

Metropolitan Planning Commission



Staff Reports

March 9, 2017

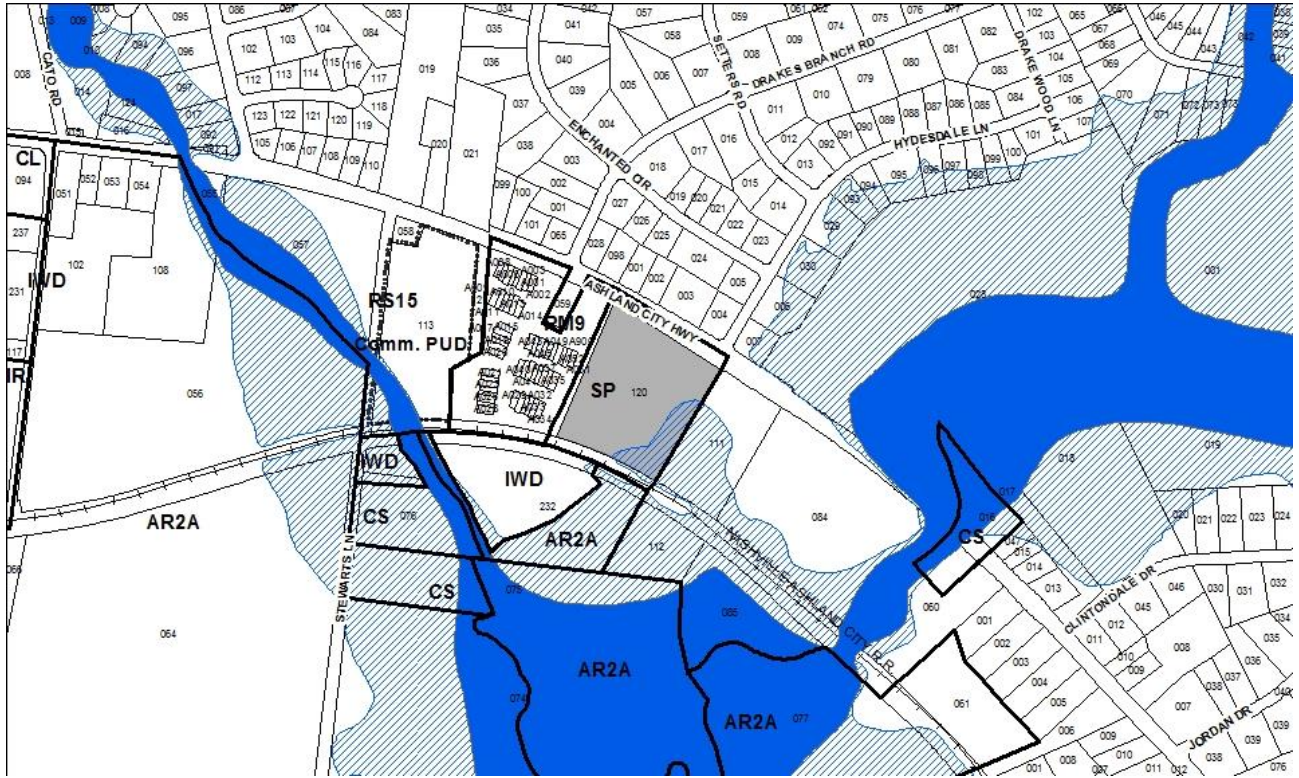


Metro Planning Commission Meeting of 03/9/2017

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.



Metro Planning Commission Meeting of 03/9/2017



2009SP-010-002

ASHLAND CITY FUNERAL HOME SP

Map 069, Parcel(s) 120

03, Bordeaux-Whites Creek

01(Nick Leonardo)



Project No. Final Site Plan 2009SP-010-002
Project Name Ashland City Funeral Home
Council District 01 - Leonardo
School District 01 - Gentry
Requested by Land Solutions Company, LLC, applicant; Green Trails, LLC, owner.

Deferrals This item was deferred from the August 25, 2016, and September 9, 2016, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Final Site Plan for a funeral home.

Final Site Plan

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

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

BORDEAUX-WHITES CREEK COMMUNITY PLAN

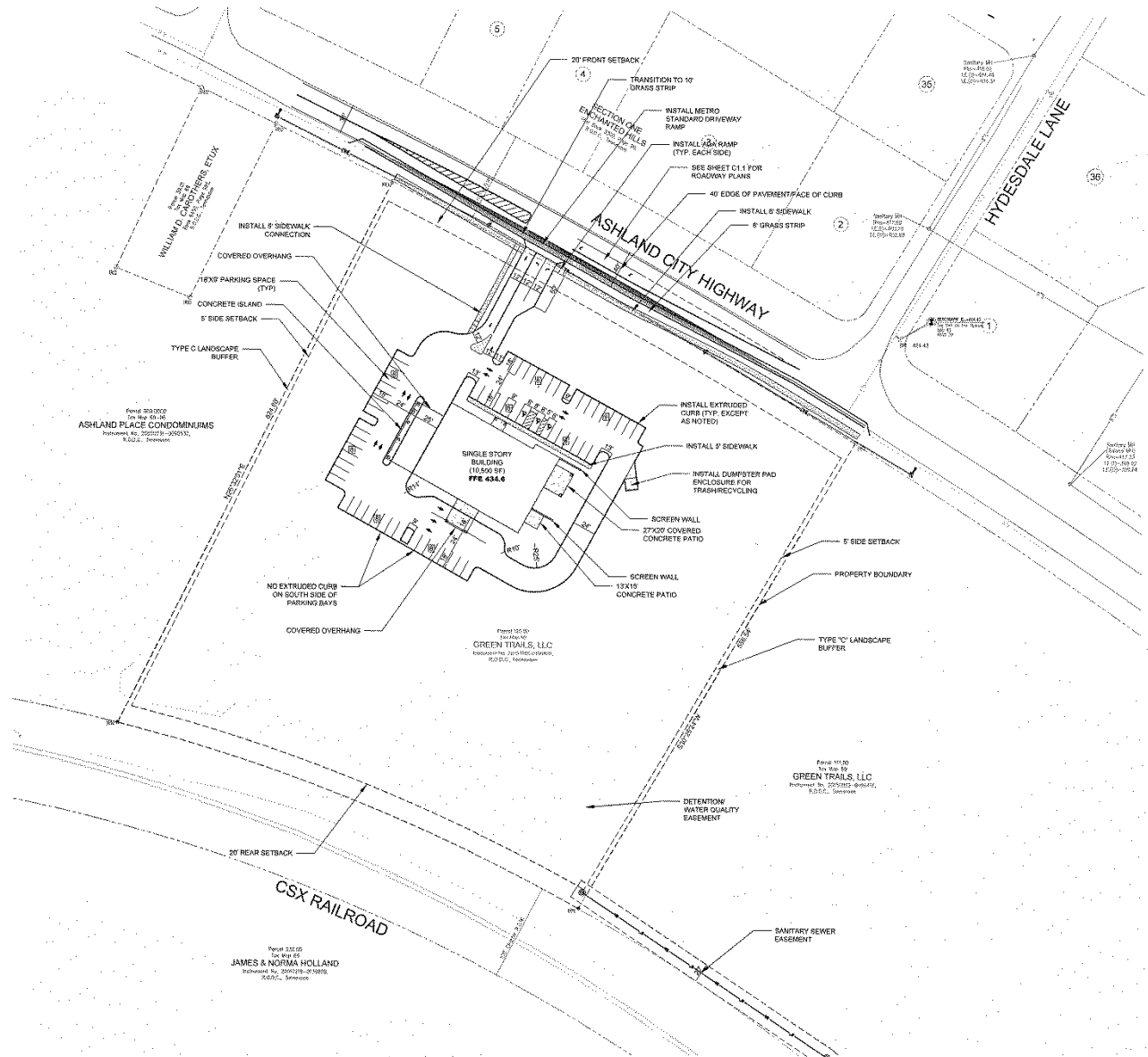
T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3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

Consistent with Policy?

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



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HISTORY

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

PLAN DETAILS

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

Site Plan

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

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

ANALYSIS

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

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Comply with MPW Traffic Engineer Conditions.
- Indicate roadway construction paving cross section, is per the MPW ST-261 paving schedule.



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- On the roadway plans indicate the following, existing striping, existing conditions plan, grading plan, all existing and proposed utilities, etc.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions as this Final Site Plan is consistent with the preliminary SP and complies with all standards and regulations of the OR20 zoning district.

CONDITIONS

1. Prohibited exterior building materials shall include plastics, plywood, unfinished concrete blocks, metal buildings and vinyl siding.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Signs shall be limited to one wall mounted sign a maximum of 48 square feet in size and one ground sign a maximum of 28 square feet in size.
4. Add the following note to the plan: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone



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Metro Planning Commission Meeting of 03/9/2017



2017SP-005-001
THE LIVERY AT 5TH AND MONROE SP
Map 082-09, Parcel(s) 292
8, North Nashville
19 (Freddie O'Connell)



Project No.	Specific Plan 2017SP-005-001
Project Name	The Livery at 5th and Monroe SP
Council District	19 - O’Connell
School District	01 - Gentry
Requested by	Civil-Site Design, applicant; The Livery at 5th & Monroe, owner.
Deferrals	This item was deferred from the February 9, 2017, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the May 11, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

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

STAFF RECOMMENDATION

Defer to the May 11, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



2017SP-007-001
6015 AND 6017 O'BRIEN AVENUE SP
Map 091-13, Parcel(s) 274, 290
07, West Nashville
20, (Mary Carolyn Roberts)



Project No.	Specific Plan 2017SP-007-001
Project Name	6015 and 6017 Obrien Avenue SP
Council District	20 – Roberts
School District	09 – Frogge
Requested by	Dale & Associates, applicant; Lee M. Beckham Jr., Etux, owner.

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

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

APPLICANT REQUEST

Preliminary SP to permit up to nine residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan – Residential (SP-R) zoning on properties located at 6015 and 6017 Obrien Avenue, approximately 220 feet north of Charlotte Pike, (0.8 acres), to permit up to nine residential units.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of four lots with one duplex lot for a total of five 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
- 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 neighborhood contains a mix of one, two, and multi-family residential uses, along with institutional and commercial uses. The proposed SP includes nine detached residential dwellings which will provide an additional housing choice for residents of the area.



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Proposed Site Plan



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WEST NASHVILLE COMMUNITY PLAN

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

The site is also located within Special Policy Area 07-T4-MU-01 of the West Nashville Community Plan. The Special Policy provides guidance on appropriate land uses and indicates that uses along Obrien Avenue should remain some type of residential. The Special Policy also calls for increased vehicular connectivity through an expanded network of streets designed to connect multiple developments and create safe multi-modal transportation options.

Consistent with Policy?

The proposed SP is consistent with the policy, which is intended to enhance urban, mixed use neighborhoods with a variety of housing and high levels of connectivity. The proposed SP will permit up to nine detached residential units which promotes a variety of housing types in the neighborhood. The proposal is also consistent with the Special Policy, as it will include residential units along a street specifically designated to maintain residential use. Sidewalks will be provided along Obrien Avenue to improve pedestrian connectivity.

PLAN DETAILS

The site consists of two parcels totaling 0.80 acres located on the south side of Obrien Avenue, approximately 220 feet north of Charlotte Pike and 175 feet south of Interstate 40. The properties are currently vacant. The existing zoning district allows for one and two-family residential uses. The neighborhood contains a mix of one, two, and multi-family residential uses, along with institutional and commercial uses. The south property line abuts commercial uses and zoning.

The proposed plan proposes up to nine detached residential units. Three of the proposed units front Obrien Avenue. The remaining six units are oriented around an interior green space. The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 35 feet.

Vehicular access is via a single driveway from Obrien Avenue and the alley located along the southern property line. A total of 23 parking spaces are provided at the rear of the site. Five-foot sidewalks are provided interior to the development connecting the units to the green space, parking area, and the street. A five-foot sidewalk and four-foot planting strip consistent with Metro Public Works standards for a local road are provided along Obrien Avenue.



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ANALYSIS

The policy is intended to create and enhance mixed use, urban neighborhoods with a variety of housing. Additionally, the Special Policy calls for uses along Obrien Avenue to be some type of residential. The proposed SP includes nine detached units. Access will be taken from Obrien Avenue, with an additional access point via the alley. There are existing sidewalks along portions of the north side of Obrien Avenue, but none along the south side where this site is located. The inclusion of a sidewalk along the property frontage will be a first step toward better pedestrian connectivity along the south side of Obrien Avenue.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved with conditions

- More areas designated for water quality / quantity (see south parking lot area) may be required (can be determined during Final Plan Review)

WATER SERVICES RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required with this project then they are to be shown on the plans per the MCSP and per MPW standards and specifications. Sidewalks are to be located within dedicated ROW.
- Comply with MPW Traffic Engineer conditions
- Indicate MPW standard drawing numbers of items within the ROW, driveways, sidewalks, curb, etc.
- Dedicate and Widen alley #1520 along the property frontage to ½ MPW standard.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance at access drive on OBrien Ave. A sight distance exhibit will be required with the Final SP.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.8	5.4 D	5 U	48	4	6

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.8	-	9 U	87	7	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+39	+3	+4

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning is expected to generate two more students than the existing R8 zoning. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School and Hillwood High School. H.G. Hill Middle School has been identified as being over capacity by the Metro School Board, and there is no capacity for middle school students within the cluster.

The fiscal liability for one middle school student is \$26,000. This data is for informational purposes and is not a condition of approval. 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

The proposal is consistent with the T4 MU policy and with the Special Policy which calls for residential uses along Obrien Avenue. Therefore, staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS

1. Uses within the SP shall be limited to a maximum of nine residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. Building elevations consistent with the architectural standards included in the Preliminary SP plan shall be provided with the Final SP.
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 label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2017SP-011-001
504 and 506 SOUTHGATE AVENUE SP
Map 105-11, Parcel(s) 025-026
11, South Nashville
17 (Colby Sledge)



Project No. Specific Plan 2017SP-011-001
Project Name 504 and 506 Southgate Avenue
Council District 17 - Sledge
School District 05 - Buggs
Requested by Dale and Associates, applicant; Bijan Ferdowsi, owner.

Deferrals This case was deferred at the January 26, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Burse
Staff Recommendation *Defer indefinitely.*

APPLICANT REQUEST

Preliminary SP to permit nine residential units.

Preliminary SP

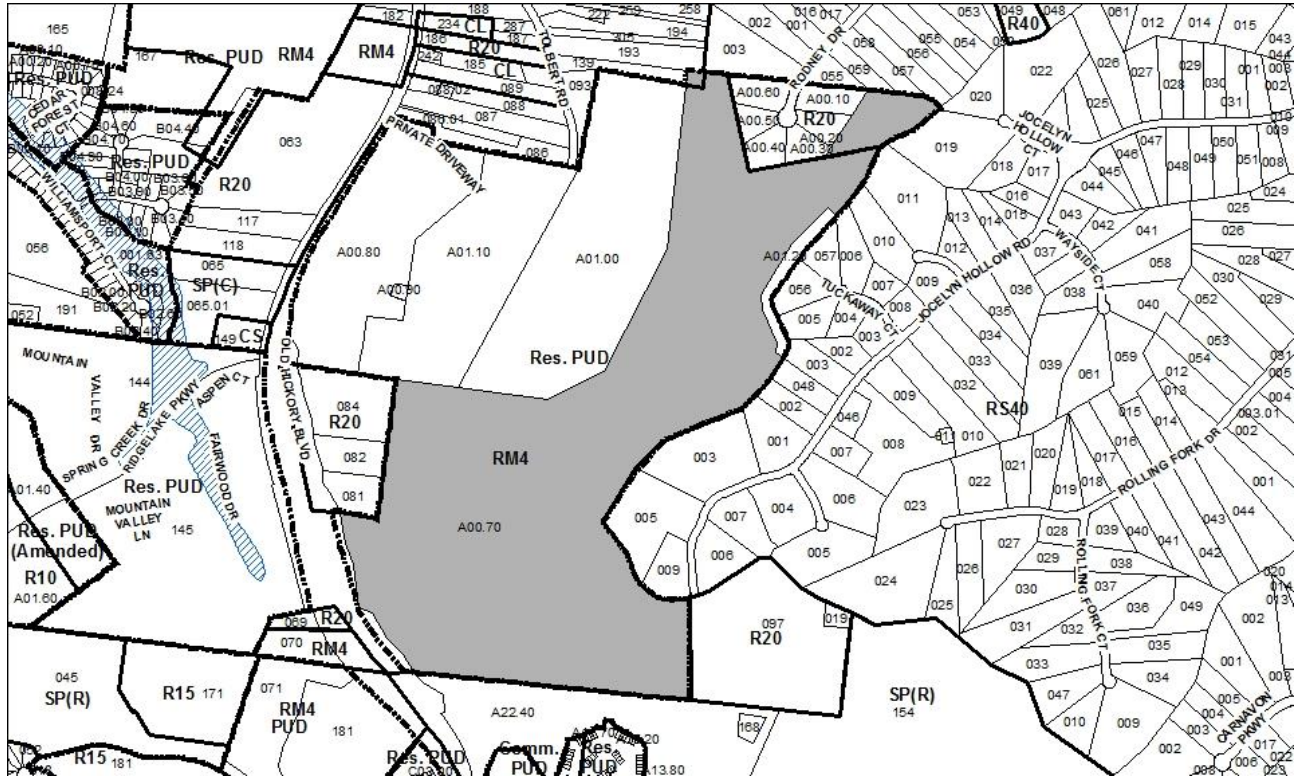
A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on properties located at 504 and 506 Southgate Avenue, (0.7 acres), to permit up to nine residential units.

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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2017SP-017-001

NANDI HILLS SP

Map 128-04-0-A, Parcel(s) 007

6, Bellevue

22 (Sheri Weiner) 23 (Mina Johnson)



Project No. Specific Plan 2017SP-017-001
Associated Case 66-84P-002
Council District 22 - Weiner, 23- M. Johnson
School District 09 - Frogge
Requested by Councilmember Mina Johnson, applicant; Nandi Hill Associates, owner.

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

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

APPLICANT REQUEST

Zone change from R20 and RM4 to SP.

Zone Change

A request to rezone from One and Two-Family Residential (R20) and Multi-Family Residential (RM4) to Specific Plan (SP-R) zoning on property located at Old Hickory Boulevard (unnumbered), approximately 1,045 feet south of Ridgelake Parkway (123.01 acres), to permit residential uses and include environmentally sensitive design standards within the SP.

Existing Zoning

One and Two-Family Residential (R20) zoning requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *The R20 portion of the lot would permit 8 lots with 2 duplex lots for a total of 10 units*

Multi-Family Residential (RM4) zoning is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *RM4 would permit a maximum of 476 units.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The PUD was approved for 840 units total and the area proposed for cancelation would allow 128 units permitted by the currently approved PUD plan.*



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Proposed Regulatory SP Begin

Nandi Hills Specific Plan (SP)

Development Summary	
SP Name	Nandi Hills
SP Number	2017SP-017-001
Council District	22 & 23

Site Data Table	
Site Data	123.01
Existing Zoning	RM4, R20, PUD Overlay
Proposed Zoning	SP
Allowable Land Uses	Residential

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to maximum of 128 residential uses, to be determined by the geotechnical study. Only single-family residential, multifamily residential or an assisted living facility with up to 120 beds shall be permitted.
2. Hillside development standards as found in Chapter 17.28.030.A.3 (Metro Zoning Code) shall apply to all development within the SP.
3. Prior to the submittal of a final site plan, a Geotechnical Study shall be completed and certified by a licensed engineer and shall identify the most appropriate location (s) within the SP district for development and also identify appropriate environmentally-sensitive building practices.
4. Logging operations shall be prohibited upon all parcels prescribed herein. An exception to this condition shall be granted if logging operations are necessary immediately for the safety of life or property, as determined by the Metropolitan Public Works Department or the Nashville Fire Department.
5. Sheer rock walls created by blasting a hillside shall not result in a rock wall taller than six feet in height as measured from the bottom grade of the rock wall to the top grade of the rock wall.
 - a. When it is necessary for a rock wall to be greater than six feet in height, then the rock wall shall be broken into multiple terraced rock walls, with no individual rock wall exceeding six feet in height.
 - b. A minimum horizontal distance of three feet shall be maintained between each individual rock wall in the terraced system.
 - c. Landscaping shall be used to minimize the view of all individual rock walls in the terraced system. Landscaped areas shall include native trees and other native plants as approved by the Metro Urban Forester.
6. Retaining walls shall not exceed six feet in height as measured from the bottom grade of the retaining wall to the top grade of the retaining wall.
 - a. When it is necessary for a retaining wall to be greater than six feet in height, then the retaining wall shall be broken into multiple terraced retaining walls, with no individual retaining wall exceeding six feet in height.
 - b. A minimum horizontal distance of three feet shall be maintained between each individual retaining wall in the terraced system.
 - c. Landscaping shall be used to minimize the view of all individual retaining walls in the terraced system. Landscaped areas shall include native trees and other native plants as approved by the Metro Urban Forester.
7. Driveways shall generally follow the contours of the natural terrain.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM4 zoning district as of the date of the applicable request or application.
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.
10. EIFS and vinyl siding shall be prohibited.
11. The final site plan shall be reviewed and approved by the Planning Commission and public notice in accordance with Section 17.40.720 shall be provided at the applicant's expense to property owners within 600 feet from the subject property.



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General Plan Consistency Note

The proposed Specific Plan is located within the Bellevue Community Plan (Subarea 6). The proposed SP is located in the following policy area:

- Conservation

A Specific Plan that preserves sensitive environmental features such as steep slopes and problem soils is appropriate within a Conservation Policy area. This Specific Plan does include conditions that will define the area of development in an appropriate, environmentally sensitive fashion.

Proposed Regulatory SP End



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CRITICAL PLANNING GOALS

N/A

BELLEVUE COMMUNITY PLAN

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

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

Consistent with Policy?

This property features steep slopes exceeding 20% on much of the site; there are also problem soils. The proposed zoning *may* allow up to a maximum of 128 residential units – the same amount as the PUD - in the form of single-family residential, two-family residential or an assisted living facility. *The maximum number and type of units, as well as the area of disturbance, will be determined after a geotechnical study is submitted with the final site plan.* A geotechnical study will provide a framework for determining where development should occur with respect to slopes, problem soils and other attributes, as appropriate. The overall footprint of the development should respect the environmentally sensitive features on the site. Absent a proposal that is informed by such a technical study, staff cannot assess the appropriate number of units for this site and their location.

HISTORY

In August 2016, the Planning Commission found a portion of the PUD to be inactive and recommended Council to cancel the PUD and rezone the property to Specific Plan (SP).

ANALYSIS

The one lot is approximately 123 acres. The SP requires that any development shall comply with Hillside Development standards as found in Metro Code 17.28.030A.3. The SP also requires prior to the submittal of a final site plan, a Geotechnical Study shall be completed and identify appropriate environmentally-sensitive building practices and the amount of units, up to 128 units. The SP also requires that a final site plan application shall be reviewed and approved by the Planning Commission and notice shall be required. *The maximum number and type of units, as well as the area of disturbance, will be determined after a geotechnical study is submitted with the final site plan.*

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



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FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve with conditions

- Final SP submittals shall meet the most current stormwater regulations at the time of final applications.

WATER SERVICES RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to maximum of 128 residential uses. Only single-family residential, multifamily residential or an assisted living facility, limited to a maximum of 120 beds, shall be permitted. A final determination about the number and type of units will be determined after completion of the geotechnical study.
2. Maximum height shall 3 stories.
3. The final site plan shall limit the overall footprint of the development based on the geotechnical study, utilize environmentally sensitive building practices, and reduce the impact on problem soils.
4. The final site plan shall be reviewed and approved by the Planning Commission. Public notice shall be required, in accordance with Section 17.40.720, to property owners within 600 feet from the subject property.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of RS80 zoning district.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
7. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
8. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
9. 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



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through this enacting ordinance, or add vehicular access points not currently present or approved.

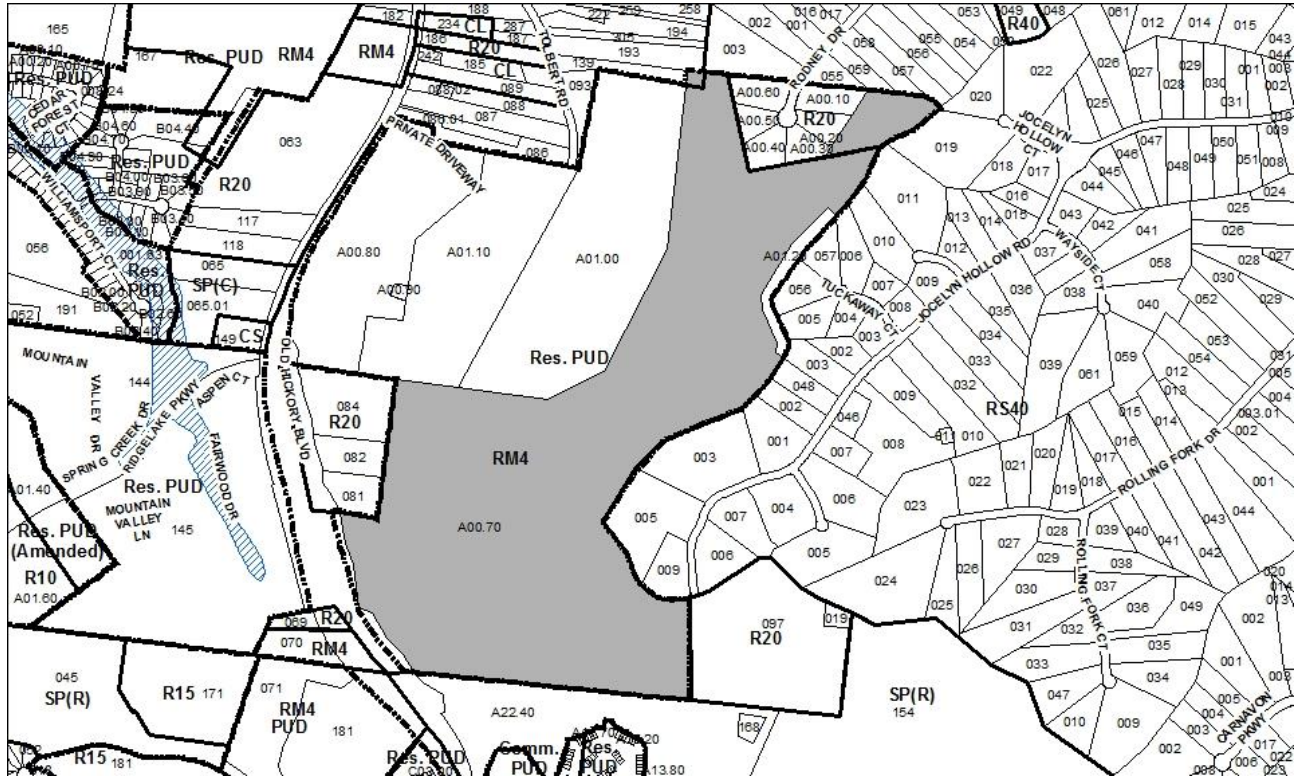
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits



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66-84P-002

LEXINGTON RESIDENTIAL PUD (CANCELLATION)

Map 128-04-0-A, Parcel(s) 007

6, Bellevue

22 (Sheri Weiner) 23 (Mina Johnson)



Project No. **Planned Unit Development 66-84P-002**
Project Name **Lexington Residential PUD (Cancellation)**
Associated Case 2016SP-017-001
Council District 22 - Weiner, 23- M. Johnson
School District 09 - Frogge
Requested by Councilmember Mina Johnson, applicant; Nandi Hill Associates, owner.

