
Minimum Size	16,572 SF
70% Average	33,025 SF

3. Street setbacks; future structures must comply with appropriate street setbacks per the Metro Zoning Code.

4. Lot orientation; proposed lots would orient Hartford Drive

Agency Review

All agencies have not recommended approval.

Harmony of Development

Staff finds that this proposal would provide for harmonious development along Old Hickory Boulevard. The height of future development will be limited to two stories in 35 feet, which is consistent with the adjacent properties. The proposal includes a 16-foot shared access drive of all three lots (this would eliminate parking pads in the street setbacks) and enhance the public realm.

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. Due to the speed limit of this section of OHB, TDOT requires a 4 foot shoulder prior to curb and gutter. From the back of the curb and gutter an 8 foot planting strip and 6 foot sidewalk are required by the MCSP. Engineering construction plans for the sidewalk will need to be submitted due to the site characteristics. The relocation of utilities, grading, and drainage will need to be shown on the engineering construction plans.

TRAFFIC & PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Returned for corrections

- For the latest re-plat (stamped-received 1/9/17), our original comments still apply: Awaiting submittal and approval of public sewer construction plans (see MWS letter dated 8/2/16). Once these plans have been approved, the plat can be accurately reviewed. The required capacity fees have been paid.



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STAFF RECOMMENDATION

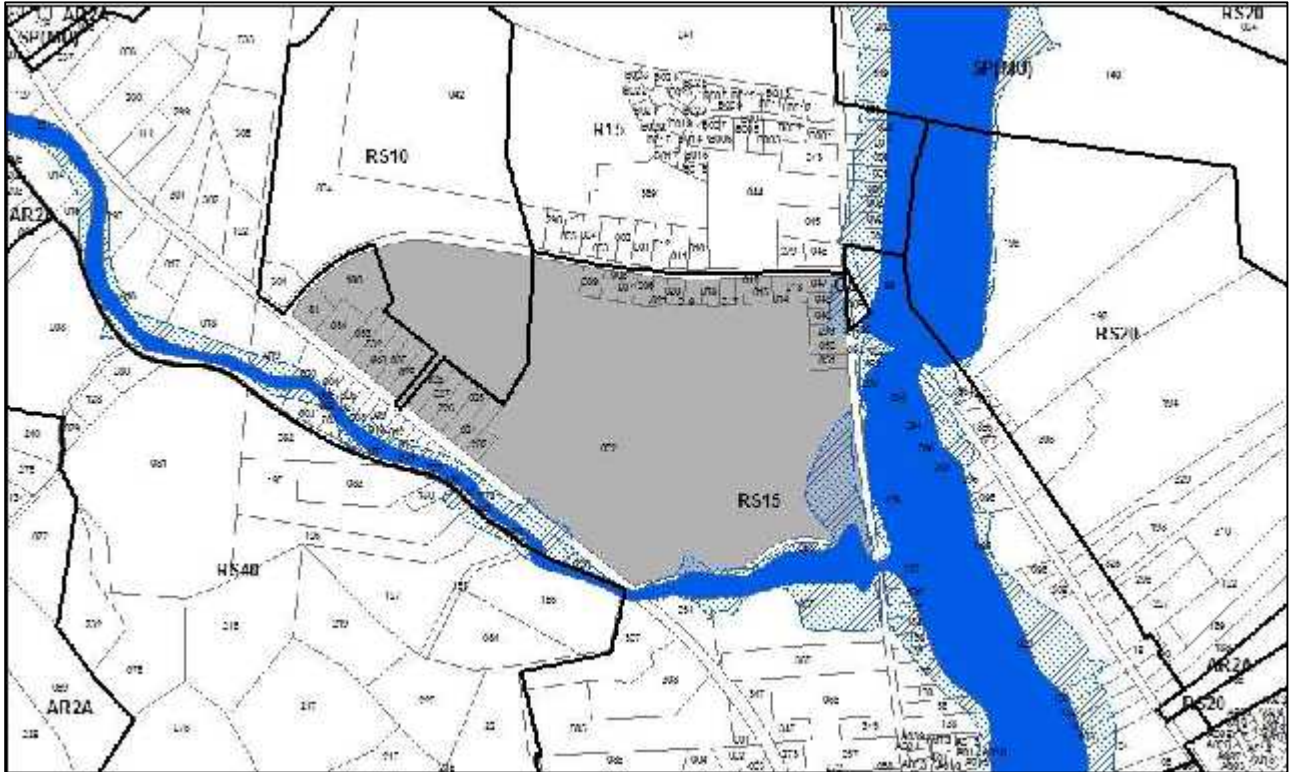
Staff recommends deferring to the March 9, 2017, Planning Commission meeting unless recommendations of approval are received from all Metro Agencies. If recommendations of approval from all Metro Agencies are received, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Sidewalks are required along Old Hickory 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 \$24,240.96 (252.51 feet x \$96) contribution to Pedestrian Benefit Zone 1-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.
2. Add "See Notes 13-18" on Lots 2-4.



Metro Planning Commission Meeting of 02/23/2017



2017UD-001-001

WHITES CREEK AT LLOYD RD UDO

Various Maps, Various Parcel(s)

03, Bordeaux – Whites Creek

01 (Nick Leonardo)



Project No. Urban Design Overlay 2017UD-001-001
Project Name Whites Creek at Lloyd Rd UDO ***Formerly Whites Creek Watershed***
Council District 1 – Leonardo
School District 1 – Gentry
Requested by Councilmember Nick Leonardo, applicant; various owners.

Deferrals This item was deferred at the January 26, 2017, Planning Commission meeting. The public hearing was held and remains open.

Staff Reviewer Buechler
Staff Recommendation *Approve*

APPLICANT REQUEST
Establish an Urban Design Overlay District

Urban Design Overlay

A request to apply an Urban Design Overlay to establish building and site design standards on various properties located along Clarksville Pike, Buena Vista Pike, Dry Fork Road and Lloyd Road, at the southeast corner of Lloyd Road and Clarksville Pike, zoned Single-Family Residential (RS10) and Single-Family Residential (RS15) (125.56 acres).

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.

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

Proposed Overlay Zoning

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.

History

The Councilmember hosted community meetings with the local neighbors who were seeking to ensure that future development of the subject properties would be generally consistent with the existing development. The standards in the proposed UDO were developed by the local community to ensure the desired form of development.



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The Metro Planning Commission deferred this case at the January 26, 2017, meeting in order to provide more time for the affected parties of the largest parcel to review the standards. The affected parties have since met with the Councilmember and Planning Staff to discuss the standards. At this time there have not been any revisions to the standards.

BORDEAUX-WHITES CREEK COMMUNITY PLAN

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.

T2 Rural Maintenance (T2 RM) is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

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?

Yes. The proposed UDO is consistent with the policy for the area and will ensure that future infill is compatible with the existing character of the neighborhood. The proposed UDO standards are in line with the character of suburban residential neighborhood design. The UDO doesn't propose developing upon sensitive features; the protection of those elements will be taken into account at the time of subdivision approval.

PURPOSE OF UDO

The intent of the Whites Creek at Lloyd Rd UDO is to ensure that future development is consistent with the existing and desired character of the neighborhood.

REQUEST DETAILS

The UDO contains standards to regulate residential building/site design and architectural design.



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Design Criteria

- **Height:** The maximum height for any principal structure is 2 stories in 37 feet. Maximum height shall be measured from the average grade elevation as measured at the build-to line along the front facade to the roof ridge line. Natural grade is the base ground elevation prior to grading. The maximum eave height of any principal structure shall be 22 feet from the top of the raised foundation.
- **Frontage Width:** The front façade of the building shall extend at least forty-five percent of the primary lot frontage or the primary building front façade shall be at least twenty-five feet in width, whichever is greater. For purposes of this section, when a parcel has frontage along more than one street, the primary street is defined as the street frontage with the shorter amount of frontage, as measured in feet. Primary structures shall be oriented toward the primary street frontage.
- **Garages:** Garages shall be detached and located behind the principal structure, or attached and accessed from the side or rear of the principal structure. The eave of the garage shall not exceed the height of the eave line of the primary structure.
- **Accessory Structures:** Accessory structures shall be screened with landscaping so as not to be visible from the public street right-of-way. The total building footprint of an accessory building, including detached garages, shall be less than 50% of the total building footprint of the primary structure. The eave of the accessory structure shall not exceed the height of the eave line of the primary structure.
- **Access and Driveways:** Driveways are limited to one curb cut per public street frontage. For corner lots, one curb cut is permitted in total for all lot frontages. Driveways and all other impervious surfaces in the required street setback shall be a maximum of 12 feet in width within the street setbacks. Driveways shall be setback a minimum of 2 feet from the side property line. Shared access drives shall be allowed to build to the lot line.
- **Building Materials:** EIFS, vinyl and aluminum siding, and untreated wood shall not be permitted. Design for buildings on corner lots shall incorporate continuity of design in architectural details and materials that address both streets and shall avoid long, monotonous, uninterrupted walls or roof planes. The primary exterior material shall be brick or stone masonry. Hardie Board shall be permitted only as a secondary material. Secondary building materials shall be defined only as gables, dormers and bay windows.
- **Raised Foundation:** A raised foundation of 18"-36" on the front facade is required for all residential structures.
- **Glazing:** Glazing (window openings) shall be a minimum of fifteen percent along the street facing facade. Window openings along the street facing façade shall be square or vertically oriented except for transom windows. For purposes of measuring glazing, minimum glazing shall be measured from the top of foundation to the roof line.
- **Principal Entrance:** The main entry to the building shall address the primary street.
- **Porch Depth:** Porches shall have a minimum of six feet of depth.

Compliance

Triggers for compliance are as follows:

- Property is redeveloped or vacant property is developed.
- The building square footage is expanded; the expansion shall be in compliance.
- A new structure built on a lot with multiple structures; the new structure shall be in compliance.



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Permits for routine maintenance (ex: to replace a roof or HVAC system) would not trigger compliance with the UDO.

Modifications

Based on site-specific issues, modifications to the standards may be necessary. Any standard within the UDO may be modified, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties.

Minor modifications, deviations of 20 percent or less, may be approved by the Planning Commission's designee (staff). Major modifications, deviations of greater than 20 percent shall be considered by the Planning Commission.

This process is consistent with the standards in other adopted UDOs.