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

Staff Reviewer Birkeland
Staff Recommendation *Approve if the associated zone change is approved and disapprove if the associated zone change is disapproved.*

APPLICANT REQUEST
Cancel a portion of a PUD.

PUD cancellation

A request to cancel a portion of a Planned Unit Development Overlay District on property located at Old Hickory Boulevard (unnumbered), approximately 1,045 feet south of Ridgelake Parkway, zoned Multi-Family Residential (RM4) and One and Two-Family Residential (R20) (123.01 acres).

Existing Zoning

One and Two-Family Residential (R20) zoning requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *The R20 portion of the lot would permit 8 lots with 2 duplex lots for a total of 10 units.*

Multi-Family Residential (RM4) zoning is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *RM4 would permit a maximum of 476 units. The PUD was approved for 840 units total and the area proposed for cancellation would allow 128 units per the most recently approved final site plan.*

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



Metro Planning Commission Meeting of 03/9/2017

BELLEVUE COMMUNITY PLAN

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

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

Consistent with Policy?

Yes. This request to cancel the PUD is consistent with existing policy, particularly the Conservation policy. The property features steep slopes with almost the entire property covered by slopes exceeding 20%. Additionally, the property contains problem soils.

HISTORY

In August 2016, the Planning Commission found this portion of the PUD to be inactive and recommended cancelling the PUD to Council and rezoning the property to Specific Plan (SP). The cancellation request covers the same property that was found to be inactive.

REQUEST DETAILS

The portion of the PUD requested for cancellation is located within the Lexington Residential PUD (formerly Williamsburg Landing). The site is approximately 123 acres. This portion of the PUD allows for a maximum of 128 residential units on this lot, and no other uses are allowed.

ANALYSIS

The Planning Commission found this portion of the PUD inactive and recommended the PUD be cancelled and rezoned SP. The PUD cancellation request is consistent with the Planning Commission's recommendation. There is an associated zone change application with this request to cancel this portion the PUD.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A



Metro Planning Commission Meeting of 03/9/2017

TRAFFIC AND PARKING RECOMMENDATION

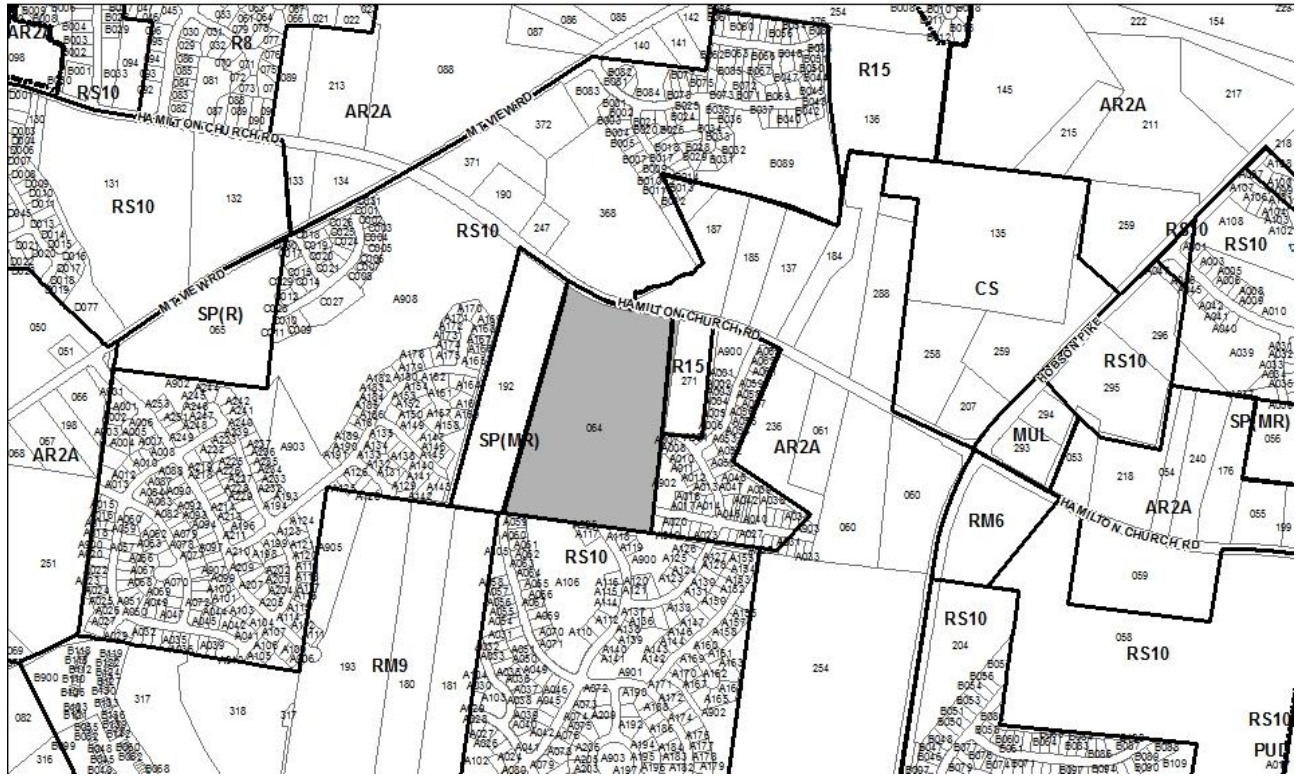
N/A

STAFF RECOMMENDATION

Staff recommends approval if the associated zone change is approved. If the associated zone change is disapproved, staff recommends disapproval.



Metro Planning Commission Meeting of 03/9/2017



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, and the February 23, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Approve with conditions and disapprove 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.

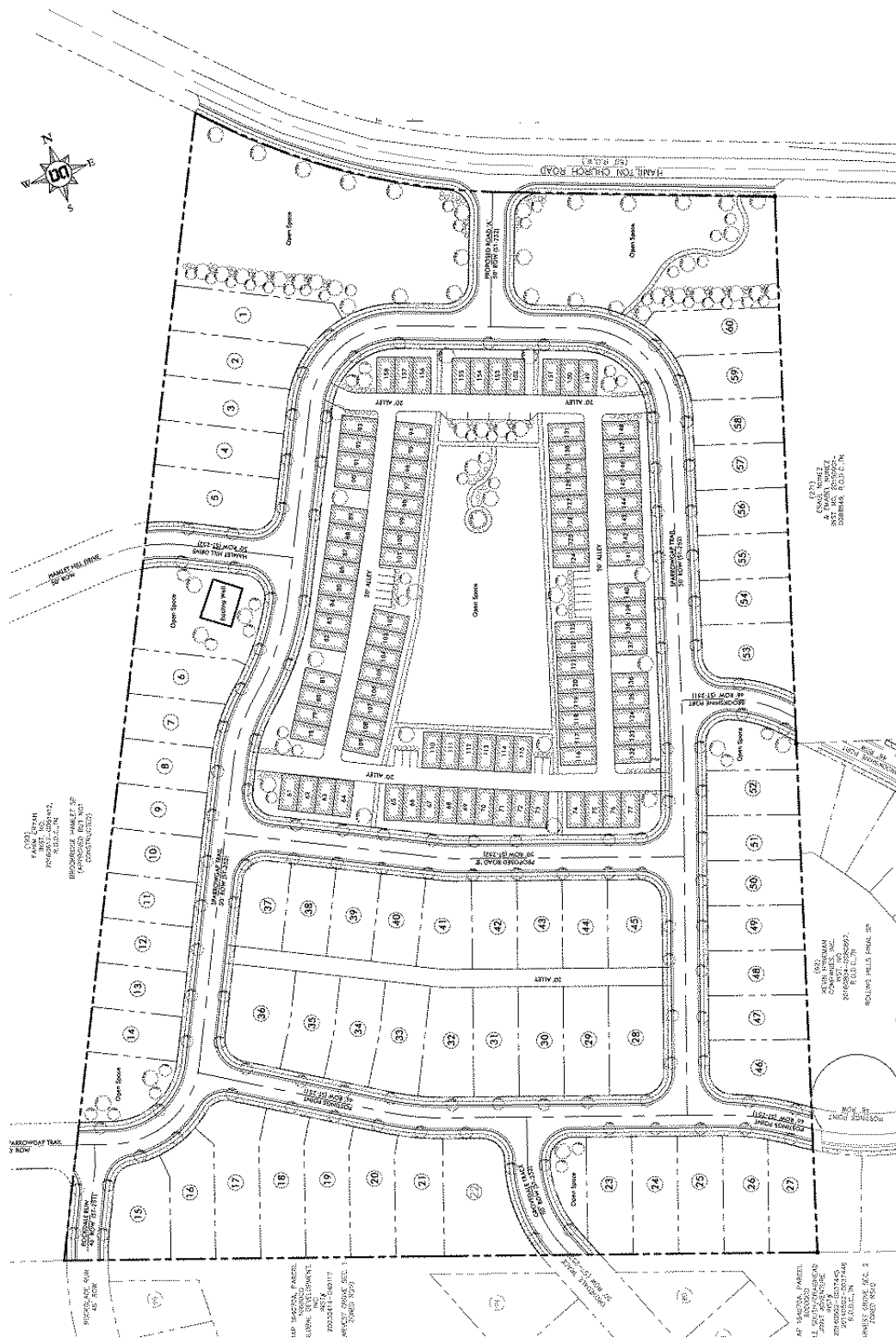
CRITICAL PLANNING GOALS

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



Metro Planning Commission Meeting of 03/9/2017



Proposed Site Plan



Metro Planning Commission Meeting of 03/9/2017

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.



Metro Planning Commission Meeting of 03/9/2017

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

Approve 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



Metro Planning Commission Meeting of 03/9/2017

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the findings of the TIS, developer shall construct and provide the following roadway improvements:

- Developer shall construct project access at Hamilton Church Rd. to include one southbound entering lane and two northbound exiting lanes, striped as separate left and right turn lanes. Each of the exiting lanes shall include at least 50 feet of storage.
- A westbound left turn lane and an eastbound right turn lane shall be constructed by developer on Hamilton Church Road at the new project access. Each of these turn lanes shall include at least 100 feet of storage and shall be designed and constructed according to AASHTO standards.
- Developer shall provide adequate sight distance at access road and Hamilton Church Rd.
- The current site plan includes an internal intersection approximately 125 feet south of Hamilton Church Road. At this intersection, stop signs shall be provided on the eastbound and westbound approaches, and the southbound approach shall remain free flow in order to prevent queuing into Hamilton Church Road. The stop sign on the eastbound approach shall include a supplemental plaque with the message, "TRAFFIC FROM LEFT DOES NOT STOP." Similarly, the stop sign on the westbound approach shall include a supplemental plaque with the message, "TRAFFIC FROM RIGHT DOES NOT STOP." A traffic signage plan shall be submitted to T&P Operation traffic staff for approval with construction plans.
- The project shall include connectivity to existing and future development east, west, and south of the proposed project.
- Provide sight triangles for internal intersections with the construction documents.
- Prior to final plat approval, Developer shall provide a pro rata contribution of \$40,000 for the off-site roadway widening for turn lanes and signal installation at the intersection of Mt. View Road and Hamilton Church Road which is planned by Public Works.

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 Planning Commission Meeting of 03/9/2017

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 approval with conditions and disapproval without all conditions.

CONDITIONS

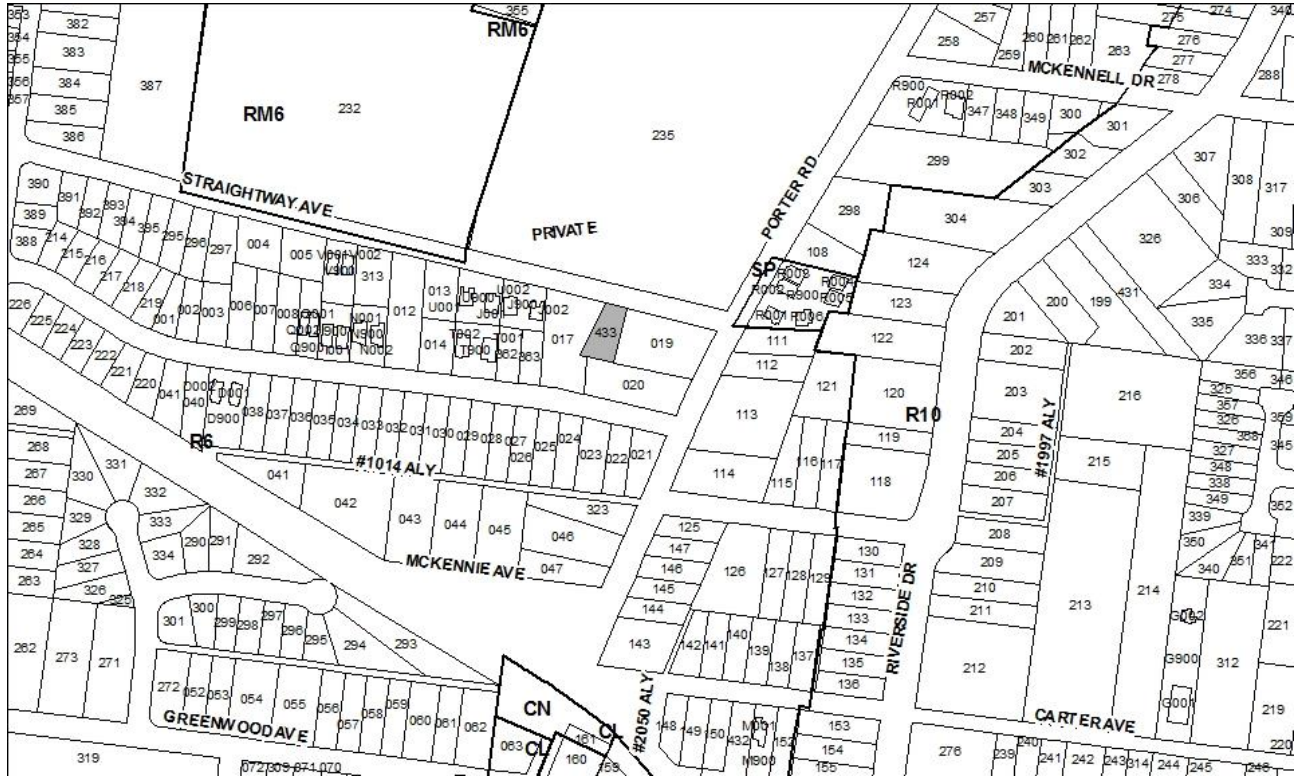
1. Sidewalk connections from the townhome units to the public sidewalk shall be provided on the Final SP plan.
2. Uses shall be limited to a maximum of 158 residential units.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/9/2017



2015S-165-001
PLAN OF BROWNSVILLE RESUB OF PART OF LOT 43
Map 083-03, Parcel(s) 433
05, East Nashville
06 (Brett Withers)



Project No.	Final Plat 2015S-165-001
Project Name	Plan of Brownsville Resub of Part of Lot 43
Council District	06 - Withers
School District	05 - Buggs
Requested by	Dale & Associates, Inc., applicant; D222, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the March 23, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Final plat to create 1 lot.

Final Plat

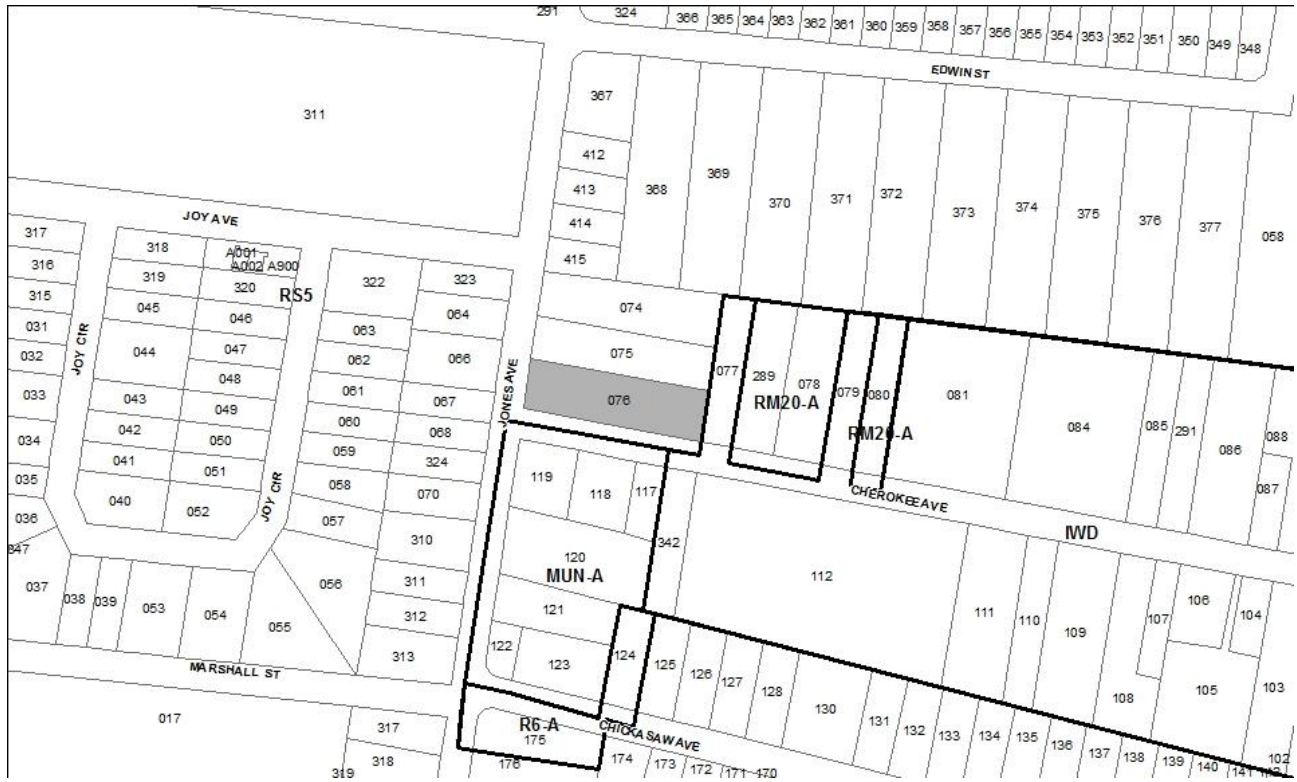
A request for final plat approval to create one lot on property located at Straightway Avenue (unnumbered), approximately 210 feet west of Porter Road, zoned One and Two-Family Residential (R6) (0.154 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



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, and the February 23, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the March 23, 2017, Planning Commission meeting.*

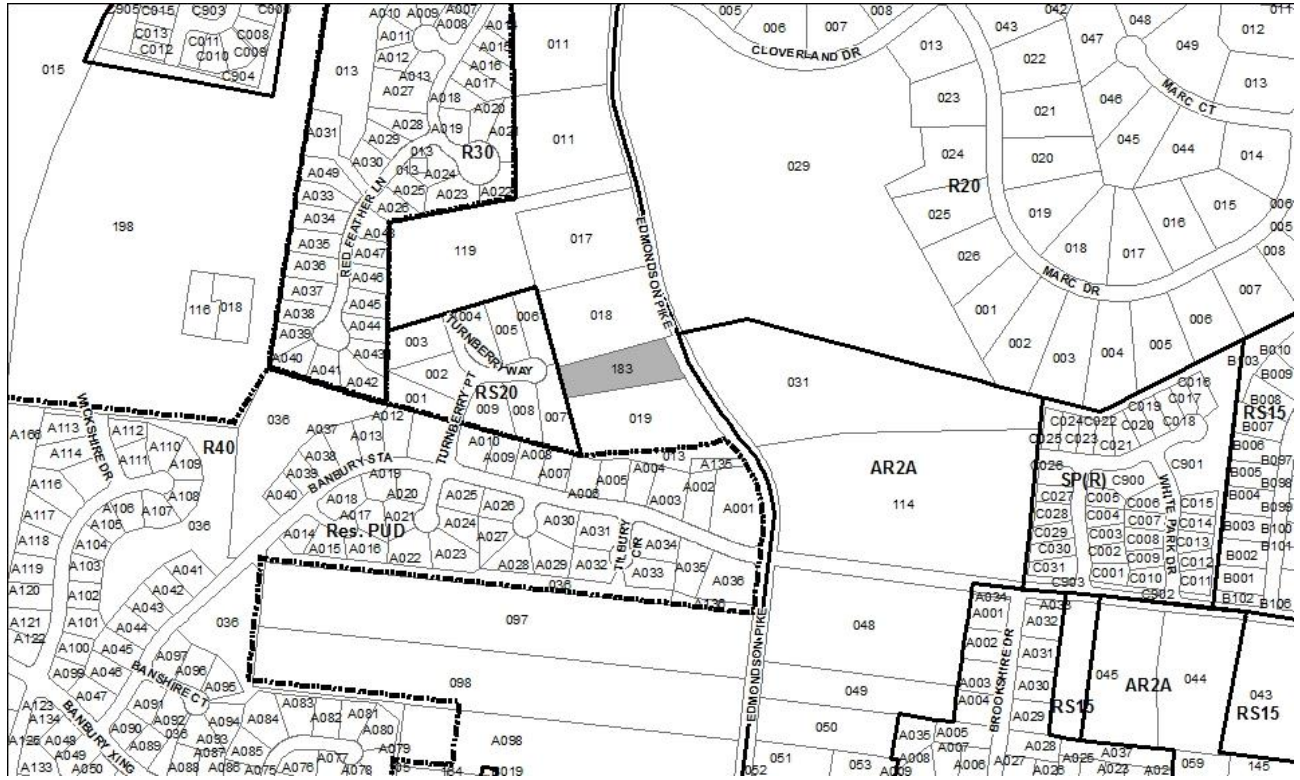
APPLICANT REQUEST
Final Plat to create two lots.

Final Plat
A request for final plat approval to create two lots and for a variance from the subdivision regulations for sidewalk requirements for property located at 1601 Jones Avenue, at the northeast corner of Jones Avenue and Cherokee Avenue, zoned Single-Family Residential (RS5) (0.53 acres).

STAFF RECOMMENDATION
Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



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, February 9, 2017, and February 23, 2017 Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the March 23, 2017, Metro 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 23, 2017, Metro Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



2017S-035-001

HALL ESTATES SECTION 3 RESUB OF LOT 235

Map 146-12 Parcel(s) 131

12, Southeast

26 (Jeremy Elrod)



Project No. **Final Plat 2017S-035-001**
Project Name **Hall Estates Section 3 Resub of Lot 35**
Council District 26 - Elrod
School District 02 - Brannon
Requested by Delle Land Surveying, applicant; Jack Barrett and Cynthia Barrett, owners.

Defer This item was previously deferred from the February 23, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the March 23, 2017, Planning Commission meeting.*

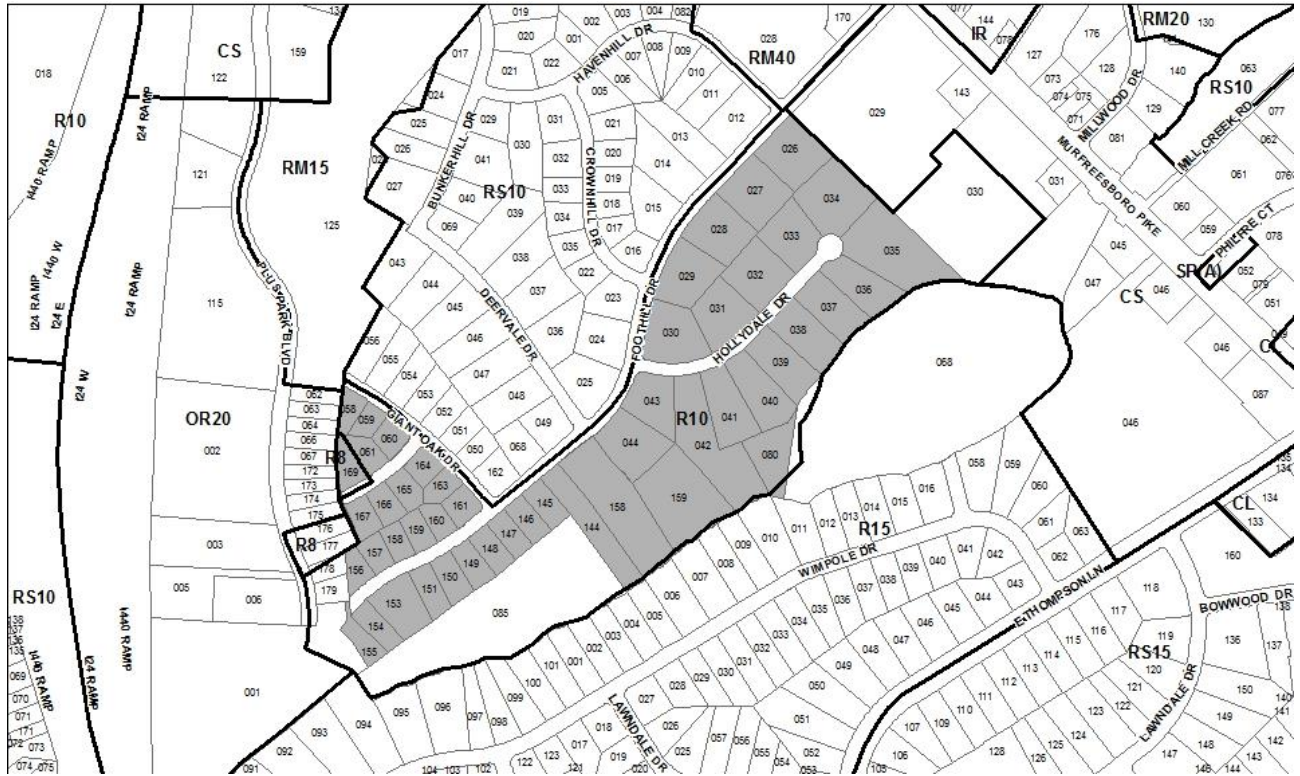
APPLICANT REQUEST
Final Plat to create two lots.