ANALYSIS

Currently, the area consists of 34 parcels, with the largest parcel containing approximately 100 acres of the total 125 acres within the UDO boundary. The proposed UDO would not control the lot layout should a parcel be subdivided. The creation of new lots would follow the typical subdivision process.

The proposed standards create a form of development that is compatible with the surrounding neighborhood. The design standards for height, foundation, garages, driveways, and principal entrance are similar to other adopted residential UDOs and encourage more cohesive development that interacts better with the street.

METRO HISTORICAL COMMISSION STAFF RECOMMENDATION

The MHC recommends approval of the UDO. The c1850 Graves House (Country Maid Farms) located at 3832 Dry Fork Road (04900005200) is eligible for listing in the National Register of Historic Places. If the property owners would like information about listing the property in the National Register of Historic Places or preserving the historic residence and outbuildings through historic landmark zoning, they may contact Historical Commission staff at 615-862-7970. This is not a condition of approval of the UDO, but is provided for information purposes only.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved on the condition these specific Development Standards do not adversely impact public water and sewer infrastructure.

STORMWATER RECOMMENDATION

Approved

STAFF RECOMMENDATION

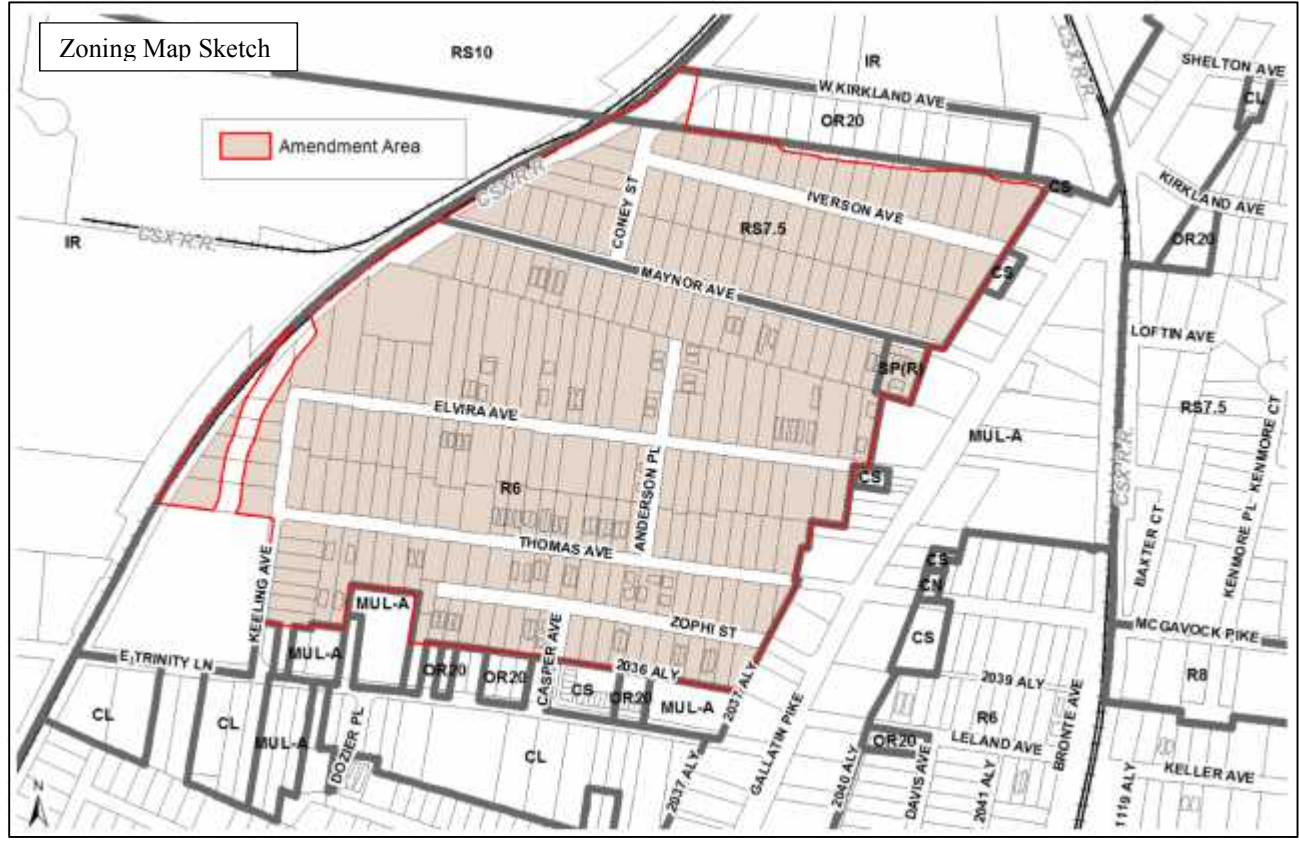
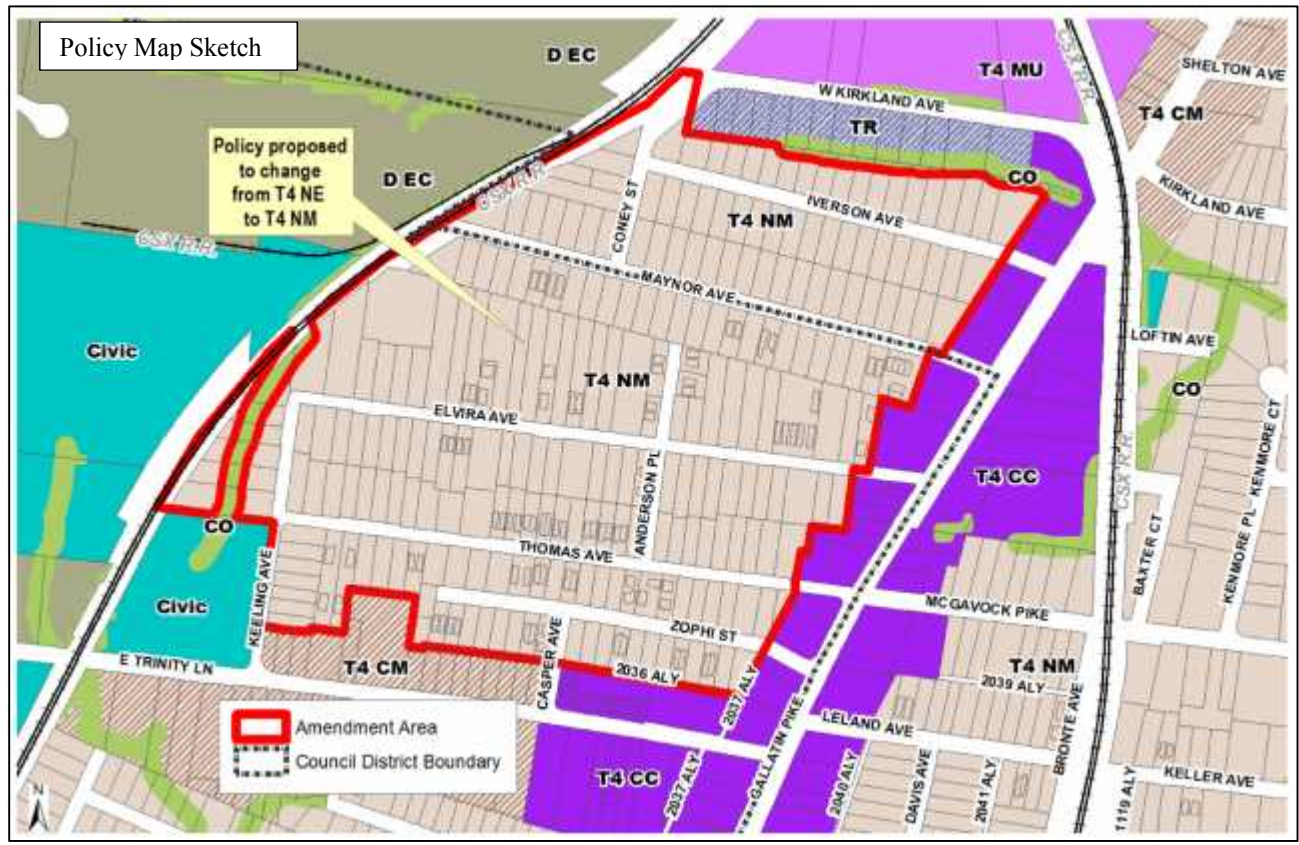
Staff recommends approval. The UDO is in keeping with the policy and the community's desire to ensure future development is consistent in form and character with the surrounding neighborhood.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/23/2017





Project No.	Major Plan Amendment 2017CP-005-001
Project Name	East Nashville Community Plan Amendment
Council District	5 – Davis 8 – VanReece
School District	3 – Speering
Requested by	Metro Nashville Planning Department, applicant; various property owners.
Staff Reviewer	Sewell
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Minor Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from: T4 Urban Neighborhood Evolving (T4 NE) to T4 Urban Neighborhood Maintenance (T4 NM) on various properties in East Hill and Maynor Place neighborhoods, at the northwest corner of Gallatin Pike and East Trinity Lane, zoned One and Two-Family Residential (R6), Single-Family Residential (RS7.5 and Specific Plan (SP) (approximately 62.48 acres).

EAST NASHVILLE COMMUNITY PLAN

Current 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.

Proposed 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 made to improve pedestrian, bicycle and vehicular connectivity.



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BACKGROUND

During the last three years, portions of the East Hill and Maynor Place neighborhoods with T4 NE policy have experienced change at a rapid pace. Property owners and neighborhood leaders contacted the Planning Department last fall to discuss the possibility of a less permissive Community Character Policy. They expressed a desire to maintain the “evolved” character of their neighborhoods and to slow the pace and extent of change.

In response, staff expanded the scope of a just-underway (in the fall of 2016) broader review of existing policies in several East Nashville neighborhoods. Staff ultimately separated the recommendation for East Hill/Maynor Place from recommendations for the broader area in order to gather additional community feedback. The Planning Commission approved the broader area recommendations in January 2017.

Significant housing stock turnover has occurred as property owners exercise existing R6 zoning entitlements by tearing down older single-family homes on one parcel and replacing them with two homes. Between 2014 and present, the Codes Department issued 86 new residential permits and five rehab permits to amendment area properties.