Final Plat
A request for final plat approval to create two lots and for a variance from the subdivision regulations for sidewalk requirements for property located at 5024 Trousdale Drive, approximately 224 feet north of Barrywood Drive, zoned Single-Family Residential (RS20) (1.10 acres).

STAFF RECOMMENDATION
Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



2017Z-021PR-001

Map 106-15, Parcel(s) 058-061

Map 106-16, Parcel(s) 026-044, 080

Map 119-03, Parcel(s) 114-151, 153-161, 163-167, 169

Map 119-04, Parcel(s) 158-159

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.

Deferrals This request was deferred from the February 23, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Disapprove as submitted. Approve with a substitute ordinance.*

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).

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.

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. Lots created by a subdivision approved by the Metro Planning Commission after 1984 are permitted a maximum of 25 percent duplex lots.

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

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

CRITICAL PLANNING GOALS
 N/A



Metro Planning Commission Meeting of 03/9/2017

SOUTH NASHVILLE COMMUNITY PLAN

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

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

Consistent with Policy?

The existing R8, R10, and R15 zoning districts and the proposed RS10 zoning districts are all consistent with the T3 NM policy depending on locational characteristics. The policy does not support one single-residential type, but can support single-family, two-family as well as multi-family, depending on the context. The intent of the policy is to ensure that established residential areas develop in a manner consistent with the overall development pattern. The policy does recognize that some change will occur over time, but any change should not disrupt the overall established development pattern.

ANALYSIS

The area included in the proposed zone change currently contains a diversity of housing types, including single-family and two-family residential dwellings. The area immediately to the northwest is zoned for single-family dwellings. A large area immediately to the south is zoned for one- and two-family dwellings. A number of the parcels in the zone change area contain steep slopes ranging from 15 percent to over 25 percent. There are several streams in the area and many of the parcels are located partially within the floodplain and floodway. The presence of sensitive environmental features such as steep slopes, streams and floodplains is indicated by the Conservation land use policy applicable to portions of the zone change area.

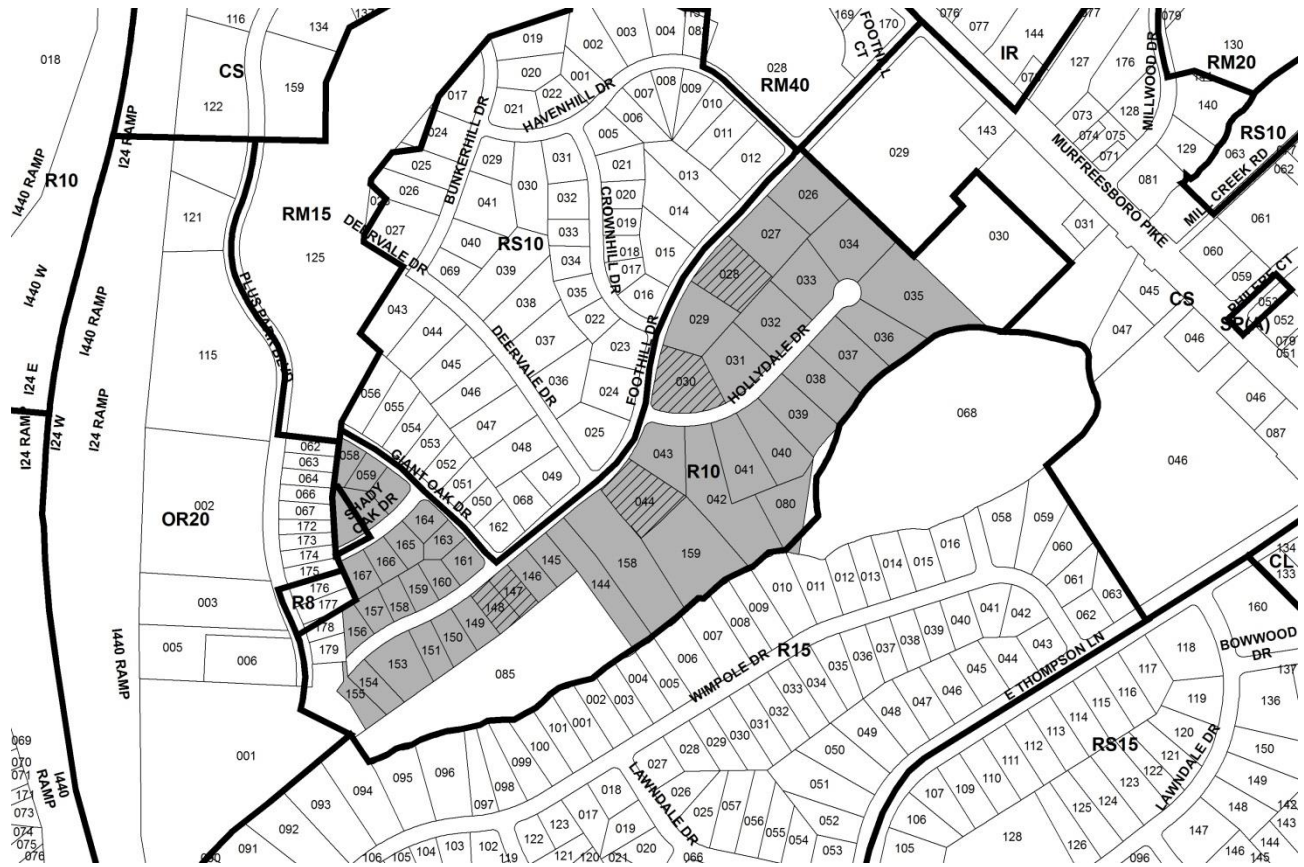
NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, to address the overall affordability of housing, and to respond to demographic changes that are driving changes in housing preferences. Both NashvilleNext and the South Nashville community plan specific to this area call for housing diversity that is tailored to the context and existing character of the area. Staff is recommending removal of several properties as depicted in the substitute ordinance below. The properties recommended to be removed are larger parcels located on corners or at prominent intersections where two-family dwellings already exist or could be accommodated. Removal of these parcels from the proposed zone change will help preserve opportunities for housing diversity consistent with the mixed one- and two-family pattern in the area. Staff's recommendation is intended to provide a balance between protection of sensitive environmental features through limitations on the intensity of residential development and the General Plan goals for housing diversity.



Metro Planning Commission Meeting of 03/9/2017

Substitute Ordinance No. BL2017-606

Staff recommends approval with a substitute to remove the following parcels from the downzoning:



*Hatched parcels indicate those staff recommends be removed from the zone change.

AFFORDABLE AND WORKFORCE HOUSING REPORT

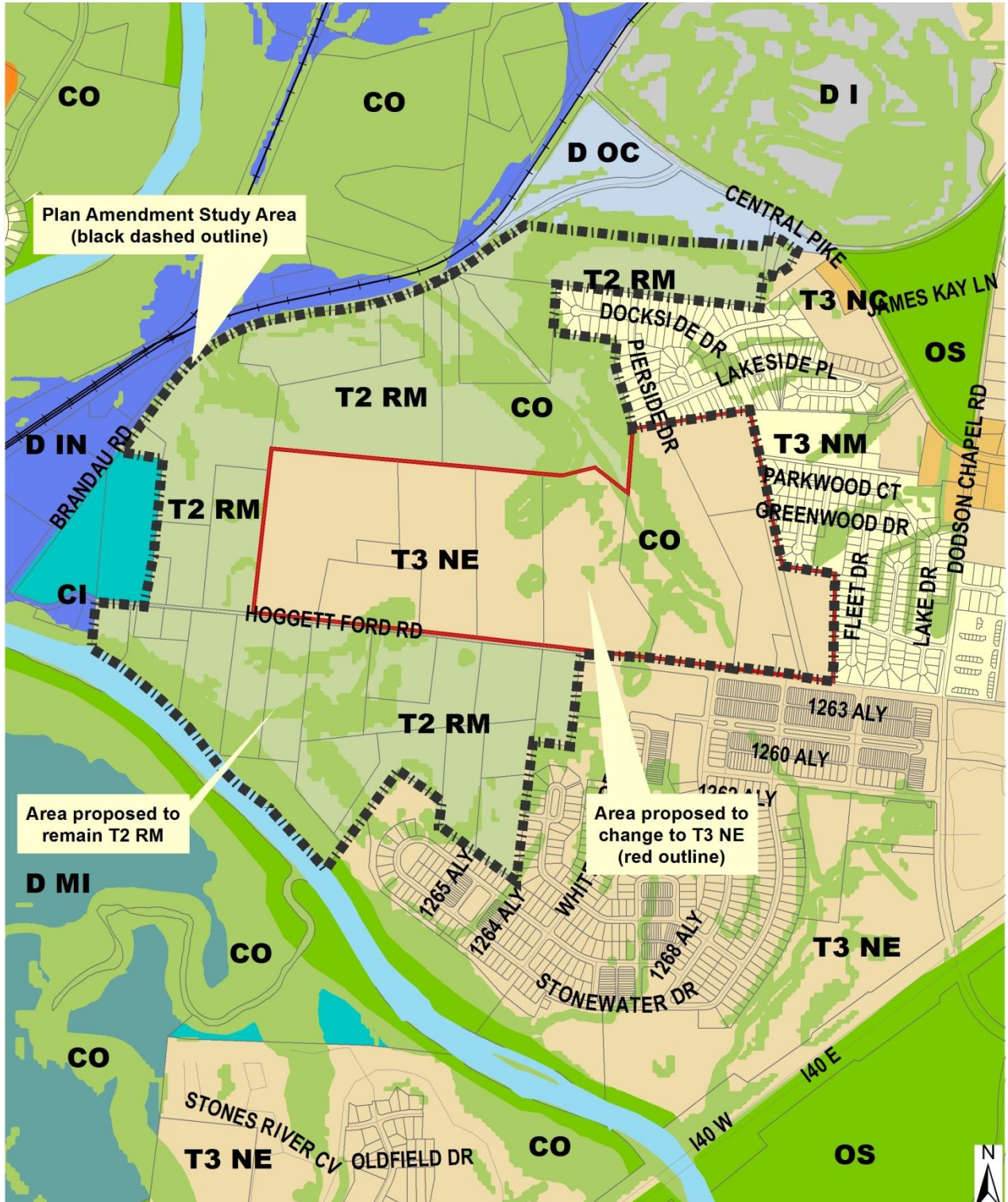
Not applicable. This request includes properties owned by various property owners, which may develop at different times.

STAFF RECOMMENDATION

Staff recommends disapproval as submitted and approval of the substitute ordinance.



Metro Planning Commission Meeting of 03/9/2017



2016CP-014-001
 DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT
 Map 086, Parcel(s) 126,127, 751
 Hermitage – Hessey Farm along Hoggett Ford Road
 14 (Kevin Rhoten)



Project No.	Major Plan Amendment 2016CP-014-001
Project Name	Donelson-Hermitage-Old Hickory Community Plan Amendment
Associated Case	2016SP-021-001
Council District	14 – Rhoten
School District	04 – Shepherd
Requested by	Gresham, Smith and Partners, applicant; D.M. Hessey, owner.
Staff Reviewer	McCaig
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Donelson-Hermitage-Old Hickory Community Plan to change the policy.

Major Plan Amendment

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the Community Character policy from Conservation and T2 Rural Maintenance policy to Conservation and T3 Suburban Neighborhood Evolving policy for 3605 Hoggett Ford Road and Hoggett Ford Road (unnumbered) (approximately 120 acres).

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

Current Policies

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 per 2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

Proposed Policy (Note: the CO policy is proposed to remain.)

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



Metro Planning Commission Meeting of 03/9/2017

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.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2016SP-021-001, which is a request to change the zoning from RS15 to SP-R for property along Hoggett Ford Road, also referred to as the Hessey Farm.

The property has historically been used as residential and a farm with some stands of trees. The applicant applied for the plan amendment and associated rezoning in January, 2016. However, both cases were deferred to continue working with the community and area Councilmember on design ideas and addressing concerns.

In the 2004 update to the Donelson-Hermitage-Old Hickory Community Plan, Rural policy was applied to this area along Hoggett Ford Road. Also in 2004, after a lengthy debate, the zoning was changed to RM9 and MUN, along with an Urban Design Overlay, on the property in the adjacent area to the southeast, known as Browns Farm (approximately 220 acres), to allow for the suburban Villages of Riverwood. Many of the rural neighbors were not in support of that zone change as they stated it would have negative impacts on the adjacent rural area. Today, Villages of Riverwood contains over 700 lots for single-family homes and townhomes and area for multi-family units that have not been built at this time.

COMMUNITY PARTICIPATION

Combined community meeting and public hearing notices were mailed out in late August, 2016, to property owners within 1,300 feet of the amendment area. In total, notices were mailed to approximately 900 surrounding property owners. Notice information was also placed on the department's webpage.

On September 13, 2016, Planning Department staff held a community meeting at the Hermitage Police Precinct to discuss the applicant's proposal. It was attended by approximately 45 people, including the area Councilmember, members of the development team, and Planning staff.

The attendees asked numerous questions about the details of the proposed development. Most of the questions were directed to the applicant regarding the details of the proposed project. In addition to questions regarding the application review process, the following questions and issues were discussed:

- Impact of the proposed approximately 375 houses on neighborhood streets. Traffic volume and congestion are already concerns in the neighborhood with Dodson Chapel Road, Central Pike, and Bell Road.
- Concern that Dodson Chapel Road cannot handle any more volume of vehicles due to existing congestion.
- Concern that the required street improvements to Hoggett Ford Road would connect Hoggett Ford to Brandau Road and create more traffic on both streets.



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- Concern regarding further loss of rural property and the rural character of the area.
- Concern that the number of houses is too much to add to the neighborhood and that the total number of houses should be reduced.
- Concern about some of the housing types, especially townhomes, due to community issues with building design in the adjacent Villages of Riverwood development.
- Concern that such a large-scale development would harm area wildlife.
- Concern that improving Hoggett Ford Road would mean harm to family cemeteries that are located along what is currently a rural lane.
- Support for extending Hoggett Ford Road to connect with Brandau Road to provide more connectivity in a currently isolated area.
- Concern about increased burden on area infrastructure, such as water lines and water pressure.
- Request that the applicant provide off-site street lighting and traffic signals if the development proceeds.

Since the September 13th community meeting, the applicant has continued to work with Councilmember Rhoten and the community. The applicant held an additional community meeting on January 31, 2017, to discuss refinements to the project's design, including a decrease in the total number of homes, and to gather feedback from attendees.

ANALYSIS

The proposed amendment area is a suitable location for the current T2 Rural Maintenance (T2 RM) policy. However, with infrastructure improvements and appropriate site design, the proposed amendment area becomes a suitable location for T3 Suburban Evolving (T3 NE) policy. The site is large enough to support a well-designed development while also preserving quality open space areas and sensitive natural features while taking advantage of its location near the Stones River greenway, J. Percy Priest Lake, and area services. The property is near Dodson Chapel Road, an Arterial-Boulevard (T3-R-AB3). The property is also adjacent to the T3 NE policy area for Villages of Riverwood, which is to the southeast.

The applicant has continued to work with staff on addressing design and infrastructure concerns, and their proposal now meets the design principles of the proposed T3 NE policy.

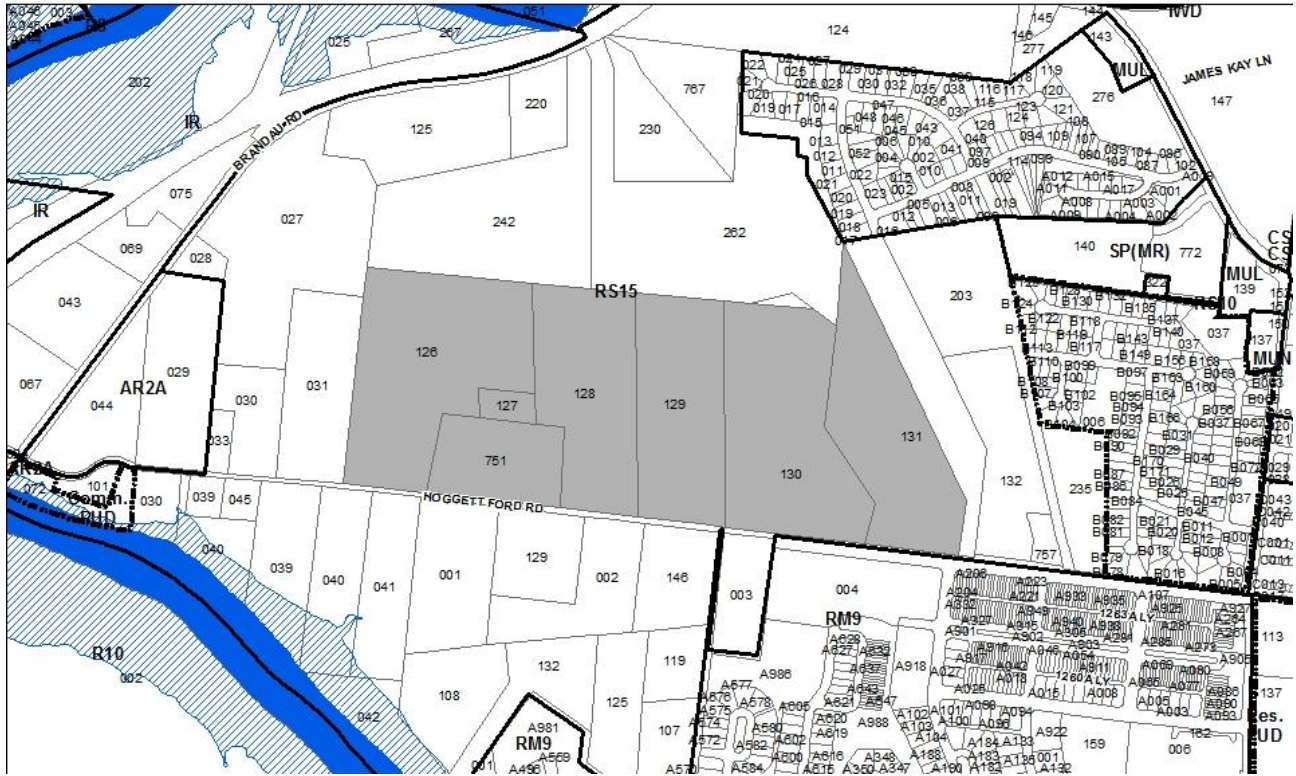
Staff studied the entire T2 RM policy area, approximately 331 acres. Staff's initial approach was that if a policy change is warranted, then the entire T2 RM area would be recommended for change. At the September, 2016, community meeting, residents in the Rural policy area realized that their properties were zoned RS15 (suburban character) and not AR2a as they had thought. Some of the surrounding property owners have recently applied to change their zoning to AR2a to demonstrate their commitment to keeping the area rural. Their zone change request is currently under review. As such, staff's recommendation is to change the policy for the Hessey Farm, and four adjacent properties to the east, to T3 Suburban Neighborhood Evolving, while keeping T2 Rural Maintenance policy in the remainder of the study area.

STAFF RECOMMENDATION

Staff recommends approval.



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2016SP-021-001
HESSEY-HOGGETT FORD SP
Map 086, Parcel(s) 126-130, 751 and part of 131
14, Donelson-Hermitage-Old Hickory
14 (Kevin Rhoten)



Project No. Specific Plan 2016SP-021-001
Project Name Hessey-Hogget Ford SP
Associated Case No. 2016CP-014-001
Council District 14 - Rhoten
School District 04 – Shepherd
Requested by Gresham Smith and Partners, applicant; Daniel M. Hessey, owner.

Staff Reviewer Birkeland
Staff Recommendation *Approve with conditions and disapprove without all conditions, subject to approval of the associated Community Plan amendment. If the associated Community Plan amendment is not approved, Staff recommends disapproval.*

APPLICANT REQUEST

Preliminary SP to permit a residential development.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning for properties located at 3605 and 3739 Hoggett Ford Road and Hoggett Ford Road (unnumbered), approximately 1,700 feet east of Brandau Road (87.91 acres), to permit up to 289 dwelling units.

Existing Zoning

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. *RS15 would permit a maximum of 255 units based on the acreage included in the request.*

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 three residential building types.

DONELSON –HERMITAGE-OLD HICKORY COMMUNITY PLAN

Existing Policy

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.



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Proposed Plan



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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.

Proposed Policy

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 proposed SP is not consistent with the existing policy. Therefore, a community plan amendment (2016CP-014-001) has been requested to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the current Community Character policy of Rural Maintenance (T2 RM) to Suburban Neighborhood Evolving (T3 NE) policy.

The T3 NE policy is a residential policy that is intended to create and enhance suburban residential neighborhoods with more housing choices and improved pedestrian, bicycle and vehicular connectivity. The SP includes three housing choices, which will contribute to the diversity of housing in the area. The SP includes a multi-use trail along the south side of Hoggett Ford Road and an interior sidewalk network connecting the residential units to the proposed multi-use trail. The proposed plan will extend Hoggett Ford Road from the eastern Hoggett Ford Road to the western side of Hoggett Ford Road. This connection will provide a vital connection for the existing neighborhoods and the community as a whole.

PLAN DETAILS

The site is located along Hoggett Ford Road, located east of Brandau Road and west of Dodson Chapel Road. The site is approximately 87.91 acres.

Site Plan

The plan proposes 289 residential units including front loaded single-family lots, alley loaded single-family lots, and villa lots. Each residential unit type includes specific standards for building type location, setbacks, height, architectural standards, character images of building types, etc.



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Front loaded single-family lots

A total of 160 front loaded single-family lots are proposed within the development. The lots will be located in three areas of the proposed development: northeastern, middle and eastern end of the site. The maximum height of the single-family units is 3 stories.

Alley loaded single-family lots

A total of 61 alley loaded single-family lots are proposed within the development. Alley loaded lots are located along the eastern side of the site along the Hogget Ford Road extension, providing a transition from the existing residential units to the east. Alley loaded lots are also located along in the middle of the site along the new Hoggett-Ford Road.

Villa lots

A total of 34 villa lots are proposed within the development. Each villa lot contains two attached units for a total of 68 units. The proposed lots are located in the rear of the site and provide an additional housing type in the area.

Below are some of the architectural standards for all unit types:

- Building facades to be comprised of brick, stone, cultured stone, and/or cementitious siding. EFIS, vinyl siding, and untreated wood are not permitted (vinyl accents, vinyl trim, and vinyl soffit are permitted)
- Garages shall not protrude beyond the front facade of the residential structure except for Villa Elevation B
- All homes (single-family detached and villa) shall primarily be brick on all four sides
- Front loaded garages shall be upgraded carriage-style garage doors
- Corner units shall address both streets

Vehicular and Pedestrian Connections and Access

Hogget Ford Road is classified as a local street. A variable width of narrow Hogget Ford Road right-of-way follows the southern portion of the proposed plan. A rural, one lane road is within most of the right-of-way. There is a gap, however, separating the east and west segments of Hogget Ford Road. A heavily wooded valley and a spring-fed stream are located within the gap along Hogget Ford Road.

The PS proposes a new road to connect the east and west segments of Hogget Ford Road. The new road will be built around the valley and spring-fed stream. By aligning the road around the valley and stream, the SP will avoid impacting the sensitive environmental features in this area.

The proposed plan provides public streets throughout the site. A stub street connection is provided to the north and two stub connections are provided to the west. One connection to the west includes the extension of Hogget Ford Road. A multi-use pedestrian/bike trail will be installed along the southern side of Hogget Ford Road. Another multi-use trail will extend north from Hogget Ford Road through the middle of the site. Sidewalks are being provided throughout the site. The proposed plan will provide for additional connectivity and pedestrian options.

The site has an extensive existing tree canopy. The proposed plan preserves trees throughout the site, especially along the northeastern side of the site, providing buffers along the property lines. Open space is provided throughout the site with a large open space / amenity area in the middle of the site. The amenity area includes a resident clubhouse, fitness center, and swimming pool.



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ANALYSIS

The proposed policy supports a range of housing choices. The surrounding neighborhood consists of one, two and multi-family residential units. The proposed SP will incorporate both single-family lots and villa (duplex) lots. Single-family unit types include front loaded and alley loaded units. Alley loaded lots have been arranged along the eastern portion of Hoggett Ford Road providing a transition into the proposed SP to front loaded single-family units. The proposed villa units are located in the rear of the SP.