Development interest has not been limited to building under existing entitlements. Developers and property owners have expressed both formal and informal interest in introducing a wider range of housing types and intensities beyond R6 and RS7.5 zoning entitlements. A proposal to redevelop multiple properties near the terminus of Elvira Avenue has generated extensive community input at Planning Commission and Metropolitan Council public hearings. Another zone change request (MPC Case #2016SP-077-001 on the 2/23 agenda) is currently under review for 1021 Elvira Avenue, approximately 275 feet off of Gallatin Pike.

COMMUNITY PARTICIPATION

Prior to separating the amendment area from the broader review of existing policy in several East Nashville neighborhoods, staff worked with the leadership of East Hill Neighborhood Association. Staff attended a regularly scheduled association meeting on November 9, 2016, and discussed the proposed policy change. Staff also held a communitywide open house on November 9, 2016, and presented maps of proposed policy changes for the broader area that included the amendment area. On November 10, 2016, staff followed up by posting maps presented at the community meetings displaying proposed policy changes on the Planning Department’s webpage.

In order to increase community participation within the amendment area, staff held another community meeting on January 31, 2017, at the East Precinct. Notices of the meeting were mailed to property owners within the amendment area. East Hill and Maynor Place neighborhood associations also increased efforts to spread the word. In addition to Councilmembers Scott Davis and Nancy VanReece and Planning Department staff, 24 participants attended the meeting. Attendees expressed general support for a policy change for most of the amendment area. Some in attendance sought exclusion of all or portions of Elvira Avenue, notably properties at the terminus of Elvira Avenue.

Thirty-six area residents and property owners have publicly voiced their input in the form of comment forms and email to staff, as well as sharing conversations on East Hill’s Nextdoor site. Nextdoor is an online social network that many neighborhoods use to discuss issues impacting the



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community. The majority of responses indicated support for the policy change. Input is summarized below:

- Twenty-five responses representing properties within the amendment area, of which only five voiced opposition to the policy change.
- Sixteen responses representing 14 properties on Elvira Avenue, which represents 18 percent of the 77 properties on Elvira Avenue.
 - Eleven responses representing eight parcels indicated support for a policy change
 - Five responses representing six parcels indicated opposition to a policy change, two of which represented property owners with multiple properties at the terminus of Elvira Avenue.

ANALYSIS

Staff determined that the East Hill/Maynor Place area has absorbed substantial redevelopment in recent years. Exercising existing entitlements, multiple teardowns have led to redevelopment that brought new housing products to the market. This investment has also generated interest for more intense new housing development that would further broaden the range of housing types available in the area, especially for Elvira Avenue properties.

In response, the recommended policy change – from T4 NE to T4 NM –emphasizes an expressed intent to maintain existing character, as it has already changed considerably in recent years, over broadening the potential future development intensity and range of housing choices.

Input from the community has been strong during both this process as well as in response to development proposals on Elvira Avenue. As described in the Community Participation section of this report, the vast majority of input has favored a change to T4 NM policy. Among those opposed to the change, many tailored opposition to properties on Elvira Avenue and either offered support or indifference to the proposed change for the remainder of the amendment area.

Some in opposition expressed concern that a change to T4 NM policy will reduce the potential for obtaining desired sidewalks and other needed infrastructure improvements. They believed the policy shift could lower priority for future capital improvements investments by Metro. Others in opposition voiced concern that reducing potential development yield for property owners/developers may reduce the opportunity for new development to provide sidewalks and other off site infrastructure improvements.

Given the ongoing discussion about the potential development at the terminus of Elvira Avenue, at each community meeting, staff made it clear that changing the policy from T4 NE to T4 NM would not necessarily prevent the larger properties at the terminus of Elvira Avenue from rezoning. Staff then discussed how infill provisions of T4 NM policy proposed for the amendment area differs from current T4 NE policy, including the following:

- T4 NE policy, current policy for the amendment area, desires infill development capable of producing a different character with increased housing diversity and connectivity. In doing so, it accounts for existing development character, but generally only as it relates to the street network, the block structure, and proximity to centers and corridors.
- T4 NM policy, which is proposed for the amendment area, recognizes that some neighborhood maintenance areas may include areas of vacant, underutilized, or land in a nonresidential use that could redevelop (e.g. large tracks of undeveloped land, an



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undeveloped farm, a former country club or church, etc.). The infill provision of the policy allows for development of these areas with a broader mix of housing types than the rest of the area subject to an appropriate design that blends new development into the surrounding neighborhood. Infill areas in the amendment area's current T4 NE policy are generally larger than T4 NM areas and have different policy intent – one that places greater emphasis on establishing a more diverse mix of housing.

T4 NM policy is applied to areas where zoning and primary land use are residential, or that are envisioned to remain primarily residential in situations where there is an expressed interest in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time.

The southern portion of the amendment area is zoned R6, which allows one and two-family residential. The northern portion is zoned RS7.5, which allows single-family residential. Since January 2014, the Codes Department has issued more than 80 permits for new residential and rehab, with most new residential permits in areas zoned R6 and most rehab permits in areas zoned RS7.5. The resulting housing conditions have stabilized the area to a degree that staff believes is sustainable over time, as application of T4 NM policy must acknowledge.

Property owners eligible for two-family residential uses will retain their entitlements if the policy is changed to T4 NM. In addition, T4 NM policy will support the higher intensity development for properties adjacent to the Gallatin Pike corridor's more permissive policy. Specifically, T4 NM policy states that: Any future mix of residential building types arranges building types in strategic locations through zoning decisions that place higher-intensity buildings nearer to Corridor and Neighborhood and Community Center policy areas and uses these more intense building types as land use transitions.

Staff considered the request of large property owners to exclude Elvira Avenue from the amendment area and is sensitive to their concerns that the policy change may limit their future development opportunities. However, to date, these property owners have not submitted a proposal below the cap supported by T4 NE policy. Based on input from the community during the most recent public hearings for rezoning on Elvira Avenue, any future development proposed should scale back drastically to achieve appropriate transitions and the balance of housing needed in order to be acceptable to the community. More specifically, redevelopment consistent with T4 NM policy is subject to an appropriate design that blends new development into the surrounding neighborhood. While the policy may allow for a broader mix of housing types in certain infill areas (those larger parcels that vary in size and character from the predominant lot pattern), an appropriate transition would place new buildings along Elvira with frontage, setbacks, and spacing consistent with the surrounding context. Appropriate design would also include street connectivity, minimizing surface parking areas, and necessary off-site infrastructure improvements. As a result, staff recommends the plan amendment area should include all Elvira Avenue properties in order to best serve the collective neighborhood interest.

STAFF RECOMMENDATION

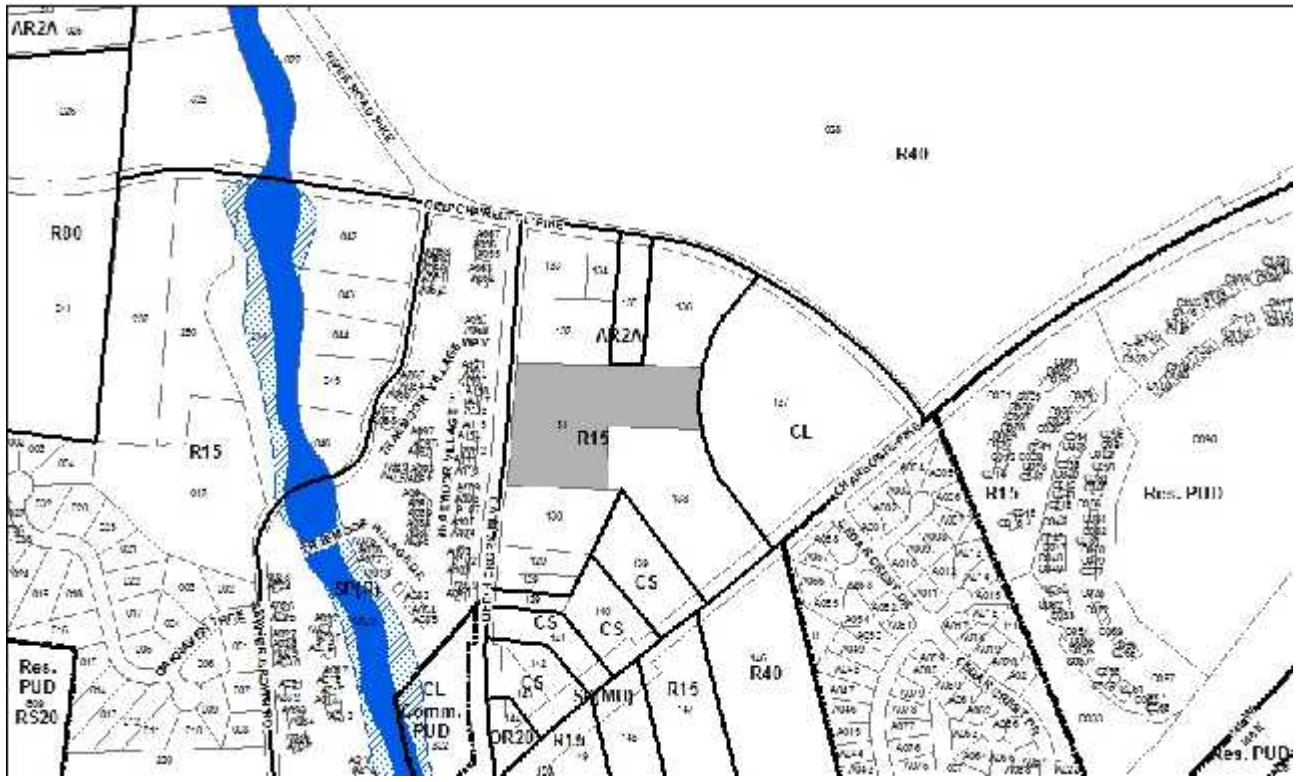
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/23/2017



2017SP-012-001
730 OLD HICKORY BOULEVARD SP
Map 114, Parcel 131
06, Bellevue
22(Sheri Weiner)



Project No.	Specific Plan 2017SP-012-001
Project Name	730 Old Hickory Boulevard SP
Council District	22 - Weiner
School District	09 - Frogge
Requested by	Dale & Associates, Inc., applicant; Corinne Knight, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the March 9, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone to SP to allow 53 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning on property located at 730 Old Hickory Boulevard, approximately 500 feet northwest of Charlotte Pike, (4.07 acres), to permit up to 53 residential units.