The plan will provide an important connection of Hoggett Ford Road from east to west, connecting the existing gap in Hoggett Ford Road. The plan incorporates future connections to adjacent properties to the north and west. The proposal meets the local street standards of a five foot sidewalk and four foot planting strip.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

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

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Developer shall design signal plans for Metro traffic engineer approval and install signals at Dodson Chapel Rd and Hoggett Ford Rd intersection and at Dodson Chapel Rd and Bell Rd intersection when signal warrants are satisfied and signal plans are approved. Adequate left turn lane storage at intersections shall be provided. Appropriate pedestrian infrastructure shall be included in signal design.
- Traffic signage and pavement marking plans shall be submitted with Final SP documents. Provide parking per metro code.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 24 Elementary 20 Middle 18 High

Projected student generation proposed SP-R district: 31 Elementary 26 Middle 24 High

The proposed SP-R zoning district could generate 19 more students than what is typically generated under the existing RS15 zoning district. Students would attend Tulip Grove Elementary School, Dupont-Tyler Middle School, and McGavock High School. All students have been identified as



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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? N/A

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions, subject to approval of the associated Community Plan amendment. If the associated Community Plan amendment is not approved, Staff recommends disapproval.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 289 dwelling units, including no more than 34 villa lots (68 units).
2. Villa type lots shall be limited to 25% of type "B" units.
3. Raised foundations of a minimum of 18" and a maximum of 36" are required for all residential buildings, except villa units.
4. The extension of Hogget Ford Road shall provide a complete connection to both existing sides of Hoggett Ford Road.
5. Existing residential driveways south along Hoggett Ford Road shall be connected to the proposed Hoggett Ford Road.
6. All sidewalks and trails shall be within right-of-way or a public pedestrian easement.
7. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of R6 zoning district.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
11. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
12. 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



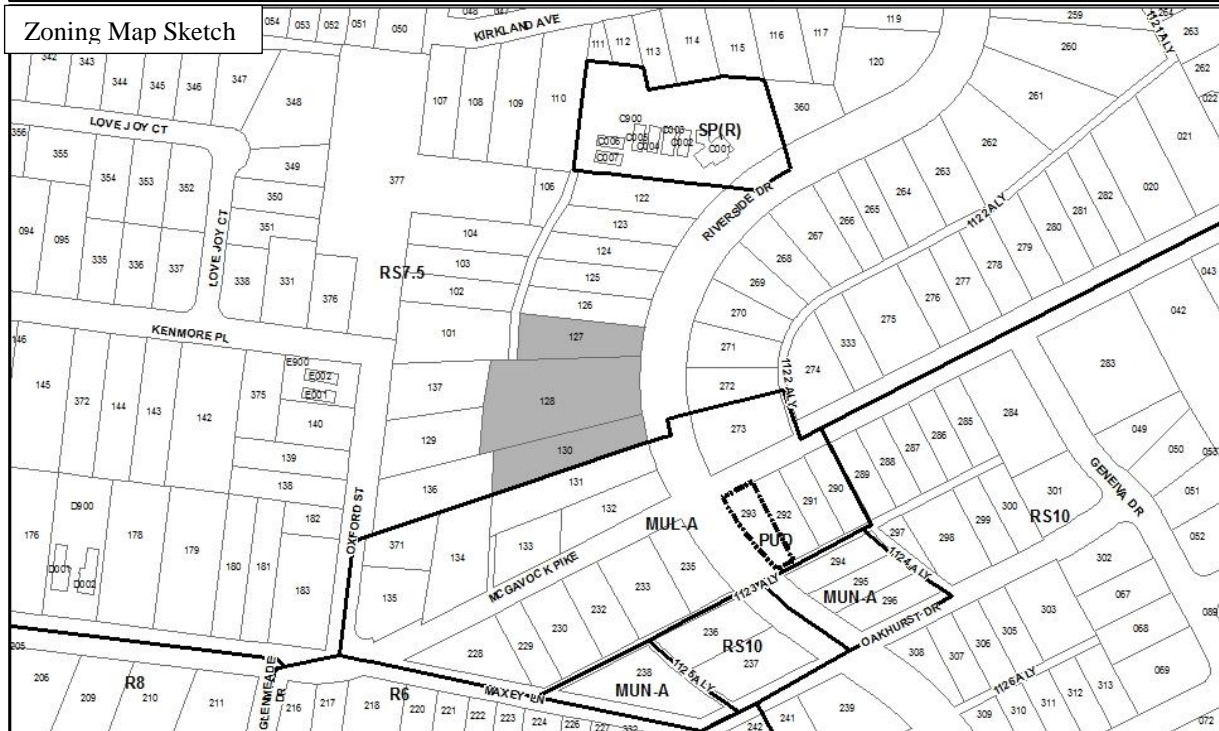
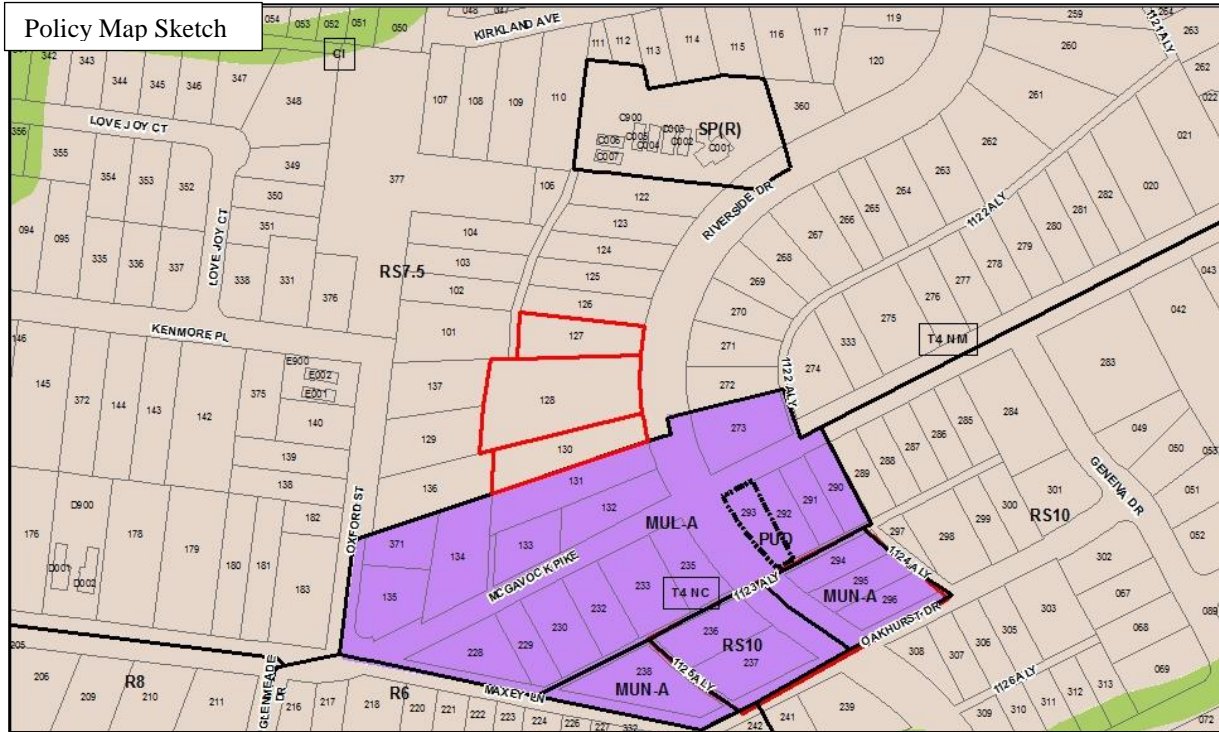
Metro Planning Commission Meeting of 03/9/2017

through this enacting ordinance, or add vehicular access points not currently present or approved.

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



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2017CP-005-003
EAST NASHVILLE COMMUNITY PLAN AMENDMENT
Map 072-07, Parcel(s) 127-128, 130
05, East Nashville
07 (Anthony Davis)



Project No.	Major Plan Amendment 2017CP-012-001
Project Name	East Nashville Community Plan Amendment
Associated Case	2017SP-013-001
Council District	07 - Davis
School District	03 - Speering
Requested by	Gresham Smith & Partners, applicant; Lance Bloom, owner.
Staff Reviewer	Sewell
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Evolving on properties located at 2304, 2306 and 2310 Riverside Drive (1.49 acres), approximately 100 feet northwest of McGavock Pike.

STAFF RECOMMENDATION

Staff recommends indefinite deferral of this application at the request of the applicant.



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2017SP-013-001
RIVERSIDE VILLAGE SP
Map 072-07, Parcel(s) 127-128, 130
05, East Nashville
07, (Anthony Davis)



Project No.	Specific Plan 2017SP-013-001
Project Name	Riverside Village SP
Associated Case	2017CP-005-003
Council District	07 – Davis
School District	03 - Speering
Requested by	Gresham, Smith and Partners, applicant; Lance Bloom, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Permit up to 24 residential units.

Preliminary SP

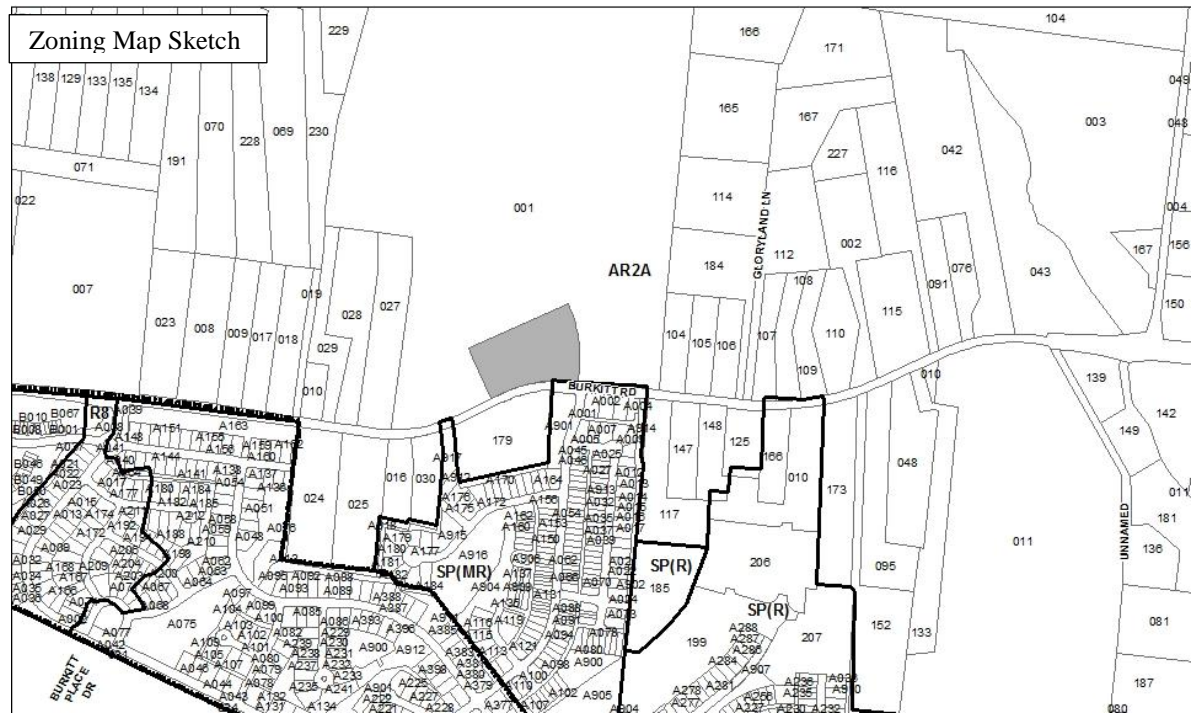
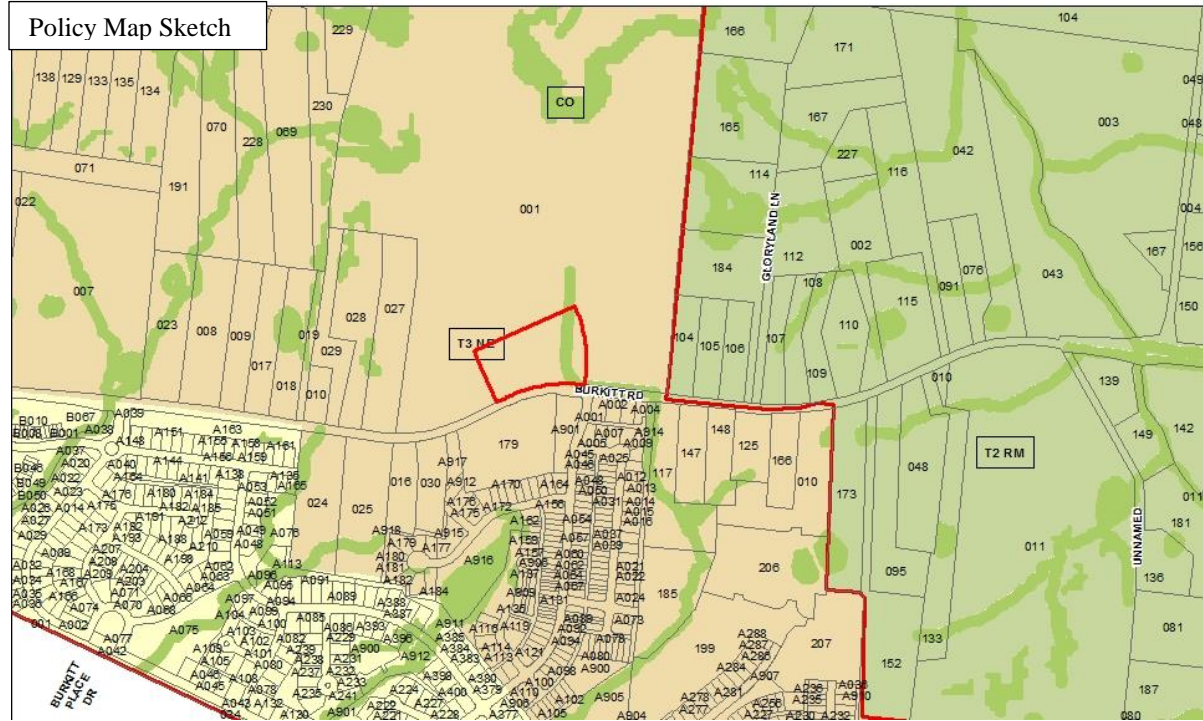
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning on properties located at 2304, 2306 and 2310 Riverside Drive, approximately 100 feet north of McGavock Pike, (1.45 acres), to permit up to 24 residential units.

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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2017CP-012-001
SOUTHEAST COMMUNITY PLAN AMENDMENT
 Map 187, Parcel(s) 001
 12, Southeast
 31 (Fabian Bedne)



Project No.	Major Plan Amendment 2017CP-012-001
Project Name	Southeast Community Plan Amendment
Associated Case	2017SP-023-001
Council District	31 – Bedne
School District	2 – Brannon
Requested by	Smith Gee Studio, applicant; Stacy J. Carter, owner.
Staff Reviewer	Sewell
Staff Recommendation	<i>Defer to the March 23, 2017, Planning Commission Meeting</i>

APPLICANT REQUEST

Amend Southeast Community Plan to change the policy.

Major Plan Amendment

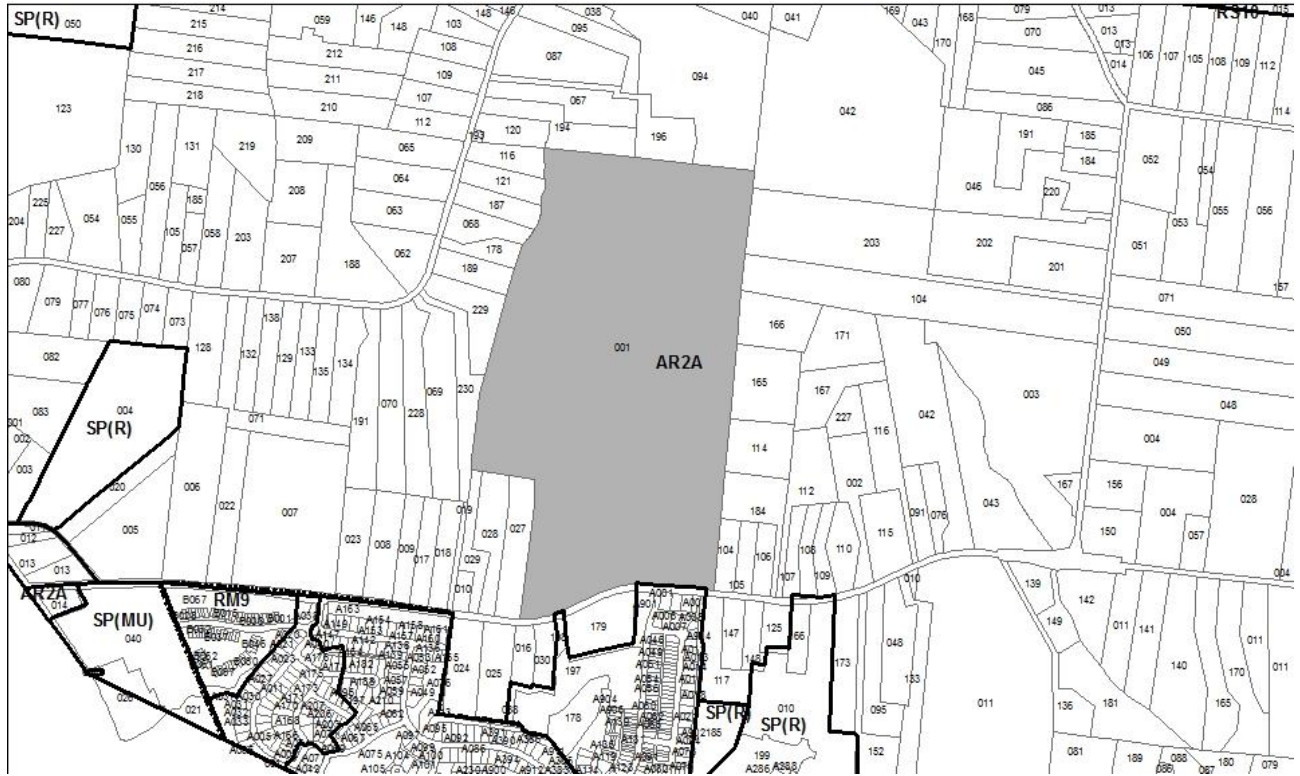
A request to amend the Southeast Community Plan by amending the Community Character Policy to change from T3 Suburban Neighborhood Evolving to T3 Neighborhood Center on property located at Burkitt Road (unnumbered), north of the terminus of Westcott Lane, zoned Agricultural (AR2A) (approximately 5.10 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-023-001
BURKITT RIDGE
Map 187, Parcel(s) 001
12, Southeast
31 (Fabian Bedne)



Project No.	Specific Plan 2017SP-023-001
Project Name	Burkitt Ridge SP
Associated Case	2017CP-012-001
Council District	31 – Bedne
School District	02 - Brannon
Requested by	Smith Gee Studio, applicant; Stacy Carter, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Defer to the March 23, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Mixed Use (SP-MU) zoning on property located at Burkitt Road (unnumbered), north of the terminus of Westcott Lane (143.92 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



NO SKETCH



**Project Nos. and
Council Bill Nos.**

Text Amendment 2017Z-004TX-001, BL2017-608
Text Amendment 2017Z-005TX-001, BL2017-609
Text Amendment 2017Z-006TX-001, BL2017-610
Text Amendment 2017Z-007TX-001, BL2017-611

Project Name
Council District
School District

Short Term Rental Properties
Countywide
Countywide

Staff Reviewer
Staff Recommendation

Logan
Defer to the April 13, 2017, Planning Commission meeting.

TEXT AMENDMENTS

Ordinances to amend Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to Short Term Rental Properties:

ORDINANCE NO. BL2017-608

An ordinance amending sections 17.04.060 , 17.08.030, 17.16.250, and 17.16.070 of the Metropolitan Code of Laws to establish distinct land uses for “Short term rental property – Owner-Occupied” and “Short term rental property – Not Owner-Occupied”, and establishing a phase out date in year 2021 for “Short term rental property – Not Owner-Occupied” (Proposal No. 2017Z-004TX-001).

ORDINANCE NO. BL2017-609

An ordinance amending section 17.16.250.E of the Metropolitan Code of Laws to establish a 12-month moratorium on the issuance of new Type 2 and Type 3 short term rental property permits and permit numbers for properties zoned for single and two-family residential use (Proposal No. 2017Z-005TX-001).

ORDINANCE NO. BL2017-610

An ordinance amending section 17.16.250.E of the Metropolitan Code of Laws to establish a 36-month moratorium on the issuance of new Type 2 and Type 3 short term rental property permits for properties zoned for single and two-family residential use (Proposal No. 2017Z-006TX-001).

ORDINANCE NO. BL2017-611

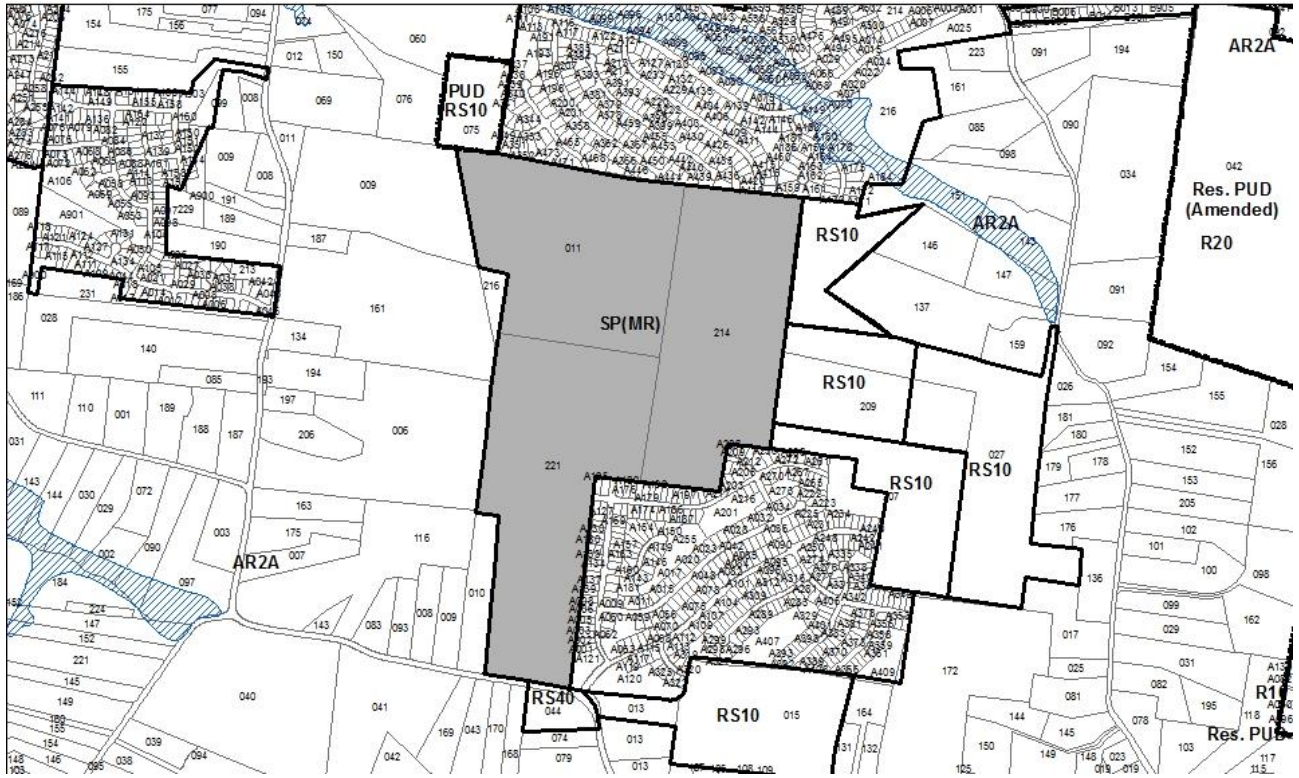
An ordinance amending Section 17.16.250 of the Metropolitan Code of Laws to require the consent of adjacent property owners, Home Owner Associations, Condominium Associations, or other such community associations prior to issuance of a Short Term Rental Property permit (Proposal No. 2017Z-007TX-001).

STAFF RECOMMENDATION

Staff recommends deferral to the April 13, 2017, Planning Commission meeting at the request of the sponsors. It is anticipated that the sponsors will also defer the Council public hearings from April to May.



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2006SP-181-001
EVERGREEN HILLS SP (AMENDMENT)
Map 182, Parcel(s) 011, 214, 221
12, Southeast
31 (Fabian Bedne)



Project No.	Specific Plan 2006SP-181-001
Project Name	Evergreen Hills SP (Amendment)
Council District	31 – Bedne
School District	06 – Hunter
Requested by	Anderson Delk Epps and Associates, applicant; Evergreen Hills, G.P., owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the March 23, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit up to 633 residential units.

Preliminary SP

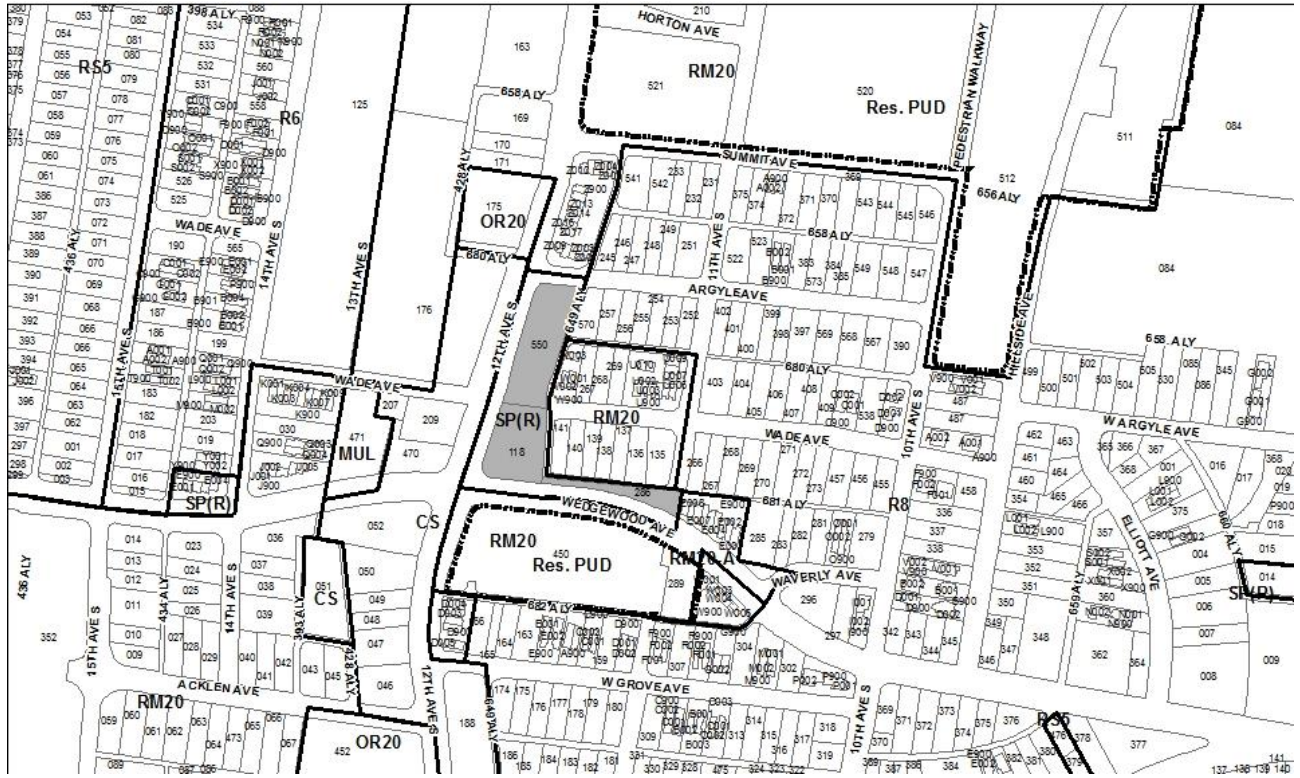
A request amend the Evergreen Hills SP on properties located at 13880 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 2,250 feet east of Pettus Road, zoned Specific Plan-Mixed Residential (SP-MR) (188.7 acres), to permit 633 residential lots.

STAFF RECOMMENDATION

Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



2016SP-045-003

12TH AND WEDGEWOOD SP (AMENDMENT)

Map 105-05, Parcel(s) 550

Map 105-09, Parcel(s) 118, 286

10, Green Hills - Midtown

17 (Colby Sledge)



Project No.	Specific Plan 2016SP-045-003
Project Name	12th and Wedgewood SP (Amendment)
Council District	17 - Sledge
School District	05 - Buggs
Requested by	Metro Government, applicant and owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Amend an SP to permit up to 175 residential units.

SP Amendment

A request to amend a Specific Plan on properties located at 1440 and 1500 12th Avenue South and Wedgewood Avenue (unnumbered), at the northeast corner of Wedgewood Avenue and 12th Avenue South, zoned Specific Plan-Residential (SP-R) (1.83 acres), to increase units from a maximum of 150 to a maximum of 175 residential units.

Existing Zoning

Specific Plan-Residential (SP-R) provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type. The current SP allows a maximum of 150 multi-family units.

Proposed Zoning

Specific Plan-Residential (SP-R) provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type. The proposed SP allows a maximum of 175 multi-family units within the currently approved footprint.

CRITICAL PLANNING GOALS

N/A

GREEN HILLS-MIDTOWN 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.

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



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applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

Consistent with Policy?

Yes. The proposal to increase the permitted units from 150 to 175 within the same footprint is consistent with the policy. The policy encourages the creation of urban residential neighborhoods with a diverse mix of housing types at moderate to high intensities. The location of the site at the intersection of Wedgewood Avenue and 12th Avenue South makes it an appropriate location for multi-family residential development.

PLAN DETAILS

The site is located at 1440 and 1500 12th Avenue South and Wedgewood Avenue (unnumbered), at the northeast corner of Wedgewood Avenue and 12th Avenue South. The site is approximately 1.8 acres in size and is currently vacant.

HISTORY

In June 2016, the Metro Planning Commission recommended approval of an SP to permit 150 residential dwelling units 1440 and 1500 12th Avenue South and Wedgewood Avenue (unnumbered). The applicant is currently proposing to amend the SP to add 25 more units, for a maximum of 175 residential units.

Plan Detail

The approved Specific Plan was a regulatory plan. No standards of the approved plan are changing except for the increase in the number of allowed units from 150 to 175. All other standards remain as previously approved. Parking will be addressed with the final site plan application.

ANALYSIS

The proposed development provides for an urban development on an infill site. The increase in units within the same footprint as the approved SP is appropriate given the policy and location along a corridor.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP Amendment only, on the following three conditions: 1) 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. 2)



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The latest availability study must be updated before the Final SP, to reflect the increased unit count. 3) The increased unit count will increase the amount of capacity fees owed.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.8		150 U	1033	78	101

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.8		175 U	1185	90	114

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+25 U	+152	+12	+13

METRO SCHOOL BOARD REPORT

Projected student generation existing SP- district: 3 Elementary 2 Middle 1 High

Projected student generation proposed SP-R district: 3 Elementary 2 Middle 1 High

The proposed SP-R zoning is not anticipated to generate no more students than what is typically generated under the existing SP-R zoning district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

- Permitted land uses shall be limited to up to 175 multi-family residential units. All other uses, including Short Term Rental Property (STRP) shall be prohibited.
- All standards and conditions of BL2016-299 remain in effect.



Metro Planning Commission Meeting of 03/9/2017

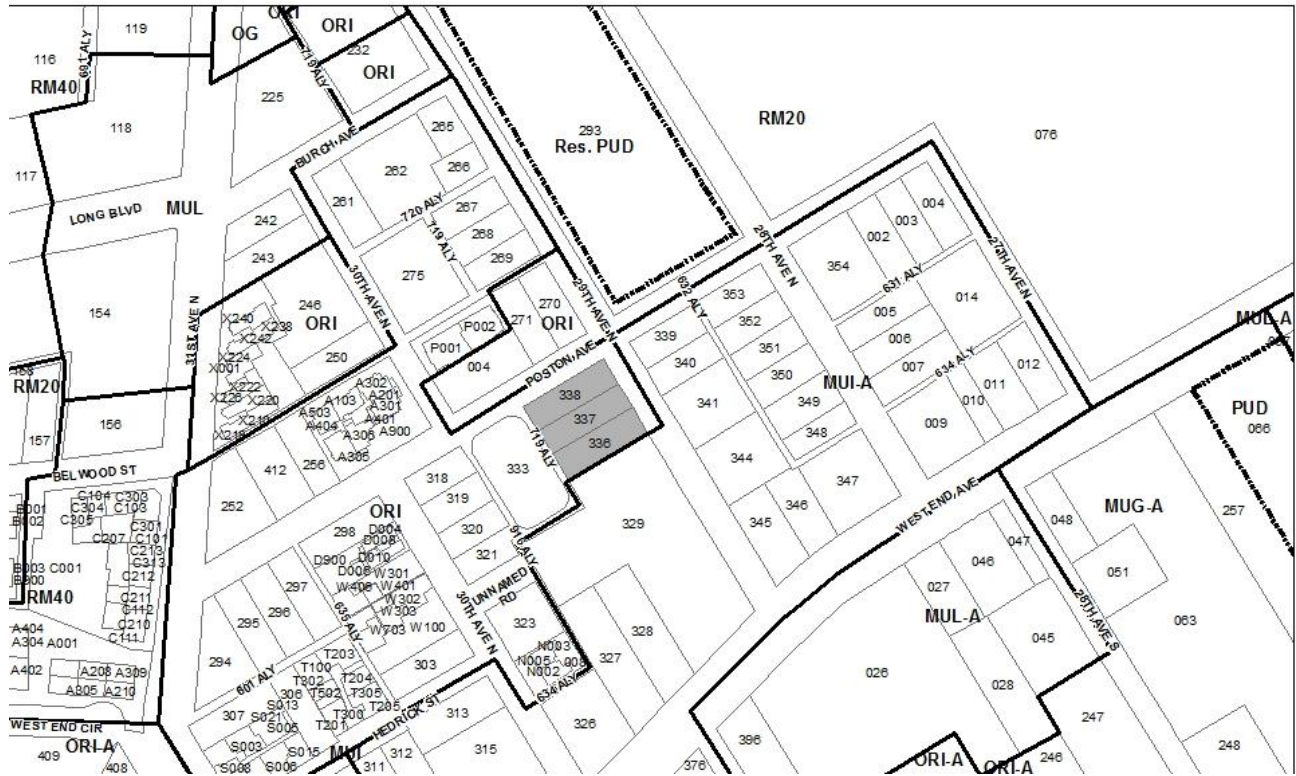
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM60-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/9/2017



2017SP-020-001
FAIRFIELD INN AND SUITES
Map 104-02, Parcel(s) 336-338
10, Green Hills – Midtown
21, (Ed Kindall)



Project No.	Specific Plan 2017SP-020-001
Project Name	Fairfield Inn and Suites
Council District	21 – Kindall
School District	08 – Pierce
Requested by	Humphreys and Associates, applicant; Midtown Hotel Partners, LLC, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Defer to the March 23, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a hotel development.

Preliminary SP

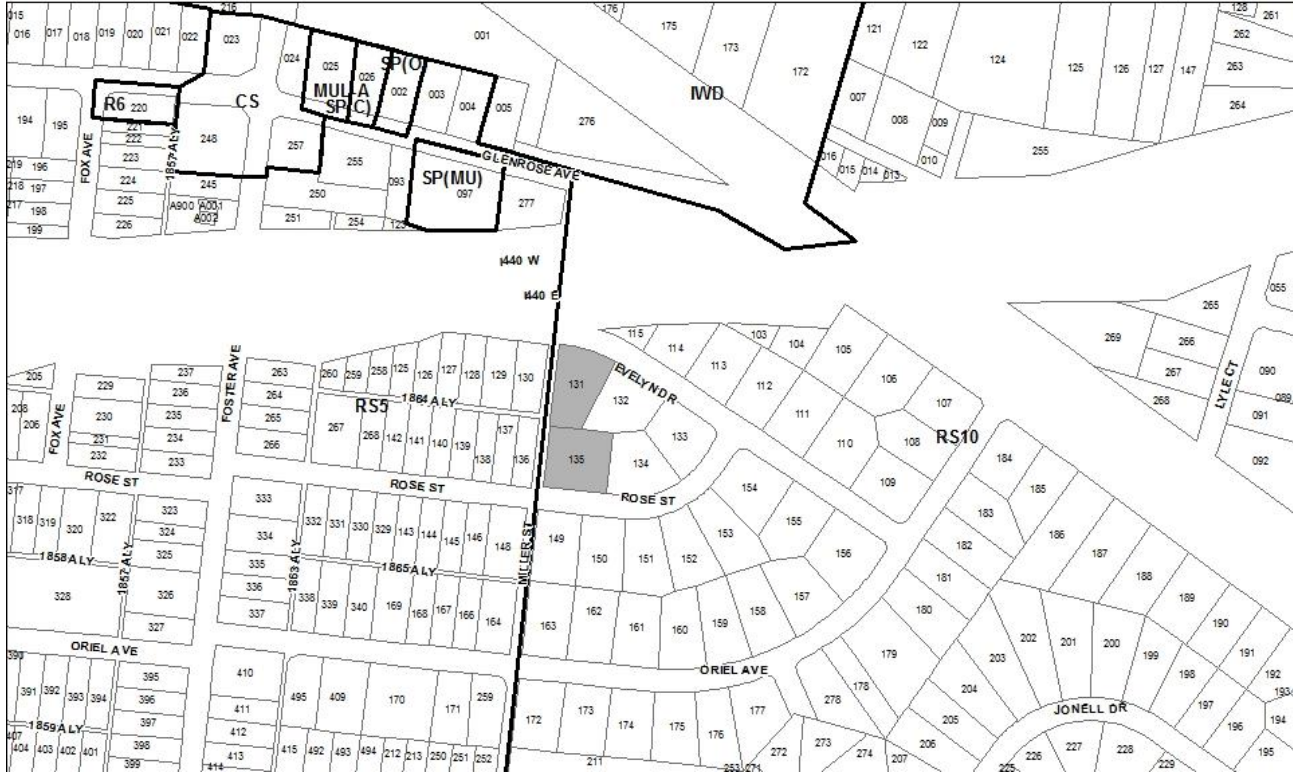
A request to rezone from Office Residential Intensive (ORI) to Specific Plan – Commercial (SP-C) on properties located at 109, 111 and 113 29th Avenue North, at the southwest corner of Poston Avenue and 29th Avenue North, located within the 31st Avenue and Long Boulevard Urban Design Overlay District (0.49 acres), to permit a hotel.

STAFF RECOMMENDATION

Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



2017SP-021-001
GLENROSE SP
Map 119-02, Parcel(s) 131,135
11, South Nashville
16 (Mike Freeman)



Project No.	Specific Plan 2017SP-021-001
Project Name	Glenrose SP
Council District	16- Freeman
School District	07 – Pinkston
Requested by	Dale and Associates, applicant; SC2 Properties, LLC, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer to the March 23, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit six residential units.

Preliminary SP

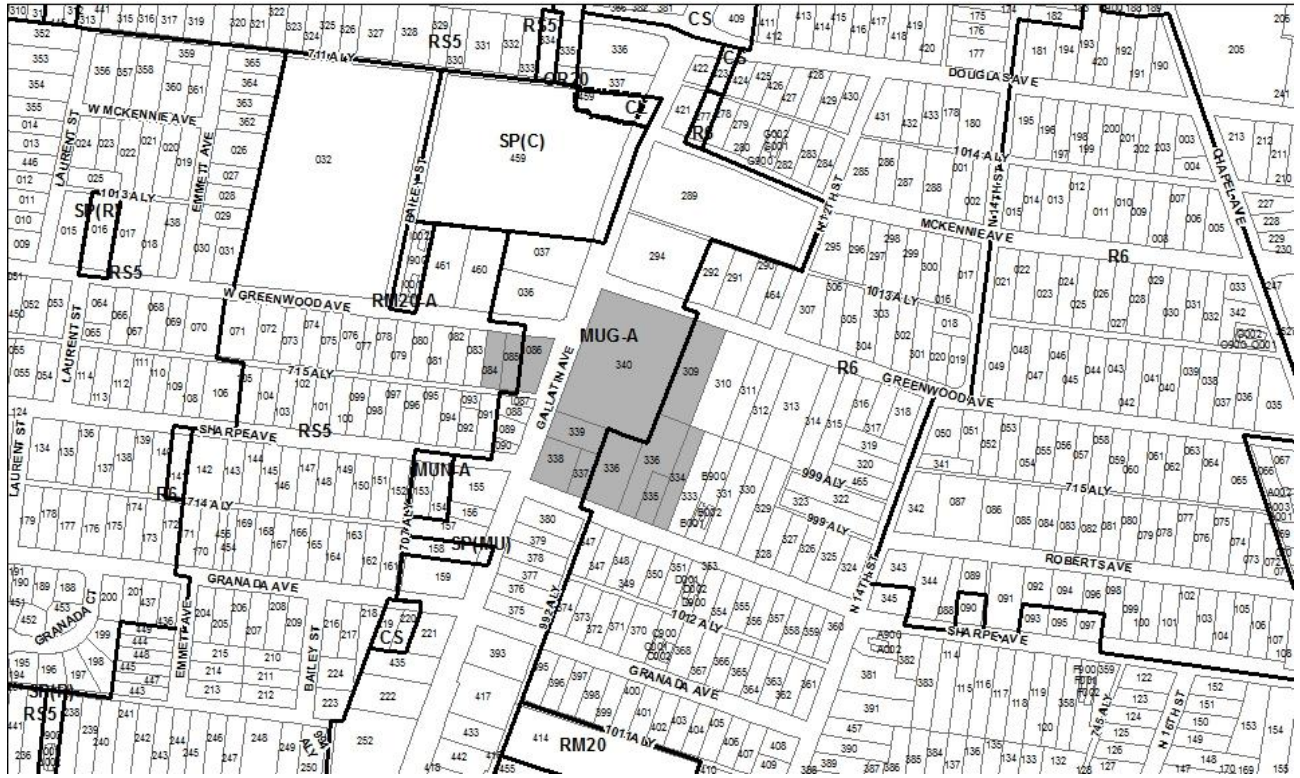
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning on properties located at 98 Rose Street and 99 Evelyn Drive, (0.82 acres), to permit six residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



2017SP-022-001

HILL CENTER GREENWOOD SP

Map 083-01, Parcel(s) 084-086, 309, 336.01, 334-340

05, East Nashville

05 (Scott Davis)

06 (Brett Withers)



Project No.	Specific Plan 2017SP-022-001
Project Name	Hill Center Greenwood SP
Council District	05 – Davis and 06 – Withers
School District	05 - Buggs
Requested by	Smith Gee Studio, LLC, applicant; H.G. Hill Realty Company, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Mixed Use General – Alternative (MUG-A), One and Two-Family Residential (R6), and Single-Family Residential (RS5) to Specific Plan – Mixed Use (SP-MU) zoning on properties located at 1101 and 1108 Gallatin Avenue, 1105, 1107, 1109, 1111 Sharpe Avenue and Sharpe Avenue (unnumbered), 1048 and 1050 West Greenwood Avenue and 1110 Greenwood Avenue, at the southeast corner of Gallatin Avenue and Greenwood Avenue and at the southwest corner of West Greenwood Avenue and Gallatin Avenue, within the Gallatin Pike Urban Design Overlay District (5.32 acres), to permit a mixed-use development.

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. A total of 0.36 acres within the project site are zoned RS5. *RS5 would permit a maximum of three lots.*

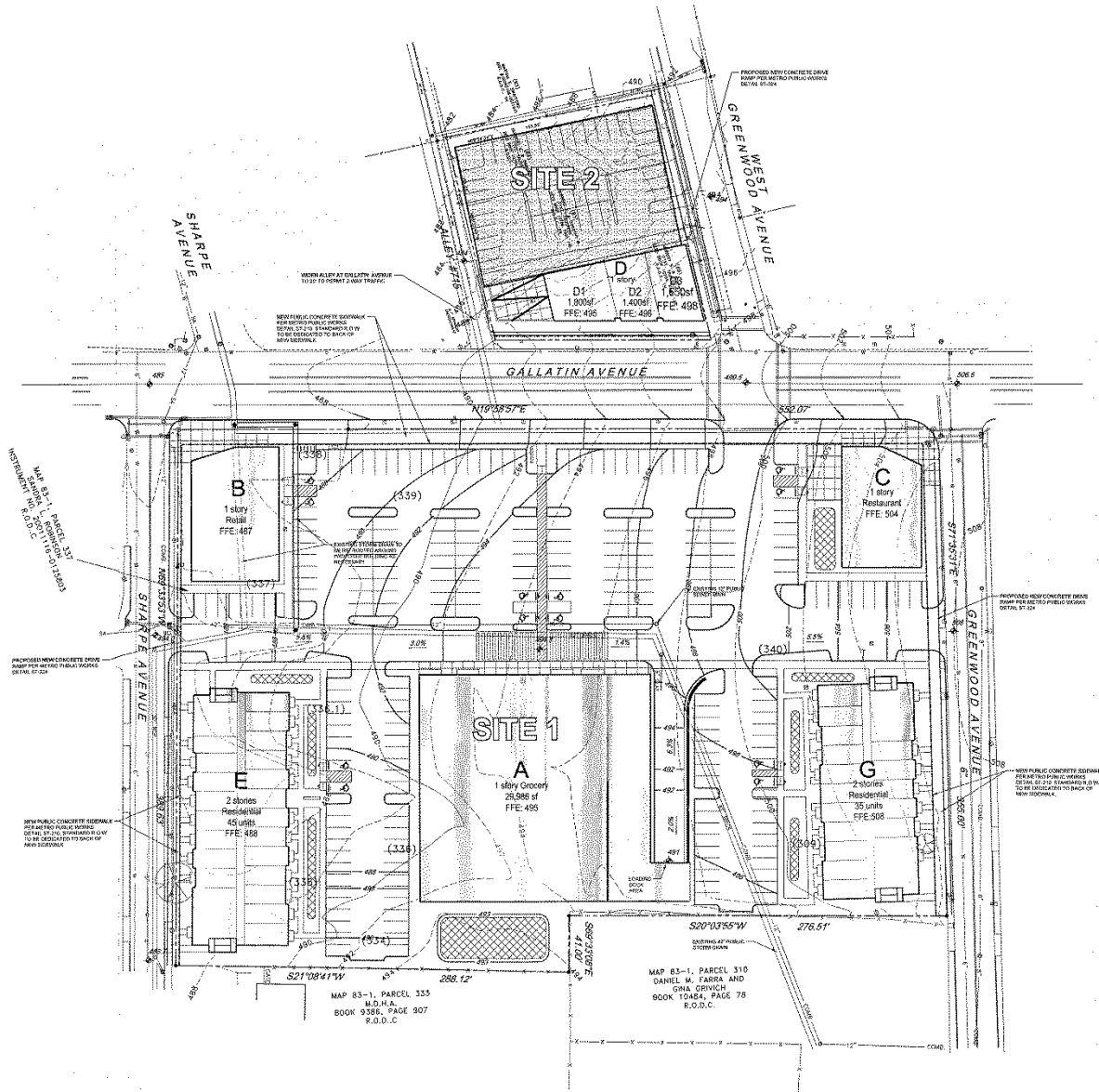
One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. A total of 1.92 acres within the project site are zoned R6. *R6 would permit a maximum of 13 lots with three duplex lots for a total of 16 units.*

Mixed Use General – Alternative (MUG-A) is intended for a moderately high intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. A total of 3.04 acres within the project site are zoned MUG-A.

Gallatin Pike Urban Design Overlay (UDO) This property is located within the Gallatin Pike Urban Design Overlay. For properties located within the UDO, the development standards of the UDO are optional and may be utilized at the selection of the owner. The standards do not automatically apply.



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Proposed Site Plan



Metro Planning Commission Meeting of 03/9/2017

Proposed Zoning

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

CRITICAL PLANNING GOALS

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

The project helps create walkable neighborhoods by proposing a mix of residential, retail, and restaurant uses in an area of Community Center land use policy and creates destinations that can be walked to from nearby residential areas. The project is located on an Immediate Need Multimodal Corridor, as designated in the Major and Collector Street Plan (MCSP). The proposal includes sidewalks, a transit stop, and a bicycle sharing station which will improve pedestrian connectivity in and around the community center and enhance connectivity to transit. The project proposes development on an infill site. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure.

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed SP is consistent with the T4 CC policy, which is intended to enhance and create centers that contain a mix of uses. The proposal includes a grocery store, which will serve the surrounding community, as well as retail and restaurant space to create walkable destinations for the residential units included in the SP and for the adjacent residential neighborhood. The proposed project is located along Gallatin Avenue, which is designated as an immediate need multimodal corridor in the MCSP. The project proposes improvements to sidewalks and the installation of a transit shelter and bicycle sharing station to improve pedestrian and bicycle connectivity and access to transit.

PLAN DETAILS

The site encompasses nine parcels on the east side of Gallatin Avenue and an additional three parcels on the west side of Gallatin Avenue, at the southeast and southwest corners of the intersection of Gallatin Avenue and Greenwood Avenue. The parcels adjacent to Gallatin Avenue currently contain commercial uses. The residentially-zoned parcels east of Gallatin are currently vacant. One residentially-zoned parcel west of Gallatin contains an existing single-family residence. The other is currently used for parking.



Metro Planning Commission Meeting of 03/9/2017

Site Plan

The plan proposes a 29,896 square foot grocery store and an additional 12,500 square feet of retail and restaurant space. The grocery and 7,500 square feet of the retail and restaurant uses are located on the portion of the site east of Gallatin Avenue. The remaining retail and restaurant square footage is located west of Gallatin Avenue. The proposal also includes 80 multi-family residential units, with a mix of one-bedroom “micro” units and two-bedroom “apartments” in two residential buildings located in the eastern edge of the site, on either side of the grocery.

Vehicular access to the eastern portion of the site will be from Gallatin Avenue, with additional access drives on Sharpe Avenue and Greenwood Avenue. Vehicular access to the western portion of the site will be from West Greenwood Avenue and an existing alley along the southern project boundary that accesses Gallatin Avenue. A total of 236 parking spaces are provided in surface lots east of Gallatin Avenue to serve the grocery, retail/restaurant, and residential uses. An additional 78 parking spaces are located in a one-story parking structure west of Gallatin Avenue.

An eight-foot sidewalk and ten-foot planting strip, consistent with MCSP requirements, is proposed for the frontage along the east side of Gallatin Avenue. An eight-foot sidewalk and four-foot planting strip, consistent with MCSP requirements, is proposed for the frontage along the west side of Gallatin Avenue. Sidewalks consistent with local street standards are proposed along Greenwood Avenue, West Greenwood Avenue, and Sharpe Avenue. Sidewalks and marked crosswalks are also provided interior to the site to allow for pedestrian circulation through the parking areas to the residential, retail, and restaurant buildings. Bicycle parking is provided adjacent to the restaurant building on the east side of Gallatin, at the grocery store, and for the residential buildings. A transit shelter and bicycle sharing station are also proposed on the east side of Gallatin Avenue.

The building height is limited to a maximum of two stories in 35 feet, except within 150 feet of Gallatin Avenue, where height consistent with MUG-A standards would be permitted. MUG-A permits a maximum height in the build-to zone of five stories in 75 feet, with an overall maximum height of seven stories in 105 feet. The plan includes architectural standards requiring façade articulation, glazing and other elements to avoid blank walls and requiring that commercial buildings adjacent to Gallatin provide entrances and other elements to address the street. Residential buildings fronting a public street are required to have an access addressing the street and raised foundations. Compliant elevations are required at Final SP.

ANALYSIS

The proposed SP includes a mix of retail and restaurant uses, including a grocery store, which will serve residents within the SP as well as those in the surrounding residential neighborhoods. The project is located at an intersection along a corridor designated for multimodal transportation improvements. The uses included in the proposed SP will serve as destinations for residents of the area and could potentially generate additional ridership for the transit system. Sidewalk improvements will increase and improve pedestrian connectivity both within the site and to the surrounding neighborhoods. The incorporation of a transit stop and bicycle sharing station will also enhance multimodal connectivity in the area. Landscape buffers are included to help minimize the impacts of commercial uses and parking areas on adjacent residential properties, and multi-family residential buildings are located along Greenwood and Sharpe Avenues to help transition from the corridor into the neighborhood. The proposed use and layout are consistent with the T4 Urban Community Center policy.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. If needed for abandonment/relocation of existing public sewer through the site, public sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Accessible parking stalls at the new driveway on Gallatin appear to be too close to the intersection. Comply with Metro Code for setback dimension.
- Add note that poles, signs, etc. that are located within the proposed sidewalks are to be relocated with this project outside the proposed sidewalk.
- With Final SP, applicant should coordinate with MPW to appropriately locate solid waste and recycling container(s) on site.
- With Final SP, applicant is to indicate on the plans the installation on-street parking bays on Greenwood, West Greenwood, and Sharpe. Or indicate installation of No Parking signage.
- Prior to Final SP, applicant should have coordination with MPW to finalize the design of all items within the ROW, roadway, sidewalks, traffic control, etc.
- Comply with MPW Traffic Engineering comments.