STAFF RECOMMENDATION

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



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2017HL-002-001

CAROLINE HOUSE NASHVILLE HISTORIC BED AND BREAKFAST
HOMESTAY

Map 105-13, Parcel(s) 326

10, Green Hills- Midtown

17 (Colby Sledge)



Project No.	Historic Overlay District 2017HL-002-001
Project Name	Caroline House Nashville Historic Bed and Breakfast Homestay
Council District	19- Sledge
School District	07 – Pinkston
Requested by	Ashley Stephanie Rose and Ashley Stephanie Rose Trust, applicant and owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Historic Bed and Breakfast Homestay Overlay District.

Historic Bed and Breakfast Homestay Overlay District

A request to apply a Historic Bed and Breakfast Homestay Overlay District on property located at 906 Bradford Avenue, approximately 180 feet west of 9th Avenue South, zoned One and Two-Family Residential (R8) and within the Waverly Belmont Neighborhood Conservation District (0.22 acres).

Existing Zoning

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

Waverly Belmont Neighborhood Conservation Overlay District is a historic preservation and neighborhood conservation district that is defined as a geographical area which possesses a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meets one or more of the criteria outlined in Section 17.36.120 of the Metro Zoning Ordinance.

Proposed Zoning

Historic Bed and Breakfast Homestay Overlay District is defined as a building or structure containing three or fewer furnished guest rooms for pay within a private, owner-occupied historically significant structure. Meals may be provided to overnight guests, and the maximum stay for any guest shall be fourteen consecutive days.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

This site contributes to the community’s identity. Caroline House Nashville is a historic building which serves as a visual reminder of the community’s past. The history of this site educates the public regarding important historic events and the community’s cultural identity. The reuse of existing structures conserves resources and helps to focus development in areas with existing infrastructure. Parking for the site is consistent with requirements of the Table 17.20.030 of the zoning code which requires one space per guestroom, plus two spaces per dwelling unit. The site



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has three on-site parking spaces for guests and a two-car garage for the applicant. In addition, on-street parking can accommodate two to three cars directly in front of the site along Bradford Avenue.

GREEN HILLS-MIDTOWN COMMUNITY PLAN

T4 Neighborhood Maintenance (T4 NM) is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The policy encourages the protection and preservation of historic features.

REQUEST DETAILS

The Metro Historic Zoning Commission recommended approval with conditions on February 15, 2017. Metro Historic Zoning Commission staff provided the following background information:

Caroline House Nashville

William Waldkirch I constructed the home at 906 Bradford Avenue in 1921. It was originally constructed as a 4 bedroom 1.5 bath home with an unfinished basement, the basement of which included a coal room and furnace for heating the home. In the 1920's, the coal was delivered on the west side of the home and was loaded into the basement window.

The Waldkirch family, settled in Historic Waverly Place at the end of the Civil War, and then later during the 1910's to 1940's they developed the Waldkirch Subdivision on Lawrence, Bradford (then Caroline), and Waldkirch Avenues. When William Waldkirch I married Marion Cox, a native from Hopkinsville, KY, according to the Warranty Deed registered April 8, 1921, William F. Waldkirch, I purchased from his Waldkirch siblings their ownership in lots 16, 17, and 18 in the Waldkirch subdivision for a total cost of \$2,400. He then divided those three lots in half to create two larger lots, and he built two identical homes now known as 906 and 908 Bradford Avenue. According to Mr. Waldkirch II, both homes were built simultaneously in 1921 by Nashville's "most reputable contractor". 908 was intended to be William Waldkirch I's personal home with his wife Marion Cox Waldkirch. He built 906 Bradford Avenue for his in-laws.

In the Spring of 2014, the Rose-Backhoff family purchased the home and named the house the Caroline House. The name comes from the first name of the mother of the developers of the area, Caroline Waldkirch and the original name of Bradford Avenue.

Total renovation and expansion of the property in 2014 included the following improvements: All plumbing and electrical work completely updated, complete renovation of the kitchen, complete renovation of the existing 1.5 bathrooms and three



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additional bathrooms added--one on each level, the basement was finished, covered patio with fireplace added in the back along with a two car garage guest house. The original walls surrounding the dining room were removed to create a more open floorplan on the main level and other minor framing changes made, such as the location of the entry door into the baths. Many of the original fixtures in the home which were refurbished and remain include all of the doors, most of the windows, the stone fireplace in the family room, the stairwells and banisters, cabinetry on either side of the fireplace, hutch near the kitchen, the hardwood floors, and the upstairs clawfoot tub.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

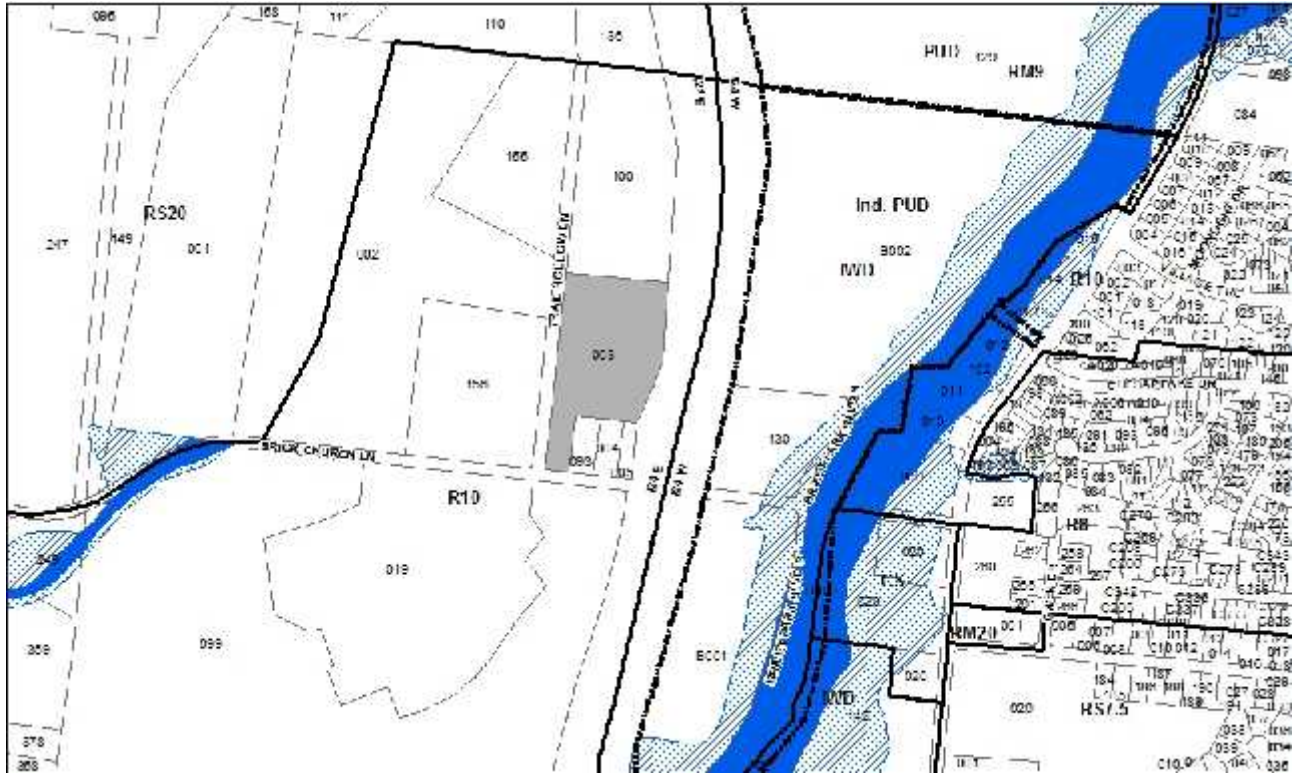
Finding that the property qualifies as a historic building and because no exterior alterations or signage is requested, staff advises the Commission to recommend approval of the proposed Waldkirch-Cox House Historic Bed & Breakfast Homestay to the Metro Council with the condition that the applicant obtain a permit for the new use from the Codes Department. The Metro Historic Zoning Commission recommended approval with conditions on February 15, 2017.

STAFF RECOMMENDATION

Staff recommends approval.



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2017S-043-001
TRAIL HOLLOW SUBDIVISION
Map 050, Parcel(s) 003
03, Bordeaux-Whites Creek
03 (Brenda Haywood)



Project No.	Final Plat 2017S-043-001
Project Name	Trail Hollow Subdivision
Council District	03 – Haywood
School District	01 - Gentry
Requested by	Crenshaw Land Surveying, applicant; Gulf Front Investment, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer indefinitely until the Health Department has completed its review of the project, or disapprove.</i>

APPLICANT REQUEST

Create two lots.

Final Plat

A request for final plat approval to create two lots, including a variance to the setback, depth, area, and frontage requirements of the Subdivision Regulations, on property located at 3501 Trail Hollow Lane, at the northeast corner of Trail Hollow Lane and Brick Church Lane, zoned One and Two-Family Residential (R10) (approximately 6.75 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. *Although R10 may allow two-family lots, that determination is made by the Metro Codes Department. Two-family lots have not been identified on the plat.*

CRITICAL PLANNING GOALS

N/A

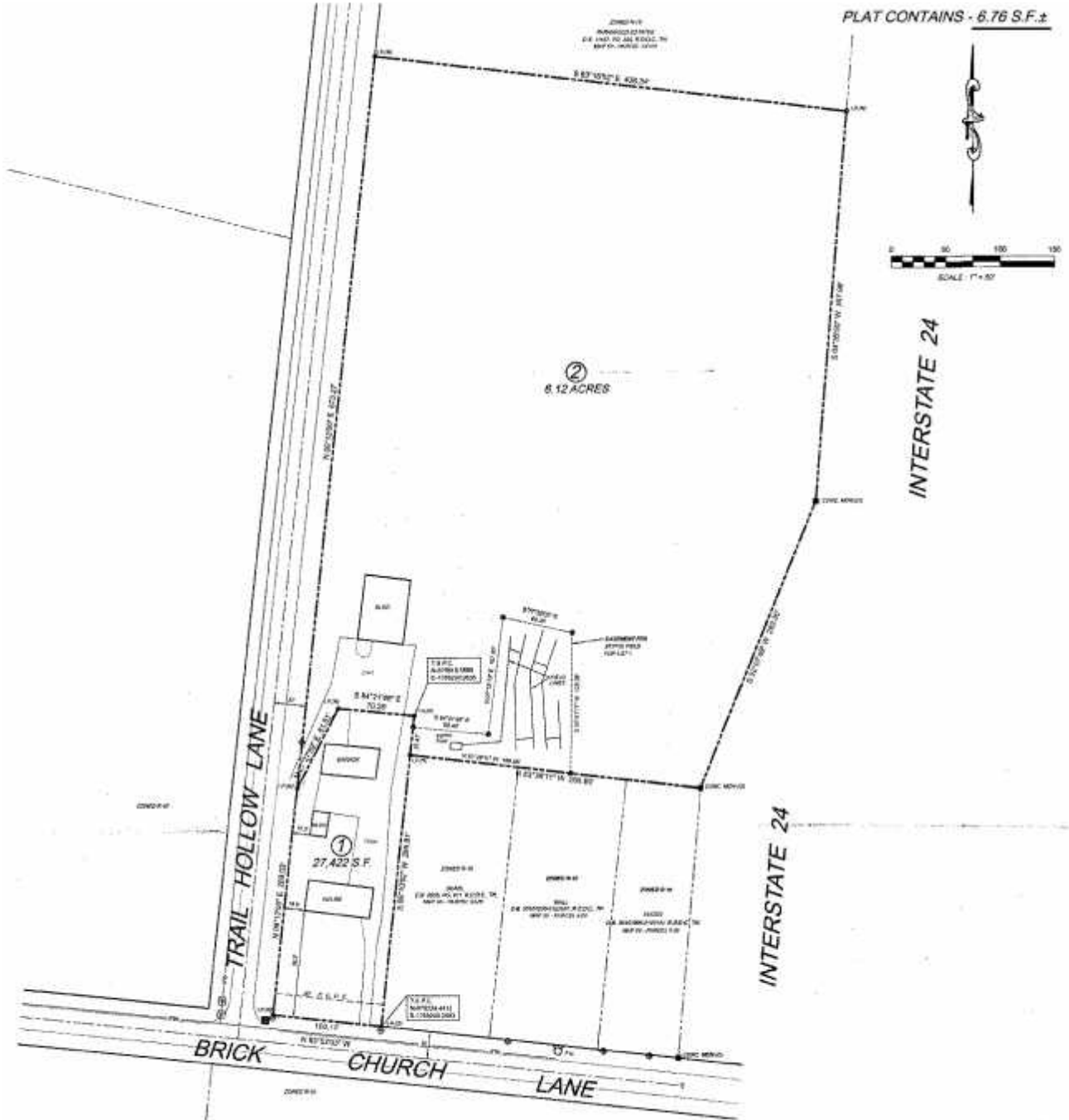
BORDEAUX-WHITES CREEK COMMUNITY PLAN

T2 Rural Maintenance (T2 RM) is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

Conservation (CO) is intended to preserve and enhance environmentally sensitive land within all Transect Categories except 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.



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Proposed Subdivision



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PLAN DETAILS

This request is for final plat approval to create two lots on property located at 3501 Trail Hollow Lane, where one parcel currently exists. The existing parcel has frontage on Brick Church Lane and Trail Hollow Lane, and contains a single-family home and multiple accessory structures. The proposed subdivision will result in Lot 1 fronting on Brick Church Lane and Lot 2 fronting on Trail Hollow Lane. Sidewalks are not required with this subdivision because this property is located in the General Services District and has a Sidewalk Priority Score of less than 20, as established in the Strategic Plan for Sidewalk and Bikeways.

The property is located directly west of Interstate 24, separating higher density development patterns east of the interstate from low-density development patterns to the west. Property directly south of Brick Church Lane is in Neighborhood Evolving policy, and further east along Brick Church Lane is a mixture of Conservation, Industrial, Suburban Community Center, Neighborhood Evolving, and Neighborhood Maintenance policies. Though the majority of the site is in Rural Neighborhood policy, portions of the site are designated as Conservation policy due to potential steep slopes.

The plat includes an on-site septic system. All private septic systems are reviewed by the Metro Public Health Department. Metro Health has not received the necessary documentation and fees needed to review and certify the existing system.

ANALYSIS

Chapter 4 of the Subdivision Regulations, Rural Character Subdivisions, regulates the subdivision of land in T2 Rural Neighborhood policies, with the intent of ensuring that new development is in harmony with the established rural character of these areas.

Section 4-2.5 permits two Character Options for the development of land in Rural Neighborhood policies: Countryside Character Option and Agricultural Character Option. In this case, the Agricultural Character Option is not appropriate because the primary function of the subdivision is not for agricultural use. Therefore, the Countryside Character Option is the most appropriate option. Under the Countryside Character Option, two alternatives exist: Open Alternative and Screened Alternative. Since the site does not utilize existing vegetative screening required by Screened Alternative, staff reviewed the plat against the following Open Alternative criterion:

Building Setback along existing public streets

Section 4.2.5 includes conditions and standards for determining the minimum building setback, including consideration of the average setback of abutting parcels and whether those parcels are vacant or developed.

The required building setback shall be varied between lots. When the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot(s) proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used. Where the majority of the abutting parcels are not developed, the minimum building setback shall be two times the amount of lot frontage. However, in no instance shall the minimum building setback be greater than 1,000 square feet.



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For the purposes of this analysis, “surrounding parcels” is defined by the Subdivision Regulations as the five R, RS, AR2A, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. All surrounding parcels are utilized for area and frontage calculations. Abutting parcels, defined as the two closest parcels on either side of the proposed subdivision, are utilized for setback calculations. Trail Hollow and Brick Church Lanes are local and minor streets, respectively.

For Lot 1, a minimum building setback line of 58 feet (the average street setback) is required along Brick Church Lane. Lot 1 meets the required setback since the existing front setback exceeds 58 feet. However, the accessory structure on Lot 1 nearest the rear property line would not comply with the side setback requirement.

	Min. Setback	Approx. Average Setback of Adjacent Parcels	Approx. Required Setback	Meets setback requirement?
Lot 1	20 feet (based on R10)	58 feet	58 feet	Yes

For Lot 2, staff evaluated the adjacent parcels to determine the required setback. However, the northern parcel adjacent to Lot 2 contains a communications tower and two small equipment boxes, which are not used for occupancy and were not considered. The next developed parcel fronts a private drive, which is not considered part of the same blockface; therefore, this parcel could not be included in the building setback determination.

The rural subdivision regulations state:

Where the majority of the parcels are not developed, the minimum building setback shall be two times the amount of lot frontage. However, in no instance shall the minimum building setback be greater than 1,000 feet.

In this case, the proposed frontage for Lot 2 is 673.21 feet. Two times the amount of lot frontage is 1,346.42 feet, greater than 1,000. Therefore, the minimum 20-foot required street setback is less than the required setback of 1,000 feet for Lot 2. Lot 2 does not meet the minimum building setback requirement.

	Min. Setback	Proposed frontage	Two times amount of frontage	Frontage requirement greater than 1,000?	Required setback	Meets setback requirement?
Lot 2	20 feet (based on R10)	673.21 feet	1,346.42 feet	Yes. 1,346 > 1,000	1,000 feet	No

Lot 1 meets the minimum building setback requirement of approximately 58 feet. Lot 2 does not meet the minimum building setback requirement of 1,000 feet.



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Lot Depth along existing public streets

Lot depth means the horizontal distance between the rear lot line (or some other lot line in cases where there is no rear lot line) and the midpoint of the front lot line, measured back from such midpoint in the mean direction of the side lot line. The minimum depth for lots along existing public streets shall be the building setback required by Section 4-2.5(a) plus 300 feet. Since the required building setbacks are approximately 58 feet (Lot 1) and 1,000 feet (Lot 2), the minimum depth requirements are as follows:

- Lot 1: Approximately 358 feet (58 feet plus 300 feet)
- Lot 2: Approximately 1,300 feet (1,000 feet plus 300 feet)

The depths of Lot 1 and Lot 2 are proposed as follows:

- Lot 1: Approximately 285.81 feet
- Lot 2: Approximately 445 feet

Lots 1 and 2 do not meet the minimum depth requirement of 358 feet (Lot 1) or 1,300 feet (Lot 2).

Lot size along existing public streets

Individual lot sizes shall vary in size to reflect the rural character. The minimum lot size is either equal to or greater than 70% of the lot size of the average size of the surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. If there are no surrounding parcels, the screened alternative shall be used. Flag lots shall not be included in the analysis.

Lot 1 fronts Brick Church Lane and meets lot size requirements. Along Brick Church Lane, lots created must have at least approximately 15,681.6 square feet. Lot 2 has one surrounding parcel oriented to the same blockface with which to compare lot size along Trail Hollow Lane. Along Trail Hollow Lane, lots created must have at least approximately 368,082 square feet. Since Lot 2 is not equal to or larger than the smallest surrounding parcel, Lot 2 does not meet the area requirements:

Lot 1 Size		Lot 2 Size	
Proposed Size	27,422 SF	Proposed Size	266,587 SF
Minimum Size	15,681.6 SF	Minimum Size	368,082 SF
70% Average	15,246 SF	70% Average	N/A

Lot frontage abutting existing public streets

Lot frontage is either equal to or greater than 70% of the average frontage of the surrounding parcels or equal to or greater than the smallest of the surrounding parcels, whichever is greater. Lot 1 fronts Brick Church Lane and meets frontage requirements. Along Brick Church Lane, lots created must have at least 75 feet of frontage. Lot 2 has one surrounding parcel oriented to the same blockface with which to compare lot frontage along Trail Hollow Lane. Along Trail Hollow Lane, lots created must have at least approximately 910 feet of frontage. Lot 2 fronts Trail Hollow Lane and does not meet frontage requirements:



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Lot 1 Frontage	
Proposed Frontage	100.11 ft.
Minimum Frontage	75 ft.
70% Average	64.16 ft.