TRAFFIC AND PARKING RECOMMENDATION

In accordance with findings of TIS, the developer shall construct the following roadway improvements and site plan modifications:

Intersection of Gallatin Avenue and Greenwood Avenue

- Developer shall install a pedestrian crosswalk on the east leg of the intersection of Gallatin Avenue and Greenwood Avenue.
- Developer shall install pedestrian curb ramp and warning mats as necessary at the intersection of Gallatin Avenue and Greenwood Avenue.
- The stop line for the westbound approach of Greenwood Avenue to Gallatin Avenue shall be relocated to approximately 4 feet in advance of the recommended crosswalk.
- Greenwood Ave at Gallatin Pk should be widened along the project frontage to provide adequate storage that minimizes the traffic queue on Greenwood Ave.



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Intersection of Gallatin Avenue and West Greenwood Avenue/Site Access 1

- Developer shall install a traffic signal at the intersection of Gallatin Avenue and West Greenwood Avenue/Site Access 1. The traffic signal should include protected/permissive left turn signal phasing for the northbound and southbound approaches of Gallatin Avenue. Developer shall design and submit signal plan with pedestrian infrastructure to MPW traffic engineer and install signal when approved.
- The northbound approach of Gallatin Avenue to West Greenwood Avenue/Site Access shall be restriped to include one left turn lane with approximately 75 feet of dedicated storage within the center two-way left-turn lane, one through lane, and one shared through/right turn lane.
- The southbound approach of Gallatin Avenue to West Greenwood Avenue/Site Access shall be restriped to include one left turn lane with approximately 50 feet of dedicated storage within the center two-way left-turn lane, one through lane, and one shared through/right turn lane.
- Pedestrian crosswalks shall be provided on all four legs of the intersection. Pedestrian signals should be provided for crossing all four legs of the intersection, and pedestrian-activated pushbuttons should be provided for crossing the north and south legs of the intersection across Gallatin Avenue.
- All corners of the intersection of Gallatin Avenue and West Greenwood Avenue/Site Access 1 shall include ADA-accessible pedestrian curb ramps with detectable warning mats.
- Developer shall design the W. Greenwood Ave approach to accommodate dedicated storage for EBLT vehicles if feasible.
- Site driveway shall be designed to minimize conflicts with on-site parking and circulation.

Intersection of Gallatin Avenue and Sharpe Avenue

- A pedestrian crosswalk shall be provided on the east leg of the intersection of Gallatin Avenue and Sharpe Avenue.
- The stop line for the westbound approach of Sharpe Avenue to Gallatin Avenue shall be relocated to approximately 4 feet in advance of the recommended crosswalk.

West Greenwood Avenue

- Design and location of the commercial loading zone shall be coordinated with the metro traffic engineer at the time a final SP is completed.
- Developer shall apply to T&P operations to restrict parking at the following locations.
- Sign the south side of West Greenwood Avenue as “No Parking Anytime” along the project frontage between the site access and Gallatin Avenue.
- Sign the south side of Greenwood Avenue as “No Parking Anytime” along the project frontage between the site access and Gallatin Avenue.
- Sign the north side of Sharpe Avenue as “No Parking Anytime” along the project frontage between the site access and Gallatin Avenue.

Alley #715

- Alley #715 should include a minimum pavement width of 18 feet between Gallatin Avenue and Site Access 4 to provide sufficient width for two-way travel and to prevent vehicles queuing onto Gallatin Avenue.



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Parking

- Developer shall provide parking for project per metro parking code.
- Parking levels shall be connected or a road connection between dead end alley#715 and W Greenwood Ave shall be constructed.
- Developer shall provide a rideshare/taxi loading area on site.

Maximum Uses in Existing Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	3.04	3.0	397,267 SF	17059	398	1482

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	1.92	7.26 D	10 U	96	8	11

*Based on two-family lots

Maximum Uses in Existing Zoning District: RS5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.36	8.71 D	2 U	20	2	3

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	5.32	3.0	695,217 SF	23951	484	2333

Traffic changes between maximum: MUG-A, R6 & RS5 and SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+6,776	+76	+837

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High

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

Projected student generation existing MUG-A district: 32 Elementary 17 Middle 15 High

Projected student generation proposed SP-MU district: 9 Elementary 5 Middle 4 High

The existing RS5, R6, and MUG-A zoning is expected to generate a total of 67 students, assuming 40 percent of the floor area permitted by the MUG-A zoning is utilized for non-residential uses. The proposed SP zoning is expected to generate 49 fewer students than the existing



Metro Planning Commission Meeting of 03/9/2017

zoning. Students east of Gallatin Avenue would attend Rosebank Elementary School and Stratford STEM Magnet Middle and High School. Students west of Gallatin Avenue would attend Hattie Cotton Elementary School, Gra-Mar Middle School and Maplewood High School. None of the schools have been identified as over-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? We are requesting a zone change to SP zoning, which is consistent with the community plan and the plan is consistent with much of the surrounding zoning. We are not requesting the zone change to SP to gain additional residential density or entitlements, we are solely requesting this zone change to allow for a more pedestrian friendly urban development. We are aware of the City's commitment to affordable housing and therefore we will be committed to, if possible and appropriate, providing affordable or workforce rental units if: (1) for-rent multi-family units are constructed, and (2) adequate financial incentives are provided by the City.
2. If so, how many and what is the percentage of the entire development? For every multi-family for rent project located wholly on the parcels in question that are being rezoned, we will use commercially reasonable efforts to ensure that 10 percent of the total for-rent square footage will be designed for workforce housing consistent with the guidelines in BL 2016-133 so long as adequate financial incentives are available and provided for by the City, as specifically referenced in the inclusionary zoning bill.
3. How will you enforce the affordability requirements? We would follow any and all requirements that the City, and particularly OEOE, has in place, as it relates to BL 2016-133 and the Mayor's funding plan to ensure that the units qualify as affordable or workforce housing for the duration of the time-period delineated in those two pieces of legislation if the same is applicable to this project.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to all uses permitted in the MUG-A zoning district except After Hours Establishment and Alternative Financial Services as described in the Metro Zoning Ordinance, and Vape Store as defined in the Preliminary SP.
2. Elevations consistent with the architectural standards in the Preliminary SP shall be provided with the submittal of the Final Site plan.
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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site



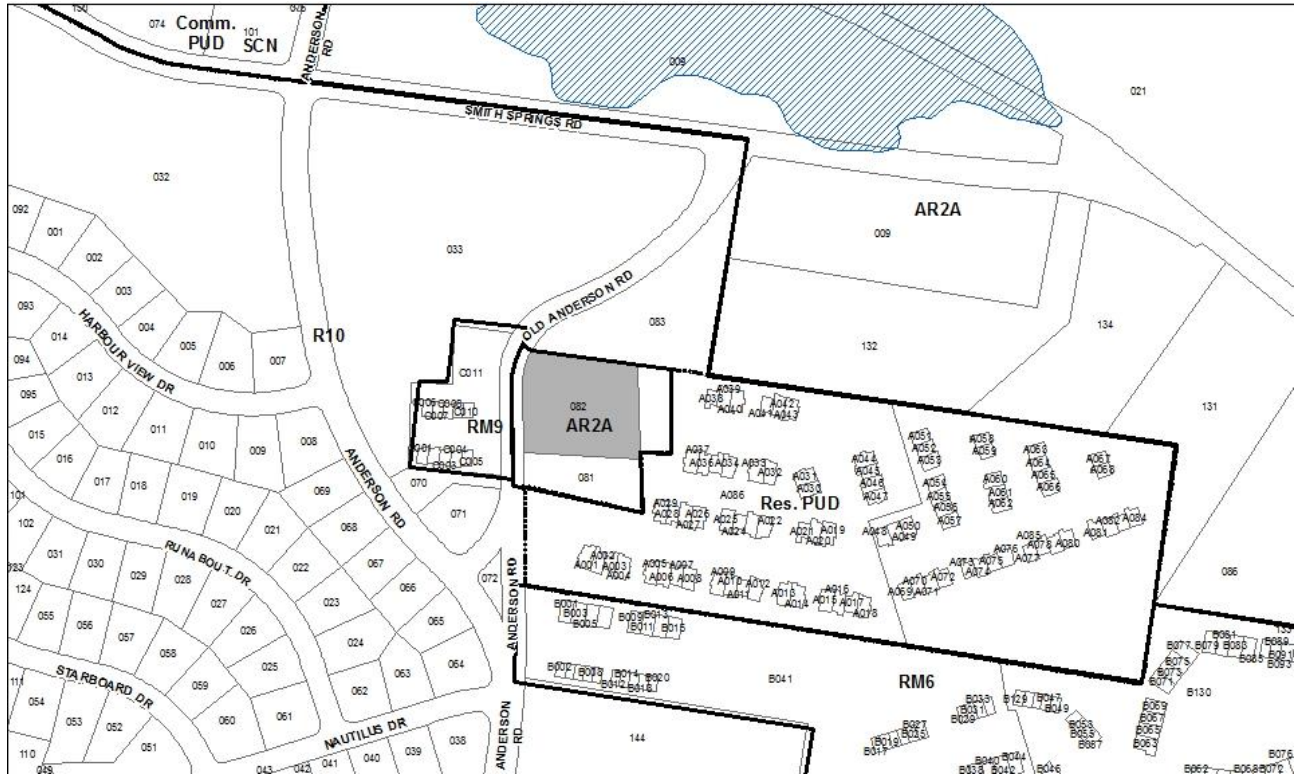
Metro Planning Commission Meeting of 03/9/2017

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

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



Metro Planning Commission Meeting of 03/9/2017



2017SP-024-001
3413 OLD ANDERSON SP
Map 136, Parcel(s) 082
13, Antioch – Priest Lake
29 (Karen Johnson)



Project No.	Specific Plan 2017SP-024-001
Project Name	3413 Old Anderson Road SP
Council District	29 - Johnson
School District	07 - Pinkston
Requested by	Dale and Associates, applicant; Tennessee Avenue Development, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with condition and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit ten residential units.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning on property located at 3413 Old Anderson Road, approximately 400 feet north of Anderson Road (1.23 acres), to permit ten 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 1 lot.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports Infill Development

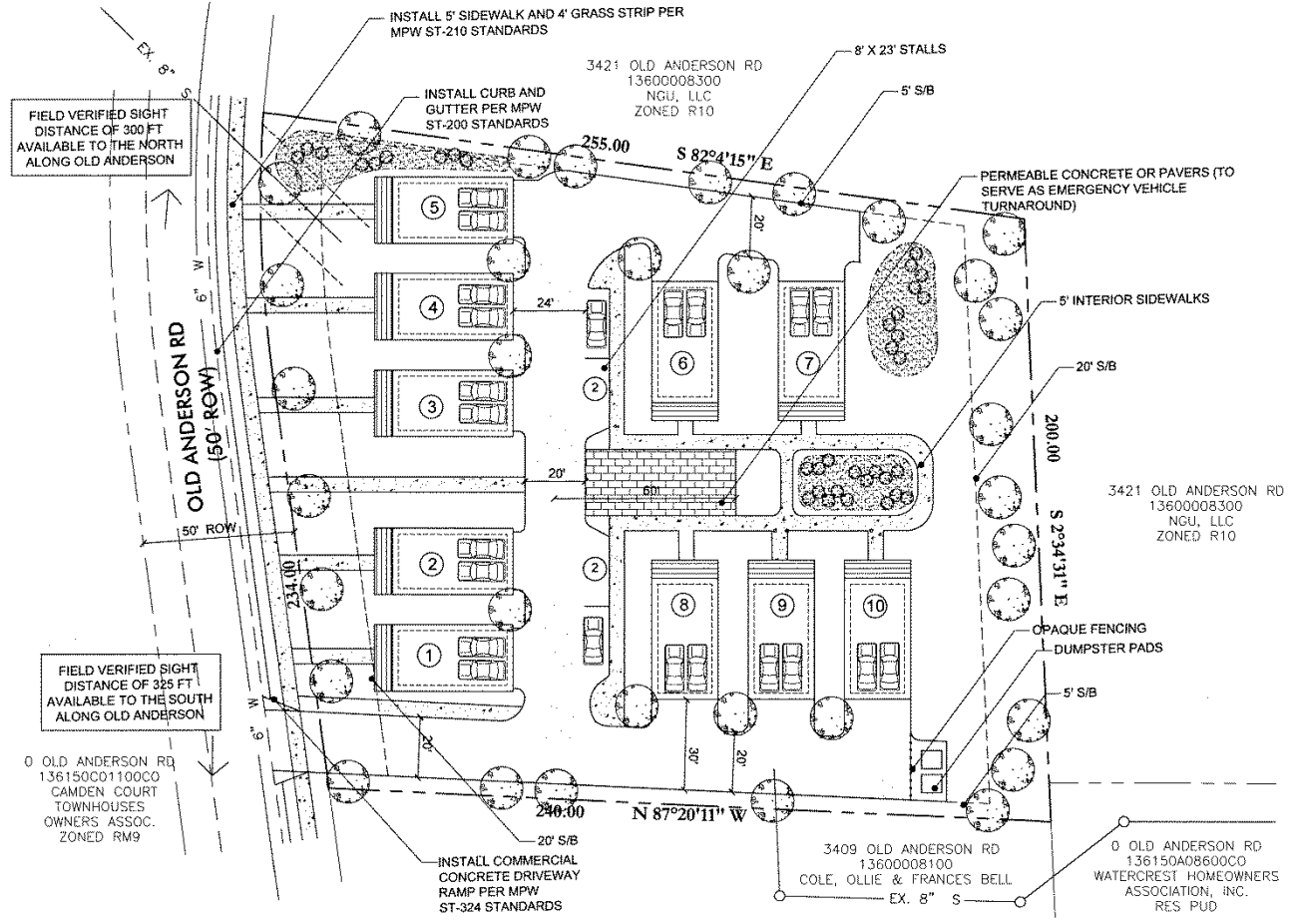
This request provides the potential for infill development which often does not require large capital expenses for infrastructure improvements. This SP will require the construction of a sidewalk along the frontage of Old Anderson Road, this sidewalk will act as the beginning of a network for the existing neighborhood.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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



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Proposed Site Plan



Metro Planning Commission Meeting of 03/9/2017

Consistent with Policy?

Yes. The proposed SP is consistent with the T3 NM policy and is appropriate given the site's location in a suburban area. The T3 NM policy is intended to retain the existing character of the neighborhood. Given the existing uses surrounding the site, the proposed single-family detached dwelling units proposed by this SP will provide an appropriate transition from the single-family housing in the neighborhood to the multifamily housing located directly adjacent to this site. This request fulfills the intent of the policy by placing residential buildings within the context of the existing neighborhood.

PLAN DETAILS

The site consists of one lot located at 3413 Old Anderson Road and currently contains one single-family home on 1.23 acres. Old Anderson Road is designated as a local road by the Major and Collector Street Plan.

ANALYSIS

The proposed SP includes ten detached residential dwelling units. Five units will front Old Anderson Road and five units will front interior courtyard space located to the rear of the site.

The site will contain a single point of access which will provide access to all ten units. All units will contain rear loaded two car garages. An additional four guest parking spaces are provided on site. The site plan shows sidewalks along Old Anderson Road, which meet the standards of a local street, a four foot wide grass strip and a five foot wide sidewalk. Units fronting Old Anderson Road will have a pedestrian connection to the sidewalk proposed by this SP. The units located to the rear of the site will have internal pedestrian connections which provide access to the proposed sidewalk along Old Anderson Road.

The proposed site plan is consistent with the T3 Suburban Neighborhood Maintenance Policy and supports two critical planning goals. This infill development would provide an additional housing choice within the neighborhood which creates additional housing diversity. The proposed residential units will have a maximum height limitation of 3 stories and 35 feet. Conceptual building elevation drawings were not provided within the SP, however architectural standards have been included on the plan and will be verified through architectural elevations submitted with the final SP plan.

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.



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PUBLIC WORKS RECOMMENDATION

Approved with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Provide adequate sight distance at access drive.

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)	1.23	0.5 D	0 U	-	-	-

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.23		10 U	96	8	11

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
-	-	-	-	+96	+8	+11

METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2-A district: 0 Elementary 0 Middle 0 High
 Projected student generation proposed SP-R district: 2 Elementary 1 Middle 1 High**

The proposed SP-R zoning district would generate 4 additional students than what is typically generated under the existing AR2-A zoning district. Students would attend Smith Springs Elementary, J.F. Kennedy Middle School and Antioch High School. There is capacity for additional students in Smith Springs Elementary and J.F. Kennedy Middle School. Antioch High school is identified as being full. There is capacity for additional High School students within the adjacent cluster. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant) Staff requested information from the applicant. To date, no information has been provided.

1. Will this project include any affordable or workforce housing units?
2. If so, how many and what is the percentage of the entire development?



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3. How will you enforce the affordability requirements?
4. Have any structures been demolished in the last 12 months?

STAFF RECOMMENDATION

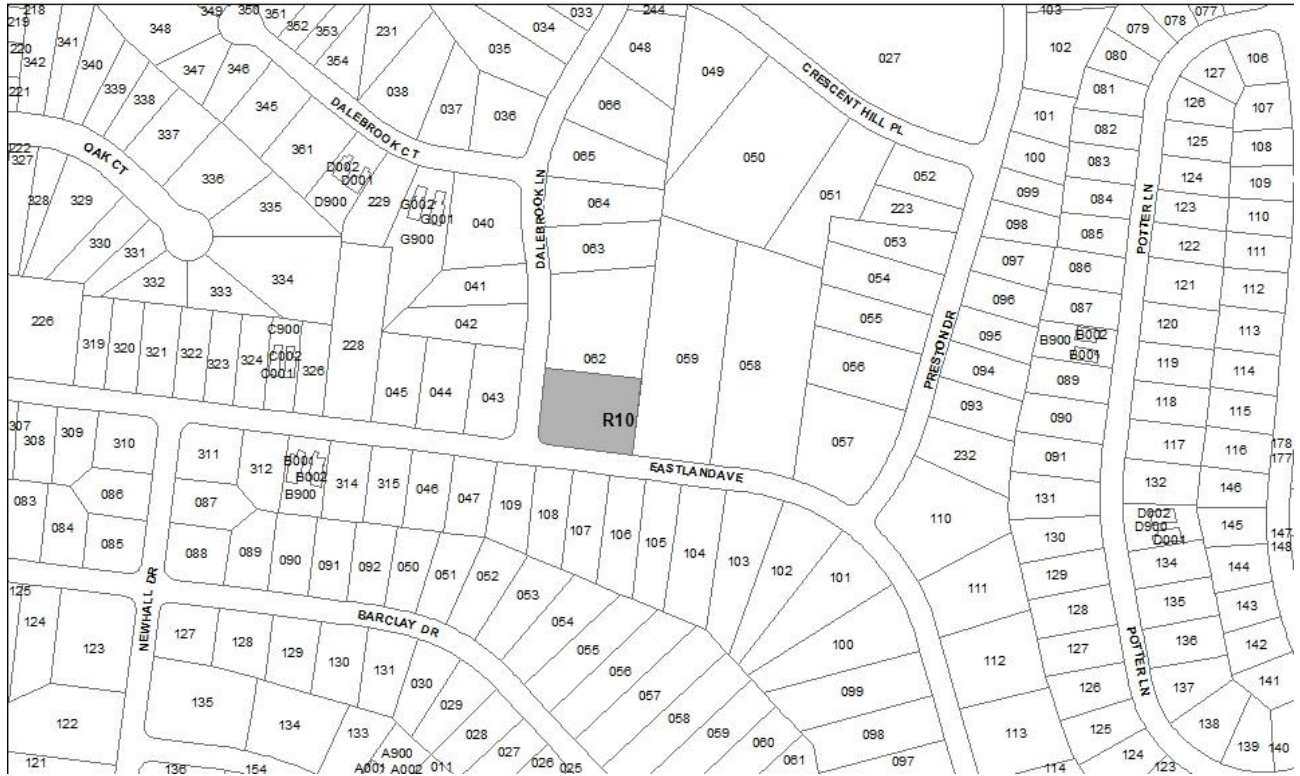
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses in the SP shall be limited to a maximum of 10 residential units.
2. All dwelling units within this SP shall be limited to a maximum height of 35 feet.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the 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 label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 03/9/2017



2017NHL-001-001
Map 083-08, part of Parcel(s) 062
05, East Nashville
06 (Withers)



Project No.	Neighborhood Landmark Overlay 2017NHL-001-001
Council District	06- Withers
School District	05 – Buggs
Requested by	Design Build Partners, applicant; Greater Grace Temple Community Church, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Neighborhood Landmark Overlay District.

Neighborhood Landmark Overlay

A request to apply a Neighborhood Landmark Overlay District to a portion of property located at 901 Dalebrook Lane, at the northeast corner of Dalebrook Lane and Eastland Avenue, zoned One and Two-Family Residential (R10) (0.79 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. R10 would permit a maximum of 1 lot with no duplex lots for a total of 1 unit.

Proposed Overlay District

Neighborhood Landmark Overlay District (NHL) is intended to preserve and protect neighborhood features that are important to maintain and enhance the neighborhood character. Neighborhood features are defined as buildings, structures, objects, sites, and areas of historic, cultural, civic, neighborhood, or architectural value and/or importance to Metropolitan Nashville and Davidson County.

ANALYSIS

The site is located at 901 Dalebrook Lane, at the corner of Dalebrook Lane and Eastland Avenue, in the East Nashville neighborhood of Rosebank. The existing site consists of a vacant 2-story brick religious structure built in 1957 with onsite surface parking. The existing structure is not located within a historic district or area indicated as Worthy of Conservation. The structure is viewed as a significant element that enhances the Rosebank neighborhood’s character. The Neighborhood Landmark District Overlay will protect and preserve the existing structure.

The Neighborhood Landmark District Overlay involves a two-step process. The first step, the current application, is obtaining approval for the establishment of the overlay. The second step is the submittal of a development plan for the reuse of any feature encompassed by the overlay. The Neighborhood Landmark District Overlay permits all land uses classified as accessory, permitted, or permitted with conditions by the R10 zoning district. Additional uses, including uses prohibited by the R10 zoning district may be permitted subject to certain conditions as described in the neighborhood landmark development plan, provided they are determined by the Planning



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Commission to be compatible with, and sensitive to, abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district.

Section 17.36.420 of the Zoning Code defines a neighborhood landmark as a feature that has historic, cultural, architectural, civic, neighborhood or archeological value and/or importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of a neighborhood.

To be eligible for this designation a property must meet one or more of the following criteria:

1. It is recognized as a significant element in the neighborhood and/or community;
2. It embodies characteristics that distinguish it from other features in the neighborhood and/or community;
3. Rezoning the property on which the feature exists to a general zoning district inconsistent with surrounding or adjacent properties such as, office, commercial, mixed-use, shopping center, or industrial zoning district would significantly impact the neighborhood and/or community;
4. Retaining the feature is important in maintaining the cohesive and traditional neighborhood fabric;
5. Retaining the feature will help to preserve the variety of buildings and structures historically present within the neighborhood recognizing such features may be differentiated by age, function and architectural style in the neighborhood and/or community; and
6. Retaining the feature will help to reinforce the neighborhood and/or community's traditional and unique character.

The structure has become a recognizable landmark for neighbors with its vintage architectural style that have been preserved in the face of a changing landscape. Retaining this feature would reinforce the neighborhood's traditional and unique character.

In recommending approval of a neighborhood landmark district, the planning commission shall find that:

- a) The feature is a critical component of the neighborhood context and structure;
- b) Retention of the feature is necessary to preserve and enhance the character of the neighborhood;
- c) The only reason to consider the application of the neighborhood landmark district is to protect and preserve the identified feature;
- d) It is in the community's and neighborhood's best interest to allow the consideration of an appropriate neighborhood landmark development plan as a means of preserving the designated feature; and
- e) All other provisions of this section have been followed.

Staff finds that this application meets the aforementioned criteria. This structure has contributed to the neighborhood's character since 1957 by offering a place of worship. By retaining this feature, it would preserve the neighborhood's history. By applying a Neighborhood Landmark Overlay to this property a critical structure of an established neighborhood can be preserved.