Lot 2 Frontage	
Proposed Frontage	673.27 ft.
Minimum Frontage	910 ft.
70% Average	N/A

Street Lights

Not applicable to this application

Cluster lot option

Not applicable to this application

Variance Request

The applicant requests a variance from Section 4.2.5(a) of the Subdivision Regulations. Variances are needed for building setbacks, lot depth, lot area, and lot frontage.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance the Commission must find that:

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

Variance Analysis

The applicant is requesting a variance under Section 1-11, which permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. Although both of the proposed lots do not appear to be inconsistent with surrounding parcels, Lot 2 does not meet the minimum building setback, depth, area or frontage requirements, and Lot 1 does not meet the minimum depth requirement. Staff does not find that granting a variance from Section 4-2.5(a) would be consistent with the community’s vision to guide development in T2 Rural Neighborhood policies. The applicant has provided information for the property, but staff has not identified a unique hardship specific to the property.



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FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved with conditions

- Cite the new flood panel information to the plans (231 H and 4/5/2017)

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- MWS recommends approval for public water issues only. Metro Health Department must approve all on-site septic systems.

METRO HEALTH RECOMMENDATION

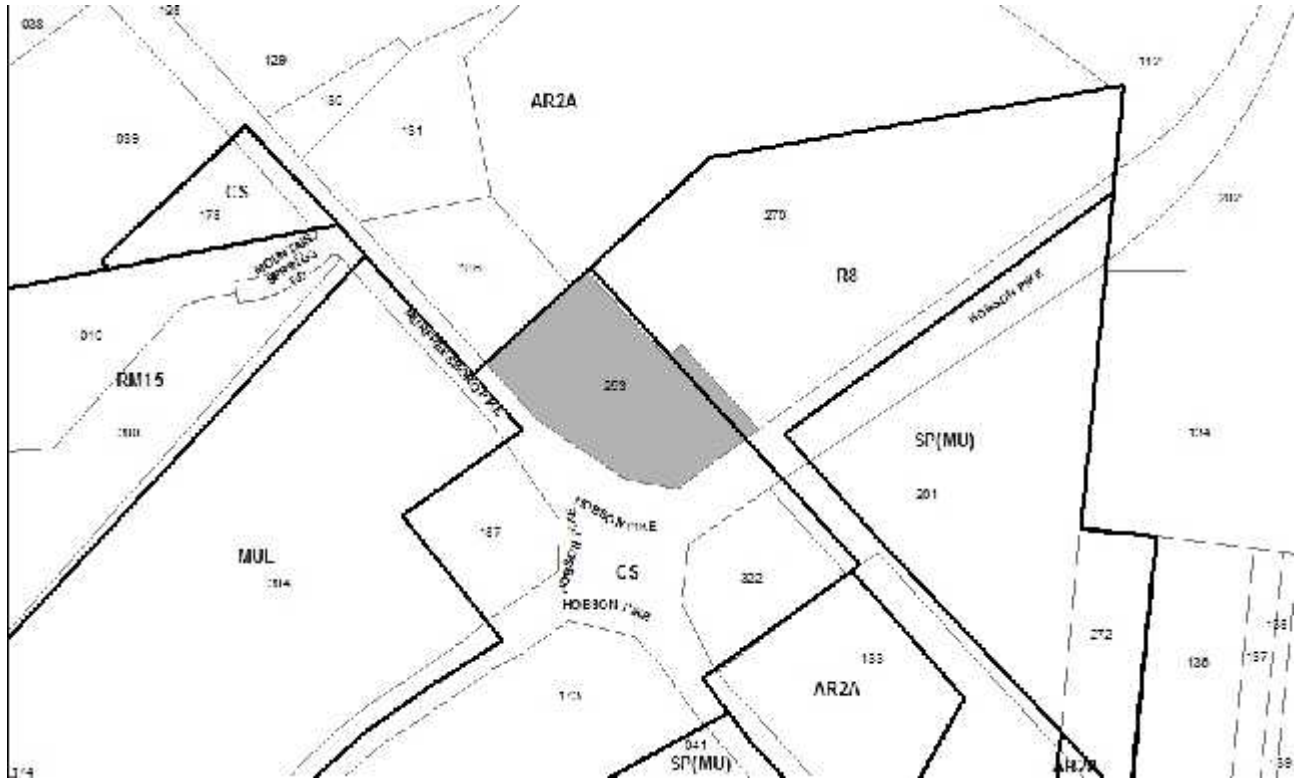
Disapproved

STAFF RECOMMENDATION

Staff recommends indefinite deferral until the Health Department has completed its review of the project, or disapproval of the proposed subdivision and associated variance request.



Metro Planning Commission Meeting of 02/23/2017



2013UD-002-008
ST. THOMAS AMBULATORY CENTER
Map 164, Parcel(s) 253
13, Antioch-Priest Lake
33 (Sam Coleman)



Project No.	UDO Modification 2013UD-002-008
Project Name	St. Thomas Ambulatory Center
Council District	33 – Coleman
School District	06 – Hunter
Requested by	Land Solutions Company, applicant; ECG Belz-McDowell, owner.
Staff Reviewer	Wallace
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Modification of the frontage width and cross access standards of the Murfreesboro Pike Urban Design Overlay.

UDO Major Modification

A request for a major modification to the Murfreesboro Pike Urban Design Overlay District standards on property located at 3754 Murfreesboro Pike, at the northwest corner of Hobson Pike and Murfreesboro Pike, zoned Commercial Service (CS) and One and Two-Family Residential (R8) (4.66 acres), to permit a modification of the frontage width and cross access requirements.

Existing Zoning

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

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

Murfreesboro Pike Urban Design Overlay (UDO) is intended to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design.

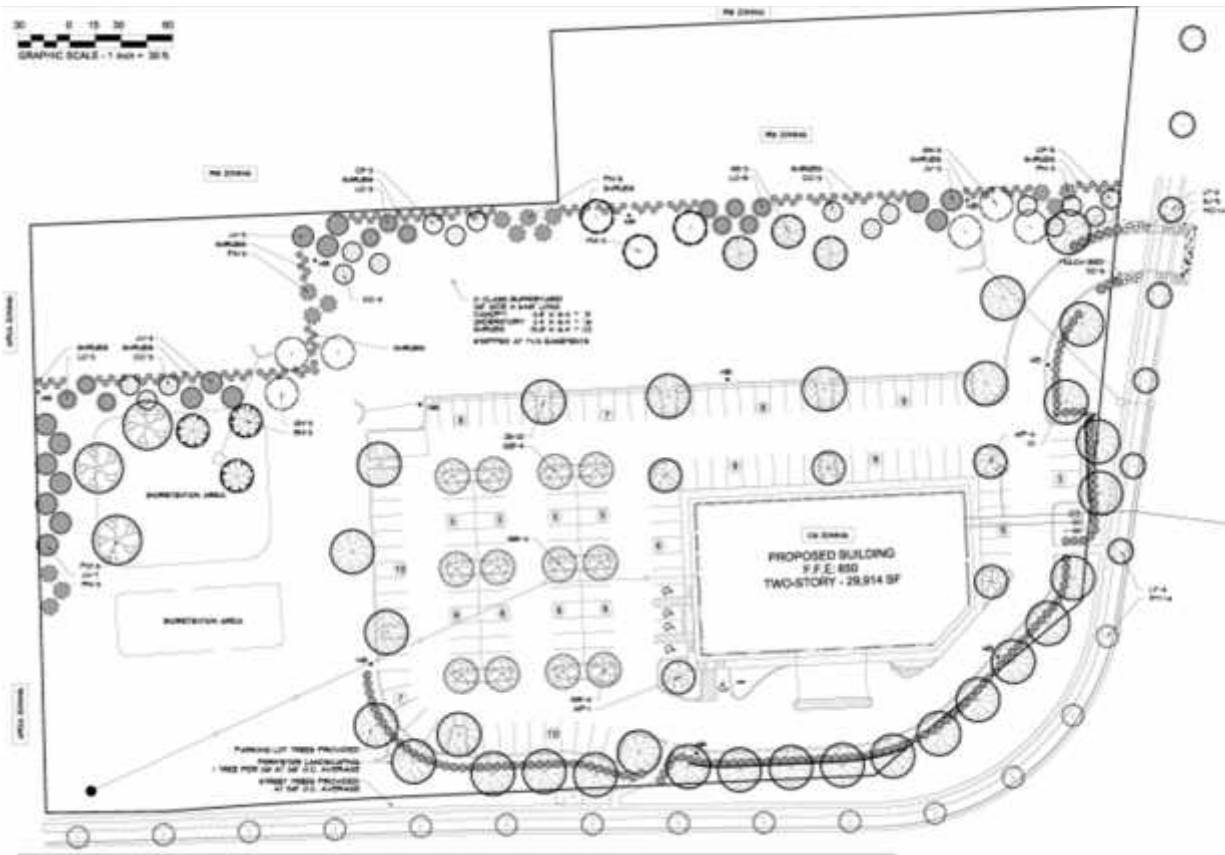
ANTIOCH-PRIEST LAKE COMMUNITY PLAN

T3 Suburban Community Center Policy (T3 CC) is intended to create and enhance suburban community centers encouraging their development or redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Community Centers are pedestrian friendly areas, generally located at prominent intersections. T3 Suburban Community Centers serve suburban communities within a 10 to 20 minute drive.

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



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Proposed Site Plan



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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 project proposes a medical outpatient facility that is consistent with land use characteristics outlined in suburban policy. The proposed development pattern consists of a two-story structure that frames the street at the corner intersection. Dedicated areas for surface parking and storm drainage are adequately landscaped and provide a sizable amount of open space. The development proposes to enhance the public realm by relocating and installing a bus stop and providing a sidewalk connection at a prominent intersection, which both reinforce a walkable and connected site. The above elements contribute to a complete suburban environment consistent with suburban policy.

PLAN DETAILS

The property is approximately 4.66 acres located at 3754 Murfreesboro Pike at the northwest corner of Hobson Pike and Murfreesboro Pike. The proposed project is an approximately 28,000 SF medical outpatient facility with medical vehicle drop-off area located in the portion of the lot zoned CS. The portion of the lot zoned R8 is not being developed.

ANALYSIS

The applicant is requesting modifications to the façade width and cross access requirements of the UDO due to an unusually wide lot and physical site constraints. The property's frontage along Murfreesboro Pike is 348 feet long, and a 45% UDO facade width would equate to a building facade that is 156 feet wide. The applicant is proposing a building façade with a width of 135 feet. The proposed width is below the required percentage. However, a two-story building offers a more compact development that frames the corner. Additionally, given the particular building type and use, the required width does not appear to be realistically achievable in this instance.