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FIRE DEPARTMENT RECOMMENDATION

Approved

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

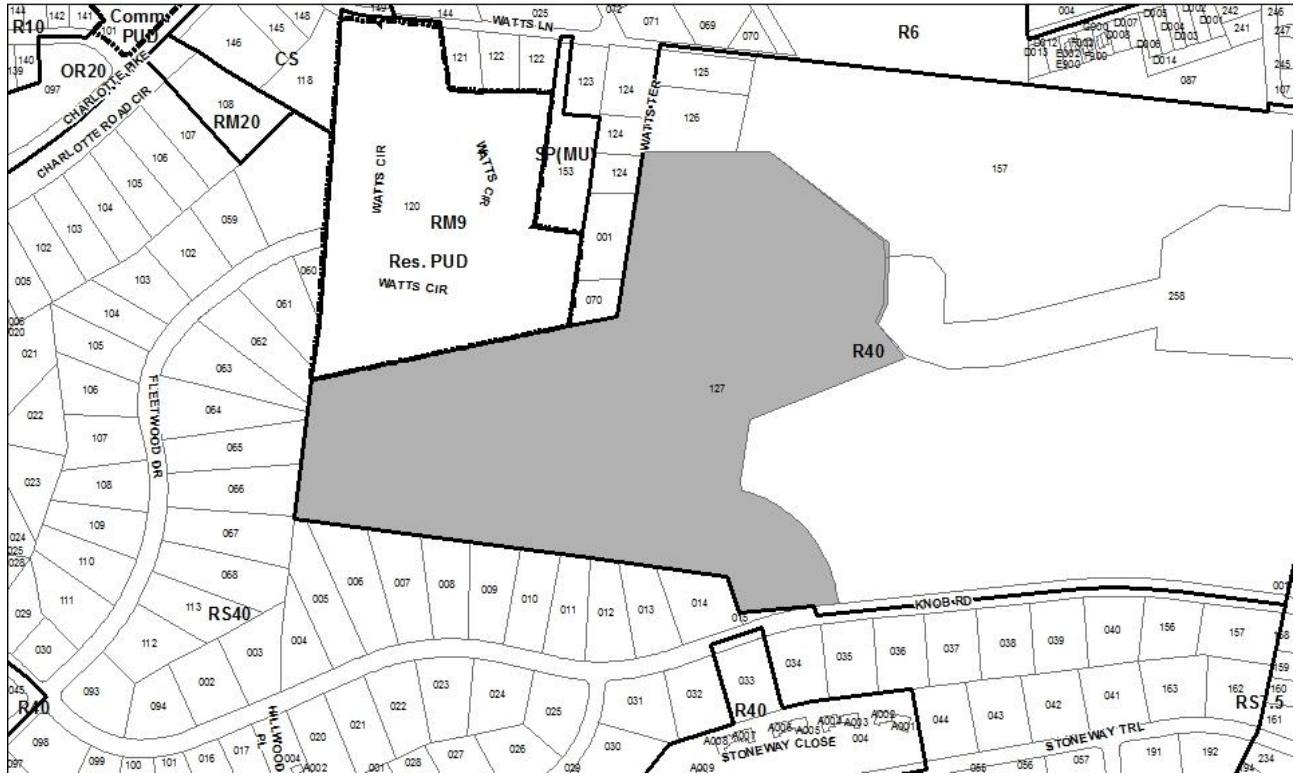
- An access and parking study may be required at development.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 03/9/2017



2017S-033-001
HIGHLAND VIEW AT THE KNOB
Map 103-01, Parcel(s) 127
07, West Nashville
20 (Mary Carolyn Roberts)



Project No.	Concept Plan 2017S-033-001
Project Name	Highland View at the Knob
Council District	20 – Roberts
School District	09 - Frogge
Requested by	Dale & Associates, Inc., applicant; Highland Park Church, Inc., owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the March 23, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Create 33 residential cluster lots.

Concept Plan

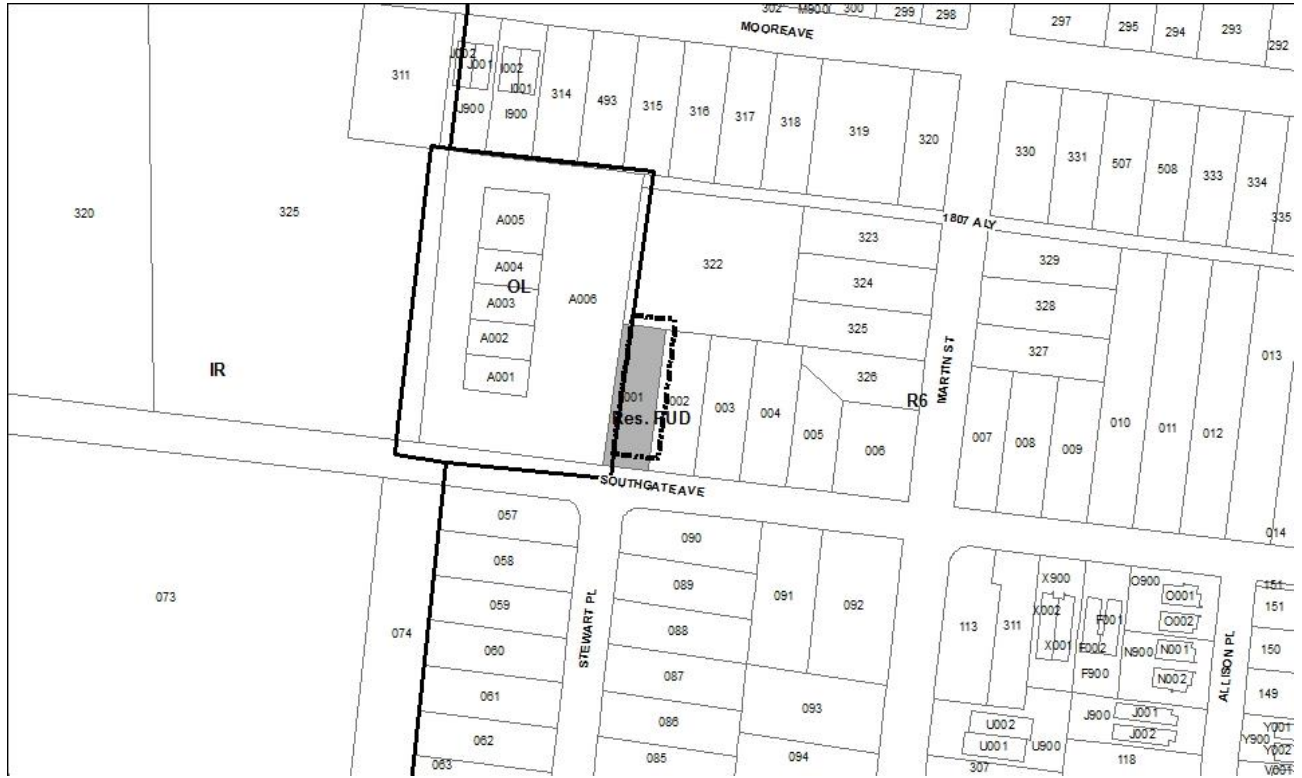
A request for concept plan approval to create 33 clustered lots on a portion of property located at 5710 Knob Road, north of Stoneway Trail, zoned One and Two-Family Residential (R40) (36.15 acres)

STAFF RECOMMENDATION

Staff recommends deferral to the March 23, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/9/2017



34-86P-001
SOUTHGATE AVENUE PUD CANCELLATION
Map 105-11, Parcel(s) 001
11, South Nashville
17 (Colby Sledge)



Project No.	Planned Unit Development 34-86P-001
Project Name	Southgate Avenue PUD Cancellation
Council District	17 – Sledge
School District	05 – Buggs
Requested by	Robert J. Boles, applicant and owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Cancel a PUD.

Cancel PUD

A request to cancel a Planned Unit Development Overlay District on property located at 622 Southgate Avenue, north of the terminus of Stewart Place, zoned One and Two-Family Residential (R6) (0.17 acres).

Existing Zoning

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

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

SOUTH NASHVILLE COMMUNITY PLAN

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



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Consistent with Policy?

Yes. The proposed PUD cancellation is consistent with the Urban Neighborhood Evolving policy. The PUD cancellation will result in the property being regulated by the R6 zoning district which is consistent with the existing zoning of the surrounding neighborhood.

ANALYSIS

The property is located on the northern side of Southgate Avenue just south of the downtown core and within the Wedgewood Houston neighborhood. The property contains 7,405 square feet of land and currently in use as a single-family dwelling.

Metro Council approved this PUD on June 5, 1986, to allow the use of an existing room in a residential dwelling as a beauty shop. The Metro Planning Commission recommended disapproval of the PUD at its meeting on March 26, 1986, to Metro Council citing an intrusion of a commercial use into a residential zone. The property owner confirmed the use allowed by the PUD overlay has not occurred on the property since 2012. The cancellation of the PUD will allow the property to contain either a single family or two-family structure, consistent with the land uses in the surrounding neighborhood.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

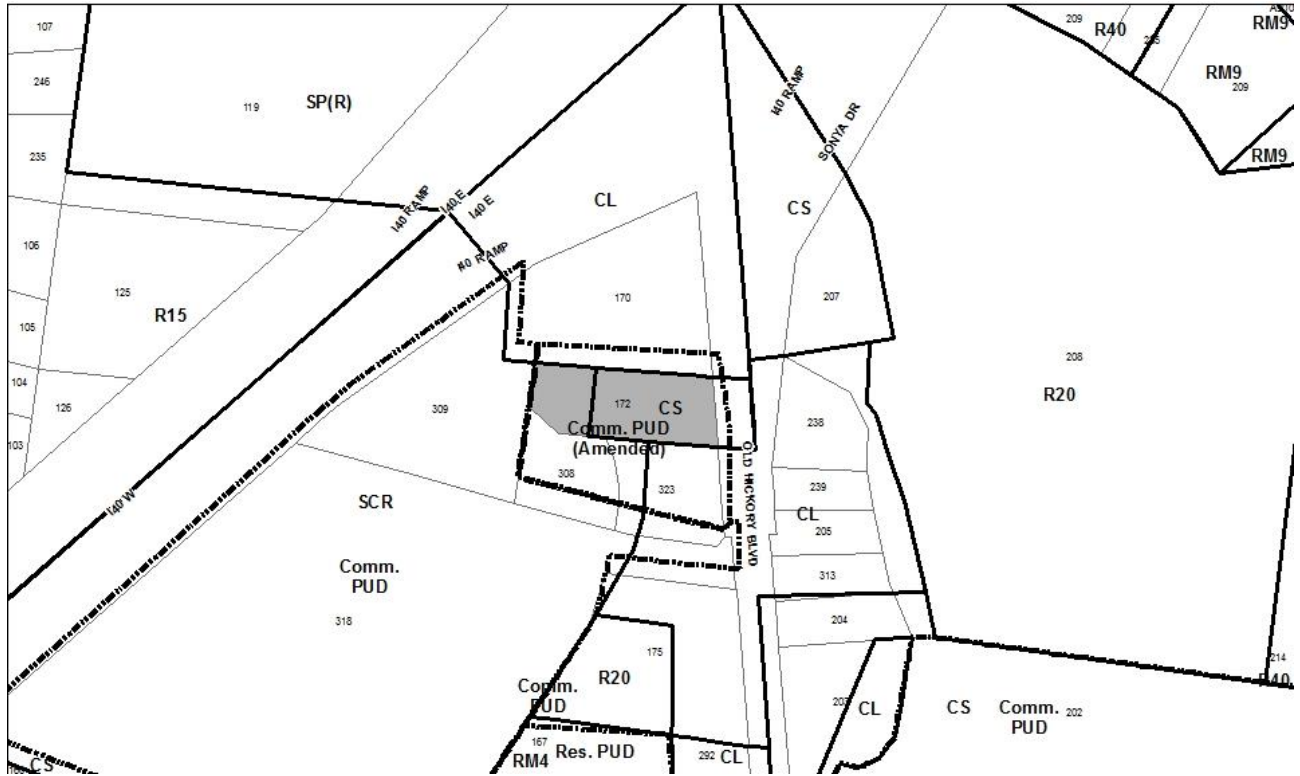
Staff recommends approval of the PUD cancellation.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/9/2017



88P-040-001
COMFORT INN AND SUITES
Map 114, Parcel(s) 172
06, Bellvue
22 (Sheri Weiner)



Project No.	Planned Unit Development 88P-040-001
Project Name	Comfort Inn and Suites (Revision)
Council District	22 – Weiner
School District	09 – Frogge
Requested by	Civil and Environmental Consultants, applicant; ORO Hotels, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a PUD to allow a hotel.

Revise Preliminary PUD

A request to revise the preliminary plan for a Planned Unit Development Overlay District to permit a hotel on property located at 627 Old Hickory Boulevard, approximately 260 feet southwest of Sonya Drive, zoned Commercial Service (CS) and Shopping Center Regional (SCR) (1.34 acres).

Existing Zoning

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

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

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

PLAN DETAILS

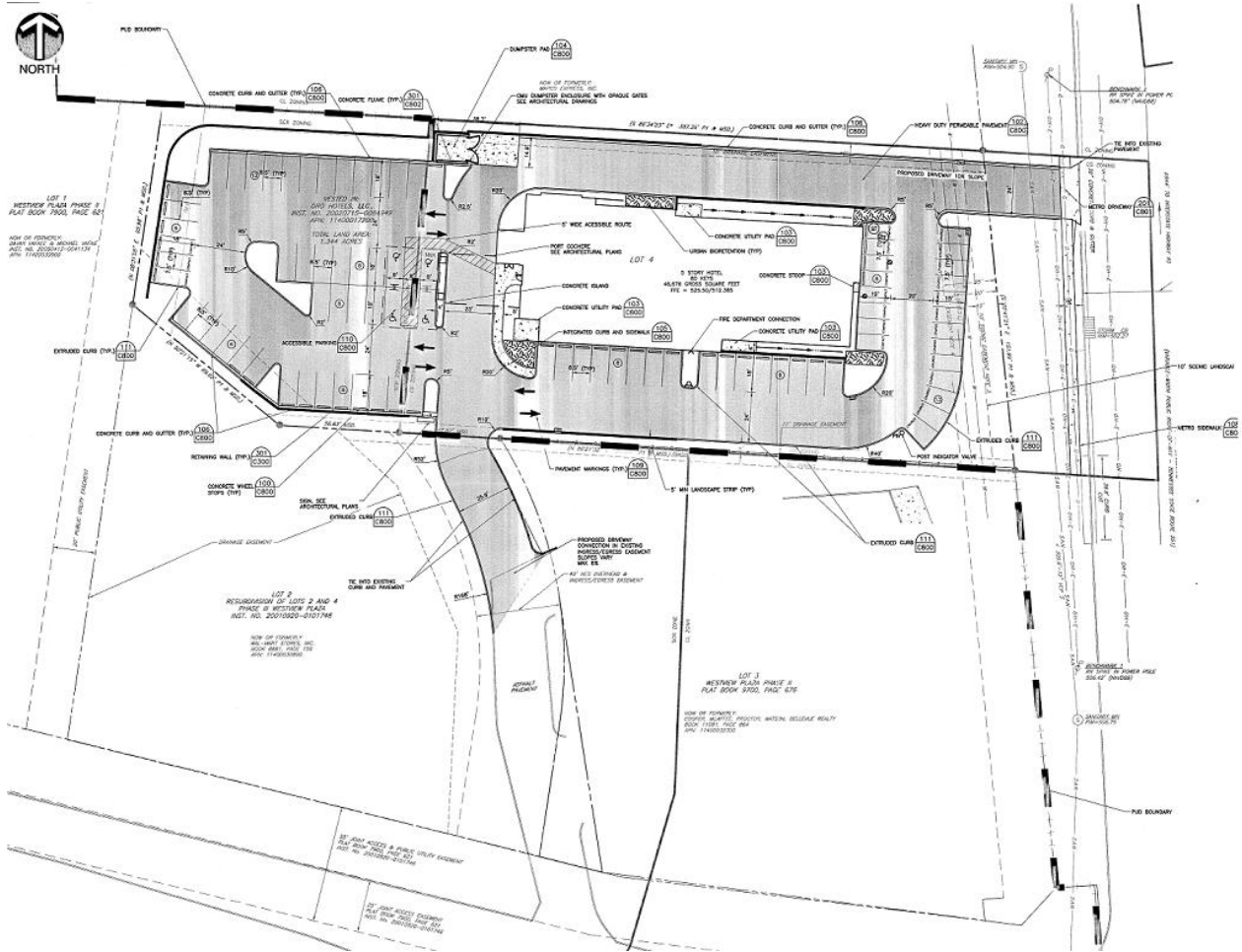
The site is located along Old Hickory Boulevard southeast of Interstate 40 and is surrounded by primarily commercial uses with some multi-family residential uses located to the south of the site. The site is currently vacant and zoned CL, which permits hotel uses.

History

The PUD was approved by Metro Council in 1988 for 279,275 square feet. This site was added to the PUD through an amendment in 2001. The amendment approved a 10,900 square foot one-story automobile service use. The result of the PUD amendment increased the total approved square footage to 290,175. At present 138,660 square feet of floor area has been constructed within the PUD. Therefore the PUD has 151,515 square feet of floor area remaining. This request will use 46,676 square feet of the approved floor area within the PUD.



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Proposed Site Plan



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Site Plan

The plan revises the PUD to allow a 5-story hotel with a total of 80 rooms. An existing centrally located access drive will provide access to the site. This private drive currently provides access to the majority of the lots within the PUD. A second point of access shown on the site plan will provide access for emergency vehicles only. The proposed structure is located within the center of the site, outside of the areas of steep slopes.

The majority of the parking is located at the rear of the site behind the proposed structure, with some parking stalls located in front of the building. The proposed parking meets the Metro Zoning Code parking standards. A 12 foot multi use path and an 8 foot grass strip will be installed along Old Hickory Boulevard. Old Hickory Boulevard is designated as a Scenic Arterial Boulevard, which requires a 10 foot landscape easement along the frontage of the site.

ANALYSIS

Section 17.40.120.F permits the Planning Commission to approve modifications to a master development plan under certain conditions.

F. Changes to a Planned Unit Development District.

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

The proposed revision will use 46,676 square feet of the remaining 151,515 square feet within the PUD. The revised plan and proposed development is consistent with the concept of the approved Planned Unit Development and does not include any unapproved uses or increase in floor area. No changes are being proposed that conflict with the Council approved plan.



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FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

HARPETH VALLEY UTILITY DISTRICT

Approved with conditions

- The developer must submit utility plans or any water or sewer improvements required to serve this development to the District for review and approval. The developer must also submit hydraulic calculations, which indicate that the existing water system infrastructure and any required improvements will support domestic demands, and meet fire flow requirements as set by the local building authority and maintain a minimum pressure of 50 psi within the public distribution system including all water service meters. The static hydraulic grade line use for these calculations must be 710 feet or less.
- All extensions water lines and sewer lines will be at the expense of the developer. The design of all water lines shall be in accordance with the Harpeth Valley Utility District standard specifications and TDEC design criteria. All plans are subject to review and approval of Harpeth Valley and the State of Tennessee.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required, indicate sidewalk construction along OHB in compliance with the MCSP and MPW standards and specifications.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Developer shall install a stop sign at SB approach of Sonic /Comfort Inn access with Sam's Club access road.
- Developer shall gate and sign emergency access at Old Hickory Blvd.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Height is limited to 5 stories within 69 feet.
2. There shall be no pole signs allowed, and all free standing signs shall be monument type not to exceed five feet in height. Changeable LED, video signs or similar signs allowing automatic changeable messages shall be prohibited. All other signs shall meet the base zoning requirements, and must be approved by the Metro Department of Codes Administration.

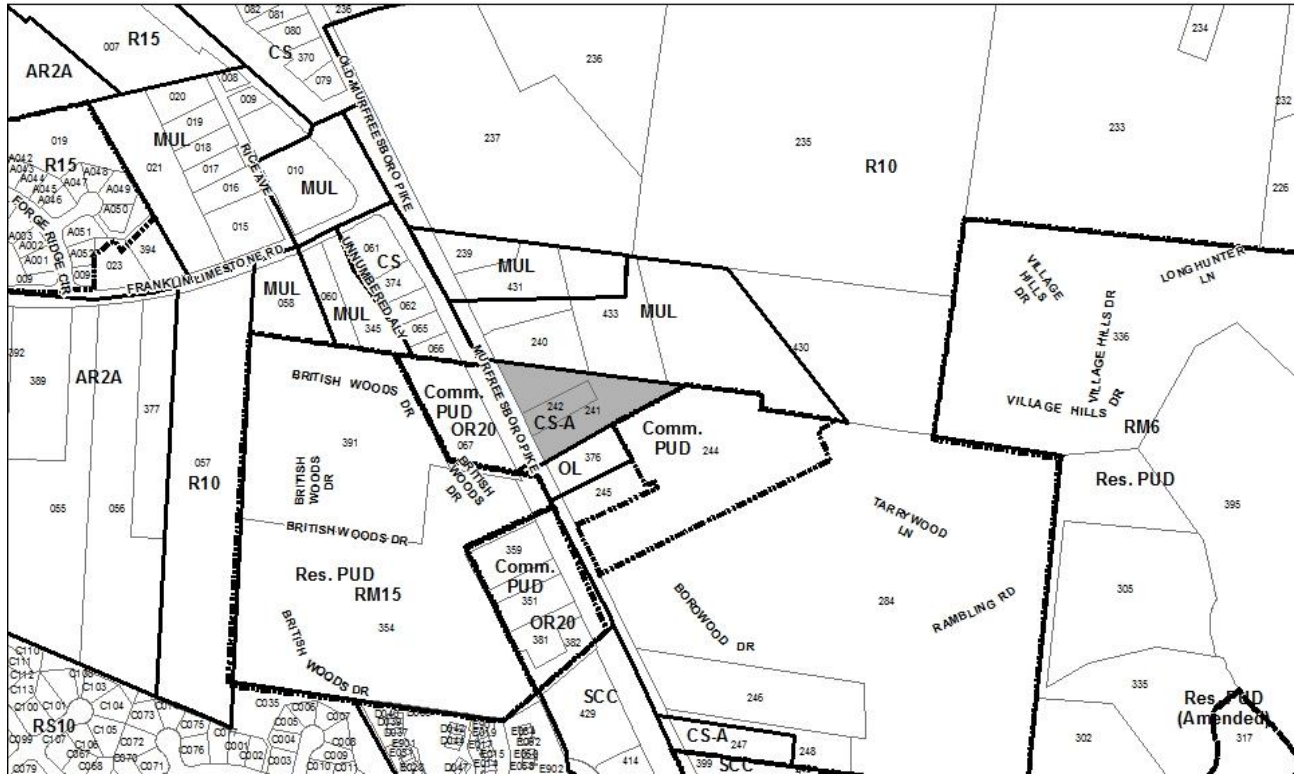


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3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that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



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2016UD-001-002
BOJANGLES'
Map 135, Parcel(s) 241-242
13, Antioch-Priest Lake
29 (Karen Johnson)



Project No. UDO Modification 2016UD-001-002
Project Name Bojangles'
Council District 29 – Johnson
School District 07 – Pinkston
Requested by Bojangles’ Restaurants, Inc., applicant; Kenneth Wright and Sherry Wright Mercer, owners.

Staff Reviewer Wallace
Staff Recommendation *Approve with conditions the request to modify frontage width and glazing standards and disapprove the request to modify architectural material standards.*

APPLICANT REQUEST

Modification of the frontage width, glazing, and architectural standards of the Murfreesboro Pike Urban Design Overlay at Una Antioch.

UDO Major Modification

A request for a major modification to the Murfreesboro Pike Urban Design Overlay at Una Antioch District standards on property located at 2138 and 2142 Murfreesboro Pike, approximately 580 feet southeast of Franklin Limestone Road, zoned Commercial Service - Alternative (CS-A) and within the Murfreesboro Pike Urban Design Overlay at Una Antioch District (1.94 acres), to permit a modification of the frontage width, glazing, and architectural material requirements.

Existing Zoning

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

Murfreesboro Pike Urban Design Overlay at Una Antioch Pike (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.

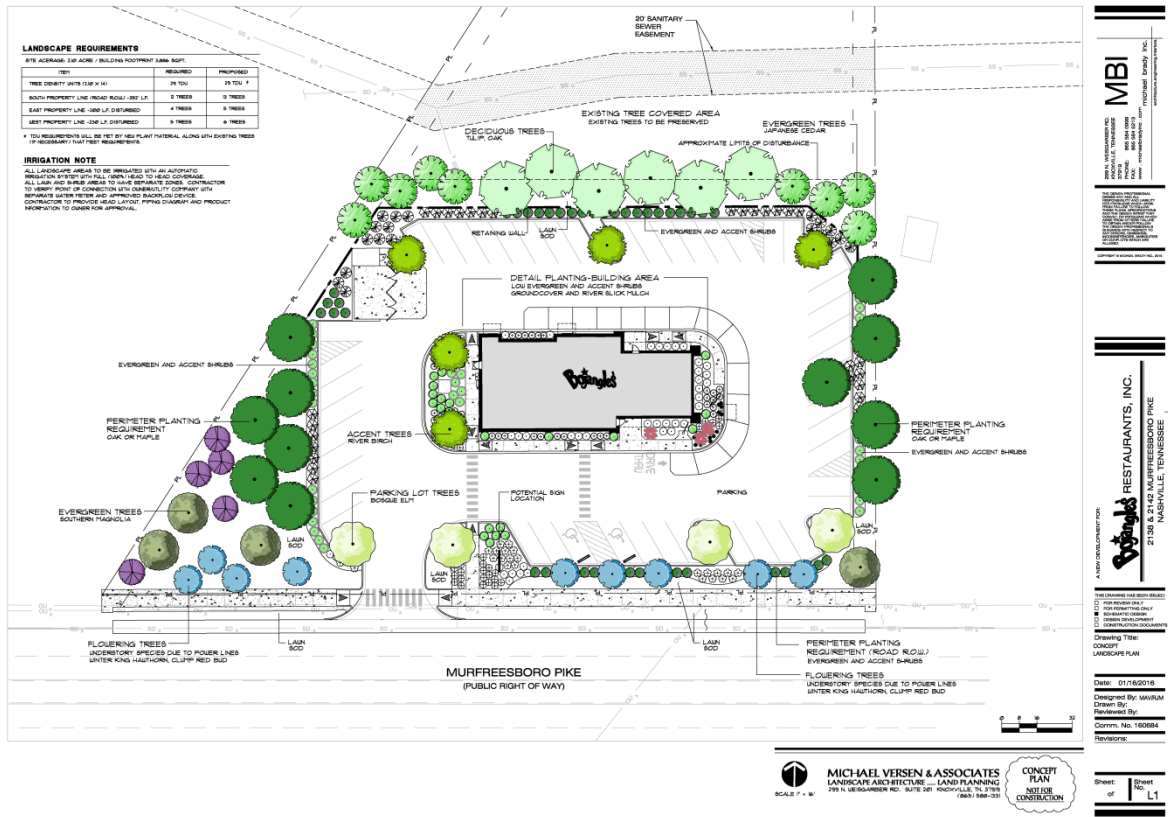
ANTIOCH-PRIEST LAKE COMMUNITY PLAN

T3 Suburban Mixed Use Corridor Policy (T3 CC) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

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.



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Proposed Site Plan



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Consistent with Policy?

Yes. The project proposes a restaurant use that is compatible with the land use and general character of corridors outlined in suburban policy. The proposed development enables safe, attractive and comfortable access for pedestrians and offers a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit along Murfreesboro Pike, which is a prominent arterial-boulevard served by multiple modes of transportation.