Regarding lot size, constraints along the rear of the lot prevent the applicant from utilizing the full extent of the depth of the lot and force an alternative approach to the layout of the site. Constraints include significant grade change, presence of a stream, and an existing overhead easement which constrict the depth dimension of the lot forcing the applicant to pursue design alternatives to the arrangement of site components such as surface parking and stormwater drainage areas. The primary constraint is the change in topography which drops approximately 35 feet from the front property line along Murfreesboro Pike to the rear property line. Building on this steep grade change would result in significant site disturbance and retaining walls to the rear of the lot adjacent to the stream. Instead, the applicant has proposed surface parking that gradually slopes to the side of the building so that storm water drains into bioretention cells before emptying into the stream to the rear of the lot.

The shape of the lot is further altered by the presence of state right-of-way at the intersection of Murfreesboro Pike and Hobson Pike causing the lot to chamfer at the corner. This irregular shape affects both building placement and design. In order to satisfy both setback requirements along Murfreesboro Pike and Hobson Pike and accommodate the irregular lot shape at the corner, the façade width has been reduced along Murfreesboro Pike. The applicant has worked with Planning



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staff to provide adequately landscaped open space and surface parking areas in the remaining frontage along Murfreesboro Pike.

An existing easement for overhead power transmission lines presents another constraint toward the rear and side of the property. The subject property abuts a large federally-owned TVA Substation to the north with overhead utility easements and powerlines extending alongside the subject property. Thus a requirement for cross-access is not necessary due to the unlikelihood of the adjacent TVA property to develop.

Overall, the proposed design alternative is consistent with the intent of the Murfreesboro Pike Urban Design Overlay to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. It is also consistent with the goal of the Murfreesboro Pike Urban Design Overlay to provide accommodations for all transit modes. The applicant has worked with Metro agencies to foster a walkable environment by providing pedestrian access from Murfreesboro Pike to the proposed building, relocating and installing a bus stop, and providing a pedestrian crossing at the intersection of Murfreesboro Pike and Hobson Pike. Finally, the proposed design alternative is consistent with the UDO goal to utilize stormwater best management practices to reduce or eliminate stormwater run-off from the site, reduce impervious surfaces, and enhance overall water quality. The surface parking gradually slopes away to the side of the building so that storm water drains into multiple bioretention cells before entering the stream located to the rear of the lot.

In conclusion, the proposed alternatives to the facade width and cross access standards are consistent with the intent of the UDO for quality suburban design, given the large frontage dimension along Murfreesboro Pike, the abutting TVA substation land use, and physical site constraints. Furthermore, the overall site layout incorporates storm water best management practices and significant pedestrian and transportation improvements. Planning staff recommends approval of the modification requests.

FIRE DEPARTMENT RECOMMENDATION

- N/A

STORMWATER RECOMMENDATION

Approved

- Design standards only

WATER SERVICES

- N/A

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

- Design standards only

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Design standards only



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STAFF RECOMMENDATION

Staff recommends approval of the requested modifications. Approval of the final site plan is required before building permits can be issued.



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2016Z-110PR-001
Map 105-05, Parcel(s) 370
10, Green Hills-Midtown
17 (Colby Sledge)



Project No.	Zone Change 2016Z-110PR-001
Council District	17- Sledge
School District	05 – Buggs
Requested by	Chaudhuri, Chandan & Yogeshwar, applicant and owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone change from R8 to R6-A.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 1015 Summit Avenue, approximately 230 feet southeast of 11th Avenue South, (0.18 acres).

Existing Zoning

One and Two-Family Residential (R8) zoning requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. R8 would not permit a lot.

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

This application supports infill development by encouraging use of a site with existing infrastructure. Doing so will not increase the burden on Metro Government to provide services to this site. This site complements the intended development pattern in the Green Hills-Midtown neighborhood of Edge Hill.

GREEN HILLS-MIDTOWN COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

Consistent with Policy?

Yes. The proposed R6-A zoning district is consistent with T4 Urban Neighborhood Maintenance policy as it provides for a development that contributes and is consistent with the development pattern that has been established for the Edge Hill neighborhood.



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ANALYSIS

The property is located at 1015 Summit, a local street and is currently vacant. The site is located approximately two blocks east of 12th Avenue South, an Arterial-Boulevard designated by the Major and Collector Street Plan. 12th Avenue is currently served by transit. Additional residential development by the proposed R6-A zoning district will provide an opportunity for additional use of mass transit service which helps to relieve traffic congestion.

Although the property is currently zoned for two-family development, the site does not meet the minimum lot size requirement. By rezoning to R6-A, the lot can develop as a two-family dwelling. Given the multi-family zoning immediately to the north, the rezoning and redevelopment serves as an appropriate transition to the less intense development to the south.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

Not required for this project.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- TIS (Traffic Impact Study) may be required with redevelopment

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.18	5.4 D	1 U	10	1	2

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.18	7.26 D	2 U	20	2	3

*Based on two-family lots



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Traffic changes between maximum: **R8 and R6-A**

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

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUN district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning district will not generate more students than what is typically generated under the existing R8 zoning district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. Each school has 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)

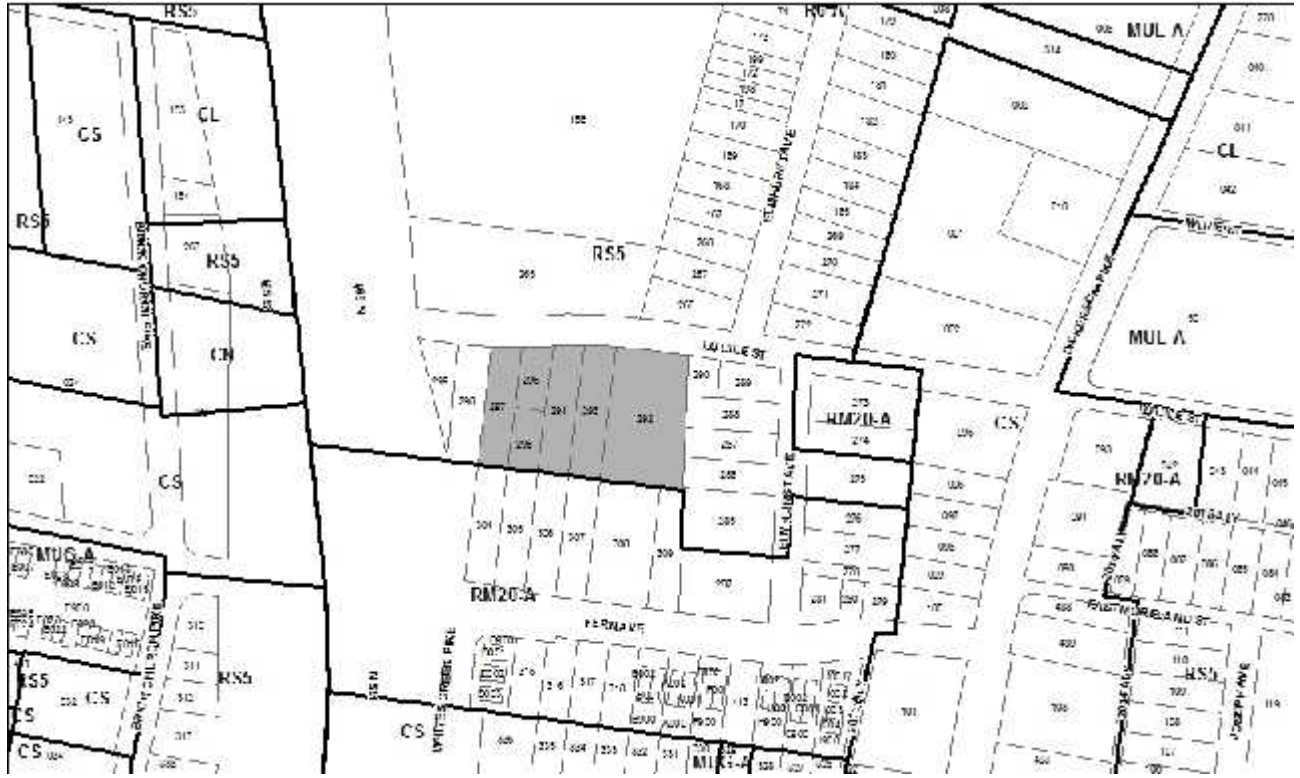
1. Will this project include any affordable or workforce housing units? No.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval. The proposed rezoning is consistent with the T4 Urban Neighborhood Maintenance policy of the Green Hills-Midtown Community Plan.



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2017Z-011PR-001

Map 071-14, Parcel(s) 292-297

05, East Nashville

05 (Scott Davis)



Project No.
Council District
School District
Requested by

Zone Change 2017Z-011PR-001
5 – S. Davis
5 – Buggs
Douglas Dickerson Design, applicant; Douglas Dickerson Design Development LLC, Terry and Antonio Fisher, Reginald Howard and Dorothy Pulley Lewis, owners.

Staff Reviewer
Staff Recommendation

Napier
Approve.

APPLICANT REQUEST

Zone change from RS5 to RM20-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A) zoning on properties located at 10, 11, 12, 13 and 14 Lucile Street and Lucile Street (unnumbered), approximately 75 feet west of Elmhurst Avenue (1.66 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 14 units.*

Proposed Zoning

Multi-Family Residential-Alternative (RM20-Alternative) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 33 units.*

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that fit in with the general character of existing urban neighborhoods, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing.

Consistent with Policy?