PLAN DETAILS

The property is approximately 1.94 acres located at 2138 and 2142 Murfreesboro Pike, approximately 580 feet southeast of Franklin Limestone Road. The proposed project is an approximately 3,900 square feet quick service restaurant with drive through, which is consistent with allowable uses permitted under Commercial Service – Alternative District.

ANALYSIS

The applicant is requesting modifications to the façade width, glazing, and architectural material requirements of the UDO. Overall, the proposed project is consistent with the intent of the UDO to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. The site provides sidewalks along the street frontages, accommodates various transit modes, including buffered bike lanes and vehicles, along Murfreesboro corridor, and is adequately landscaped.

Façade Width

The geometry of the lot is unusually shaped with an excessively wide frontage along Murfreesboro Pike and side property lines extending to the rear of the lot forming a triangle. The property's frontage along Murfreesboro Pike is approximately 293 feet long, and a 45% façade width would equate to a building façade that is approximately 131 feet wide. The applicant is proposing a building façade width of 45 feet. Given the building type and use as a quick service restaurant, the required width does not appear to be realistically achievable in this instance.

Glazing

The proposed glazing is 21% where the UDO requires glazing along the ground floor to be 40% along the street frontage. Given the building type and use as a quick service restaurant, less glazing is proposed to efficiently accommodate the limited floor area of the building, as the kitchen and bathroom masonry walls face Murfreesboro Pike. The applicant has worked with Planning staff to achieve an alternative design for the street facing facade to increase the height of the windows in the dining room area, add ceiling height windows to the bathroom exterior walls, glass block openings to the kitchen exterior walls, and incorporate tall vegetation in the landscape strip to provide visual relief to the blank façade.

Architectural Materials

The UDO requires building fronts be built or clad with a high-finish material, such as brick, brick veneer, stone and hardy board and prohibits the use of materials such as plywood, plastics, unfinished concrete block, metal buildings, vinyl siding, and E.I.F.S along the ground floor. The proposed design incorporates E.I.F.S along the ground floor for approximately a quarter of the façade. The use of E.I.F.S. is not consistent with the purpose of the UDO to provide a cohesive aesthetic and high-quality architecture along Murfreesboro Pike and would likely set a precedent for



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subsequent projects within the UDO. Therefore, Planning staff is recommending disapproval of the request to modify the material standards of the UDO.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

Approve with conditions

- As all our previous comments have been addressed, MWS recommends approval as a Preliminary SP only. If public water or sewer construction plans are required, they must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. If capacity fees are required, they must also be paid prior to Final Site Plan/SP approval. (Fee requirements and need for public utility construction will be revealed on the results of the revised availability study.)

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

- Does not include site plan approval

STAFF RECOMMENDATION

Staff recommends approval with conditions the request to modify the frontage width and glazing standards and disapproval of the request to modify architectural material standards.

CONDITIONS

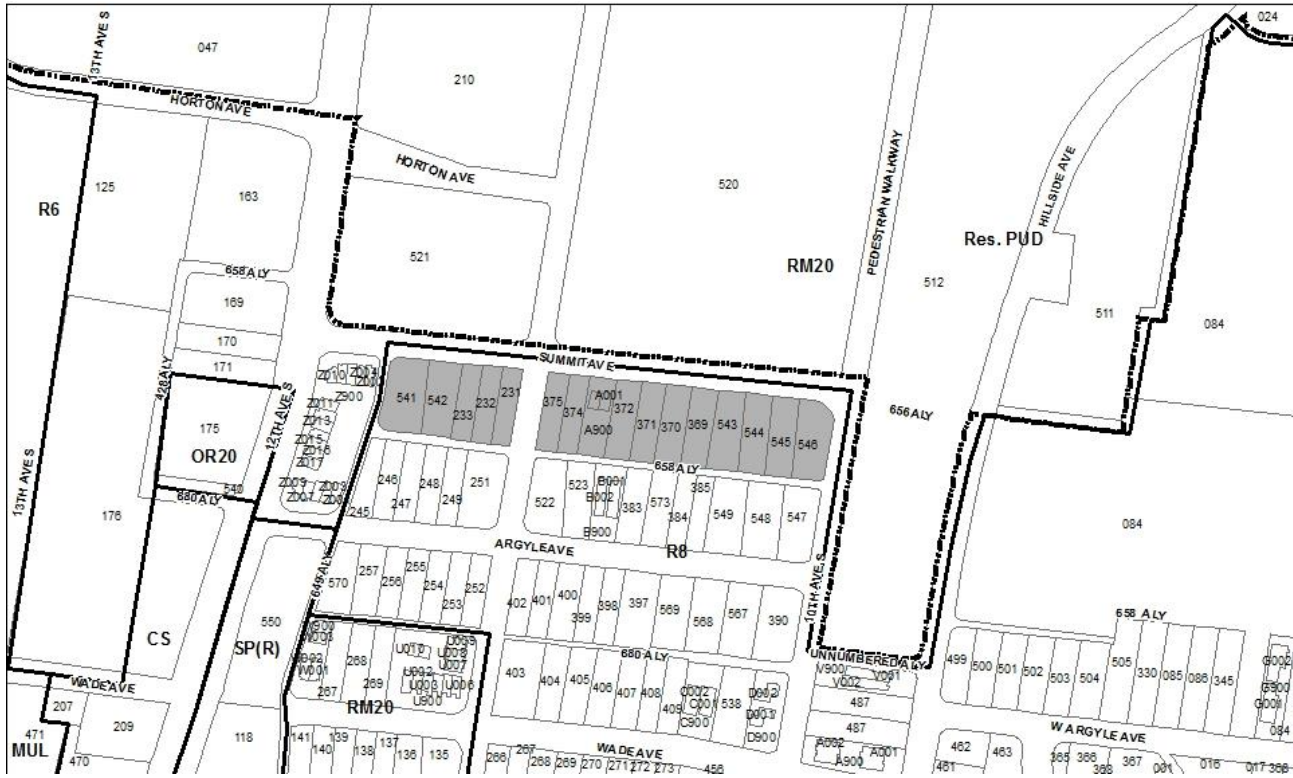
1. A UDO final site plan approval is required before building permits, consistent with any approved modifications granted, and all unmodified UDO standards, including provisions for future cross access easement.
2. Landscape plantings along the street facing façade of the building shall be of a sufficient height and material to provide visual relief of the building wall, as determined by planning staff at the final site plan state.



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2016Z-110PR-001

Map 105-05, Parcel(s) 231-233, 369-372, 374, 375, 541-546

Map 105-05-4-A, Parcel(s) 001-002, 900

10, Green Hills-Midtown

17 (Colby Sledge)



Project No. **Zone Change 2016Z-110PR-001**
Council District 17- Sledge
School District 05 – Buggs
Requested by Farmer, Purcell, White & Lassiter, PLLC, and Councilmember Colby Sledge, applicants; various property owners.

Deferrals This item was deferred at the February 23, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Burse
Staff Recommendation *Approve.*

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 various properties located at along Summit Avenue, approximately 215 feet east of 12th Avenue South, (2.88 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.

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.

CRITICAL PLANNING GOALS

- Supports Infill Development

This application supports infill development by encouraging the use of sites with existing infrastructure. The policy supports a range of housing types 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.



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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 to and is consistent with the development pattern that has been established for the Edge Hill neighborhood.

ANALYSIS

The various properties located along Summit Avenue, a local street, include existing single-family residential uses and vacant property. The subject area is on the east side of 12th Avenue South, a designated Arterial-Boulevard by the Major and Collector Street Plan. 12th Avenue is currently served by transit. Additional residential development permitted by the proposed R6-A zoning district is appropriate for an area that has access to mass transit, given the location and policy.

Although the 16 subject properties are currently zoned for one and two-family residential development, 11 lots do not currently meet the minimum lot size of 8,000 square feet for two-family residential development as required in the R8 zoning district. Rezoning these lots to R6-A will permit each lot, except 1103 Summit Avenue, to have two-family residential development. The R6-A zoning district requires a minimum lot size of 6,000 square feet for two-family residential development.

The R6-A zoning district has additional development standards that provide for better urban design. The following are the development standards for properties in the R6-A zoning district:

- a. Access and Driveways.
 1. Where existing, access shall be from an improved alley only. Where no improved alley exists, one driveway within the street setback may be permitted.
 2. For a corner lot, the driveway shall be located within thirty feet of the rear property line.
 3. Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width.
- b. Garages.
 1. Detached. The front of any detached garage shall be located behind the rear of the primary structure. The garage door of a detached garage may face the street.
 2. Attached. The garage door shall face the side or rear property line.
- c. A minimum raised foundation of 18—36" is required.

The R6-A zoning district requires developments access an alley where one exists which will help to relieve on-street parking. Properties in this application have access to an existing improved alley.

Two of the properties in this application each have a duplex development and one property has a triplex development. There are 16 properties located within the immediate neighborhood bound by Wedgewood Avenue on the south, 12th Avenue South on the west, 10th Avenue South on the east and 658 Alley on the north that currently have at least a duplex development.

Staff finds the proposed rezoning will serve as an appropriate transition area between the multi-family residential use areas across the street to the north of the subject properties and the less intense single-family residential use areas located to the south. This gradual decrease in development intensity provides for better transition between developments from multi-family and duplex to single-family residential.



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FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- 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)	2.88	5.4 D	32 U	307	24	33

*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)	2.88	7.26 D	32 U	307	24	33

*Based on two-family lots

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
-	-	-	-	-	-	-

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 1 Elementary 1 Middle 1 High

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



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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

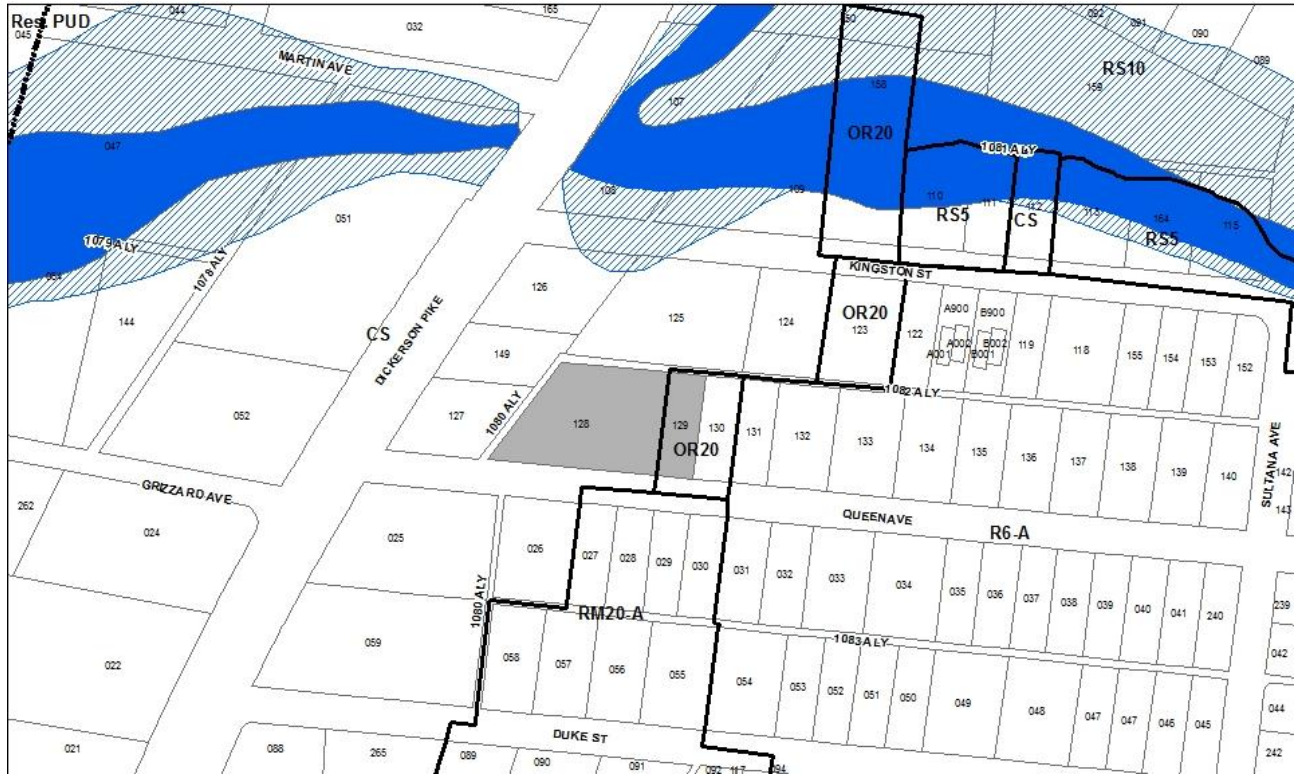
Staff recommends approval. The proposed rezoning is consistent with the T4 Urban Neighborhood Maintenance policy of the Green Hills-Midtown Community Plan.



SEE NEXT PAGE



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2017Z-025PR-001
Map 071-03, Parcel(s) 128-129
5, East Nashville
5 (Scott Davis)



Project No.	Zone Change 2017Z-025PR-001
Council District	05 - Davis
School District	05 – Speering
Requested by	Pichoslap Development Company, applicant; Blue Mountain 401K Trust and Kevin and Angela White, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CS and OR20 to RM20-A.

Zone Change

A request to rezone from Commercial Service (CS) and Office/Residential (OR20) to Multi-Family Residential-Alternative (RM20-A) zoning on properties located at 107 and 109 Queen Avenue, approximately 140 feet east of Dickerson Pike (0.82 acres).

Existing Zoning

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

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 3 units.*

Proposed Zoning

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 16 units.*

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit

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



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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 two parcels proposed for a zone change to RM20-A are located in the T4 Urban Neighborhood Maintenance policy and within the T4 Urban Mixed Use Corridor. The proposed RM20-A zoning will provide for a transition from the Mixed Use Corridor Policy, along the Dickerson Pike corridor, to the Neighborhood Maintenance policy for the interior neighborhood.

ANALYSIS

The site is located on the north side of Queen Avenue, just east of Dickerson Pike. One parcel is located within a T4 Urban Neighborhood Maintenance policy and currently zoned OR20. The other parcel is located within T4 Urban Mixed Use Corridor policy and currently zoned CS. The proposed RM20-A will provide a transition from the Dickerson Pike corridor, where more intense uses would be allowed, into the neighborhood. The RM20-A zoning district would allow multi-family residential uses of up to 16 units, providing the opportunity for a mixture of housing types. The rezoning would also move the property closer to the policy by removing an existing office zoning district from a Neighborhood Maintenance policy area, which permits residential uses only.

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.65	0.60	16,988 SF	765	21	63

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.17	0.80	5,924 SF	292	12	36

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)	0.82		16 U	221	12	27



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Traffic changes between maximum: CS & OR20 and RM40-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-836	-21	-72

METRO SCHOOL BOARD REPORT

Projected student generation existing zoning districts: 2 Elementary 1 Middle 1 High

Projected student generation proposed zoning districts: 5 Elementary 2 Middle 2 High

The staff recommended zone change is expected to generate 5 more students over what would be generated by the existing zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

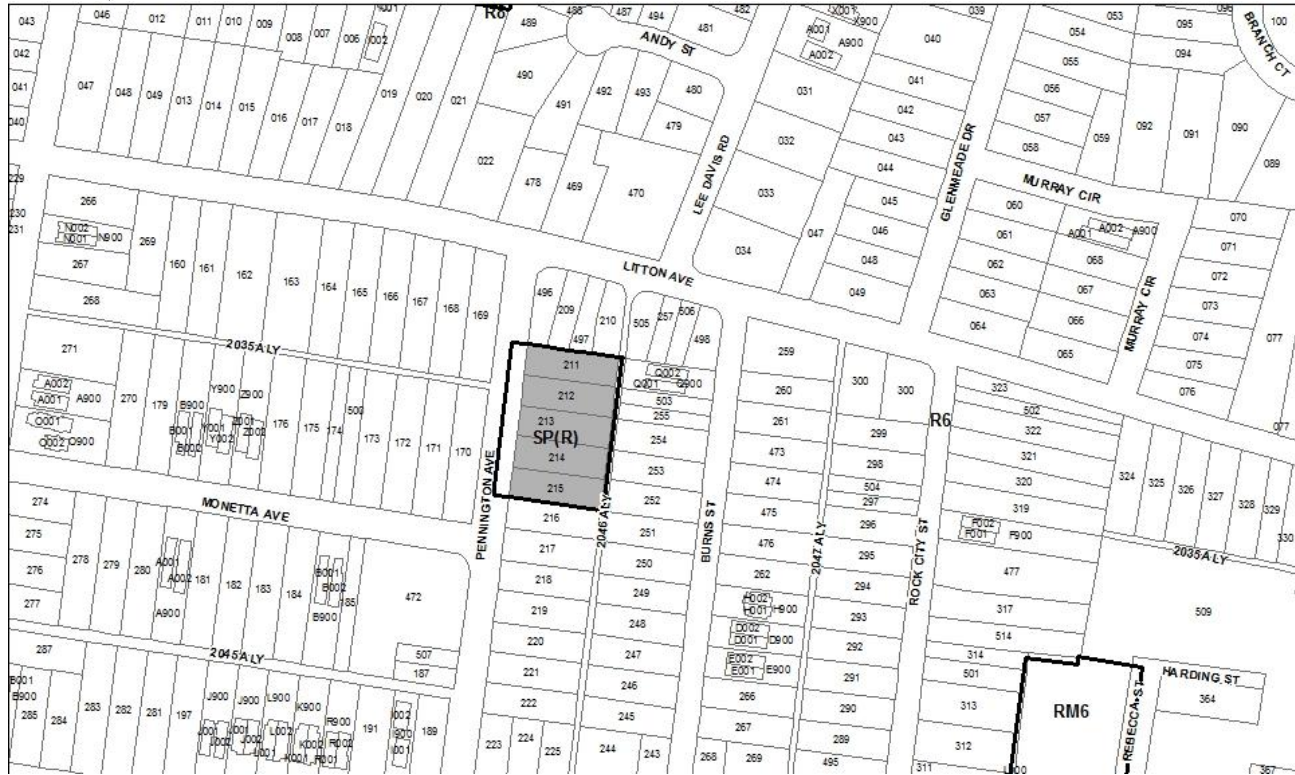
1. Will this project include any affordable or workforce housing units? N/A
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the property's T4 Mixed Use Corridor Policy land use policy and provides a transition to the T4 Urban Neighborhood Maintenance Policy.



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2017Z-026PR-001
Map 072-11, Parcel(s) 211-215
05, East Nashville
07 (Anthony Davis)



Project No.	Zone Change 2017Z-026PR-001
Council District	07- Davis
School District	05- Buggs
Requested by	Dale and Associates, applicant; JH104, LLC, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from SP-R to R6.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential (R6) zoning on properties located at 2305, 2309, 2313, 2317 and 2321 Pennington Avenue, approximately 135 feet south of Litton Avenue (0.84 acres).

Existing Zoning

Specific Plan-Residential (SP-R) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type. *The existing SP permits up to 17 residential units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

EAST NASHVILLE 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 zoning district is consistent with T4 Urban Neighborhood Maintenance policy as it provides for the potential of housing within an urban area that will be consistent with the established neighborhood character.



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ANALYSIS

The property is located at 2305, 2309, 2313, 2317 and 2321 Pennington Avenue, approximately 135 feet south of Litton Avenue. Pennington Avenue and Litton Avenue are local streets. The site consists of vacant property that abuts existing public right-of-way on an unimproved portion of Pennington Avenue. Pennington Avenue currently ends at Monetta Avenue. Improvements to Pennington Avenue will be required with building permit review.

The immediate area is currently zoned Single and Two-Family Residential (R6). This proposed zone change will allow for development at this site to be consistent with the established development of the neighborhood.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.84		17 U	138	13	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.84		10 U	96	8	11

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	0.84	-	-7 U	-42	-5	-4



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METRO SCHOOL BOARD REPORT

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

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

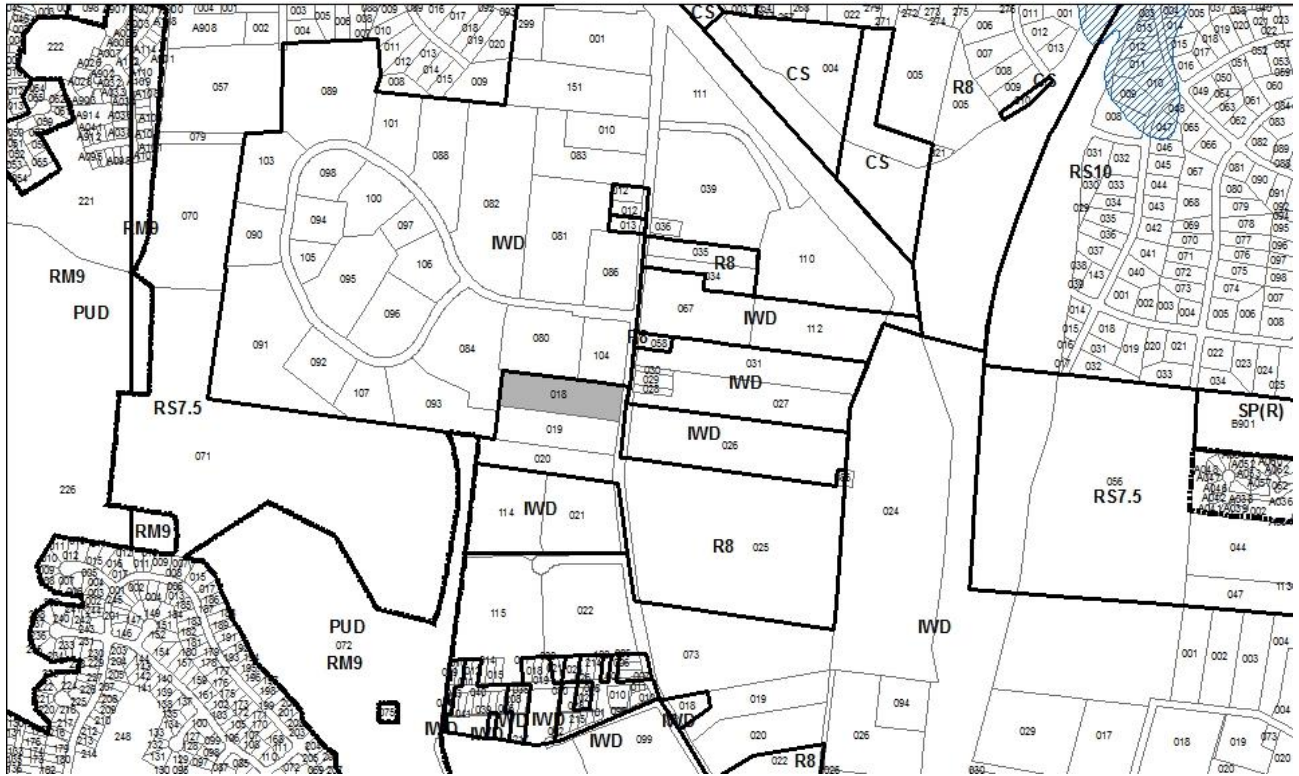
The proposed R6 zoning district will not generate more students than what is typically generated under the existing SP-R zoning district. Students would attend Inglewood Elementary School, Isaac Litton Middle School, and Stratford High School. None of the schools have been identified as over capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

Staff recommends approval. The proposed rezoning is consistent with the T4 Urban Neighborhood Maintenance policy of the East Nashville Community Plan.



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2017Z-027PR-001
Map 060 Parcel 018
03, Bordeaux-Whites Creek
02 (DeCosta Hastings)



Project No.	Zone Change 2017Z-027PR-001
Council District	02 – Hastings
School District	01 - Gentry
Requested by	Village Real Estate, applicant; James Daniel Gatlin, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from R8 to IWD.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Industrial Warehousing/Distribution (IWD) zoning on property located at 2912 Brick Church Pike, approximately 400 feet south of Brick Church Park Drive (3.92 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. *R8 would permit a maximum of 21 lots including 5 duplex lots, for a total of 26 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

N/A

BORDEAUX-WHITES CREEK COMMUNITY PLAN

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

Conservation (CO) is intended to preserve, remediate or enhance environmentally sensitive features such as stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they area in and whether or not they have already been disturbed. Remedial situations where the policy is to enhance rather than preserve are more common in more intensely developed Transect Categories, including D IN.



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Consistent with Policy?

Yes. The rezoning is consistent with the D IN policy. The uses most suitable within the proposed IWD zoning district are those which operate within completely enclosed buildings with limited outdoor storage. Potential impacts on abutting properties are minimized by the light industrial nature of the uses permitted in the district and high operational standards, in keeping with the intent of the D IN policy. Policy goals include creating or enhancing areas dominated by one or more industrial activities, but not at the expense of the immediate neighbors. A portion of the property is within the CO policy due to the presence of steep slopes and a stream buffer. Conservation policy recognizes that industrial land uses may be appropriate within limited areas of steep slopes. Development should be grouped on the portions of the lot that lack sensitive environmental features, and building orientation and placement should avoid or minimize disturbance of streams, regulatory buffers, and naturally occurring steep slopes. Standards and regulations in the Zoning Ordinance and Stormwater Management Manual ensure protection of the Conservation policy areas.

ANALYSIS

The request is to rezone 3.92 acres located off of Brick Church Pike, south of Ewing Drive and Brick Church Park Drive. The property contains a residential structure and smaller accessory structures. The requested rezoning to IWD is consistent with the policy for the area and is appropriate given the surrounding industrial land uses. There are pockets of One and Two-Family Residential along the block, including the two parcels directly south of the subject property, but the surrounding area is largely zoned IWD. A business park is located to the north and contains mixed industrial and nonindustrial uses. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site. Currently there are no sidewalks fronting the subject parcels. Sidewalks, which meet the criteria of the Major and Collector Street Plan, will be required with the redevelopment of these lots.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	3.92	5.4 D	26 U	249	20	27

* Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	3.92	0.80	136,604 SF	487	98	73

Traffic changes between maximum: **R8 and IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+238	+78	+46

STAFF RECOMMENDATION

Staff recommends approval as the requested zone change is consistent with the District Industrial land use policy and with the zoning of surrounding parcels.