Yes, the proposed RM20-A is consistent with the T4 NE policy. This site is located within 550 feet of Dickerson Pike, which is a major commercial corridor and is within an Urban Mixed Use policy area (T4 CM). However, it is important to note that Lucille Street does not fully front all parcels within this request. In the future, a road extension would likely be required at the building permit phase. The proposed RM20-A will provide additional housing options to support the mixed-use



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corridor, and the alternative designation will permit a design that is urban in character, consistent with the policy.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

- With future development of these parcels Lucile Street will have to be extended and upgraded to MPW standards and specifications.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.66	8.71 D	14 U	134	11	15

Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.66	0.80 F	33 U	324	20	36

Traffic changes between maximum: **RS5** and **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+190	+9	+21



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METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 3 Elementary 2 Middle 2 High

Projected student generation proposed RM20-A district: 6 Elementary 4 Middle 3 High

The proposed RM20-A zoning district would generate six additional students than what is typically generated under the existing RS5 zoning district. Students would attend Shwab Elementary, Jere Baxter Middle School and Maplewood High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

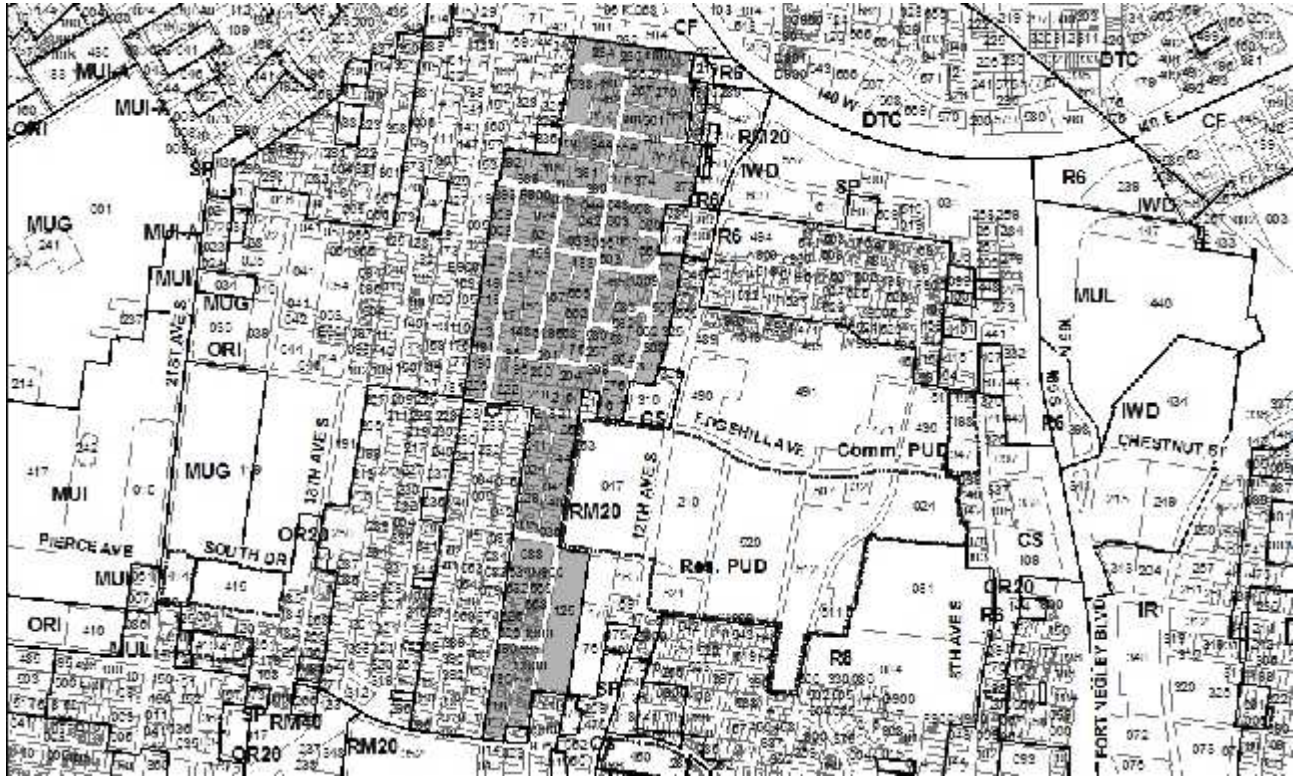
1. Will this project include any affordable or workforce housing units? The goal with this rezoning is to increase the density in order to provide a combination of housing to include workforce.
2. If so, how many and what is the percentage of the entire development? The goal is to provide 30% workforce housing.
3. How will you enforce the affordability requirements? Enforcement can be made through leases and HOA development.
4. Have any structures been demolished in the last 12 months? No structures have been demolished.

STAFF RECOMMENDATION

Staff recommends approval as the proposed RM20-A zoning is consistent with the T4 NE land use policy.



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2017Z-020PR-001

Various Maps, Various Parcels

10, Green Hills – Midtown

19 (Freddie O’Connell)



Project No.	Zone Change 2017Z-020PR-001
Council Bill No.	BL2017-607
Council District	19 – O’Connell
School District	8 – Pierce
Requested by	Councilmember Freddie O’Connell, applicant; various owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from R6 to R6-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to One and Two-Family Residential-Alternative (R6-A) zoning on properties along Sigler Street, Hawkins Street, South Street, Music Square, Tremont Street, Edgehill Avenue, Horton Avenue, Wade Avenue, Villa Place, 15th Avenue South, 14th Avenue South and 13th Avenue South, at the southeast corner of Division Street and Music Square East (approximately 87.16 acres)

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

CRITICAL PLANNING GOALS

- Supports Infill Development

Infill development should complement the intended development pattern with attention to building setbacks, types, massing, orientation, scale and incorporation of design elements of the surrounding buildings. The proposed R6-A zone district would enhance walkability along both streets through the orientation of buildings and enhancement of the pedestrian network.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

T4 Neighborhood Evolving (T4 NE) is intended to create and enhance urban neighborhoods that fit in with the general character of existing urban neighborhoods, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing.



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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.

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

Consistent with Policy?

Yes. The proposed R6-A zoning district is supported by the T4 NE and T3 NM policies. The alternative designation requires shallow setbacks and alley access which is consistent with an urban environment. The alternative designation also provides standards for driveways and parking as well as attached and detached garages. These standards will reduce pedestrian and vehicle conflict as well as reduce the number of new driveways connecting to an existing street.

ANALYSIS

The proposed zoning is appropriate for the Urban Neighborhood Evolving and Neighborhood Maintenance policies. As this area continues to evolve and redevelop, the R6-A zoning district will foster a more pedestrian friendly environment by requiring access from existing alleys and limiting new driveways to a maximum width of 12 feet. There is a network of existing alleys within the area. The parcels are located within an urban environment which should encourage a walkable environment

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

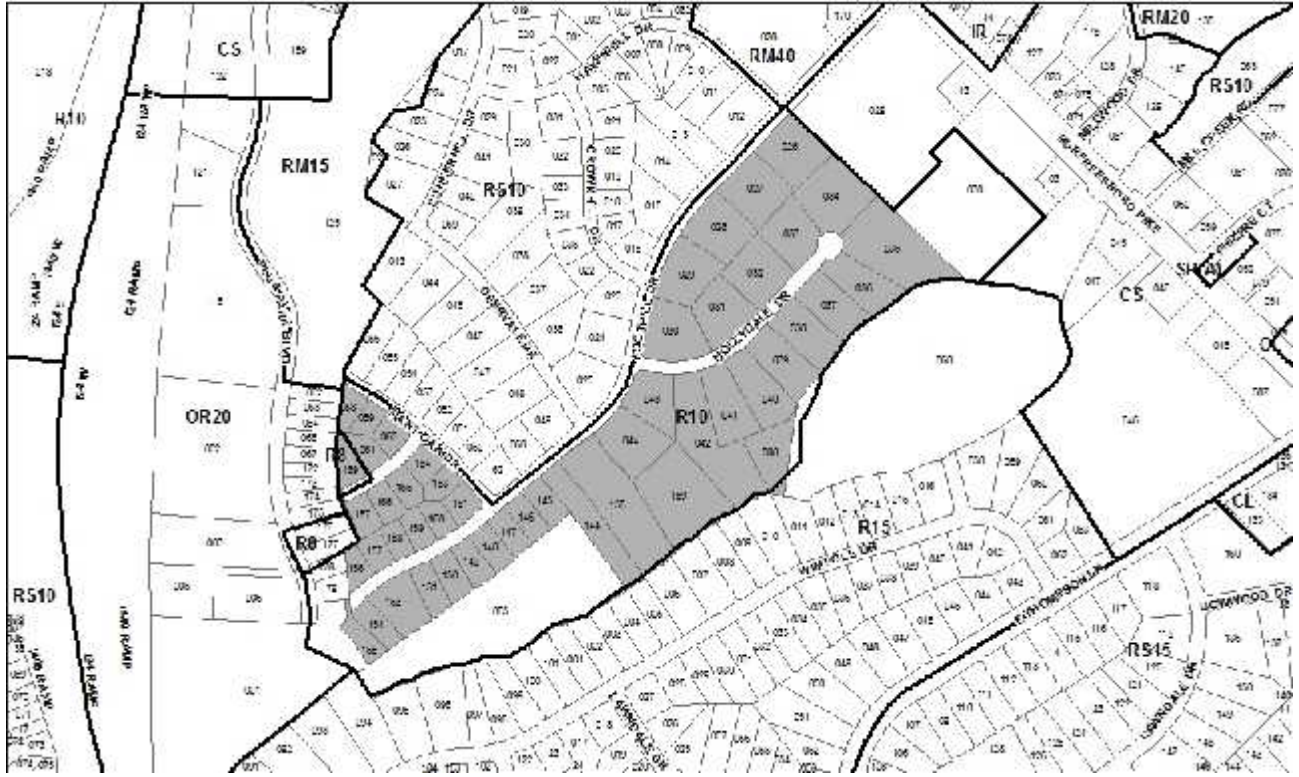
Staff recommends approval of the proposed R6-A zoning district as it is consistent with the T4 NE and T4 NM land use policies and achieves one critical planning goal.



SEE NEXT PAGE



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2017Z-021PR-001

Various Maps, Various Parcels

11, South Nashville

16 (Mike Freeman)



Project No.	Zone Change 2017Z-021PR-001
Council Bill No.	BL2017-606
Council District	16 – Freeman
School District	07 – Pinkston
Requested by	Councilmember Mike Freeman, applicant; various owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Defer to the March 9, 2017, Metro Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from R8, R10 and R15 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R8, R10 and R15) to Single-Family Residential (RS10) on various properties along Foothill Drive, Hollydale Drive, Deervale Drive, Shady Oak Drive, and Giant Oak Drive, at the northeast corner of Interstate 24 and Old Glenrose Avenue (approximately 37.41 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 9, 2017, Metro Planning Commission meeting at the request of the applicant. The applicant plans to defer the Council public hearing from March 7, 2017 to April 4, 2017.