

Metropolitan Planning Commission



Staff Reports

May 11, 2017



Metro Planning Commission Meeting of 05/11/2017

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

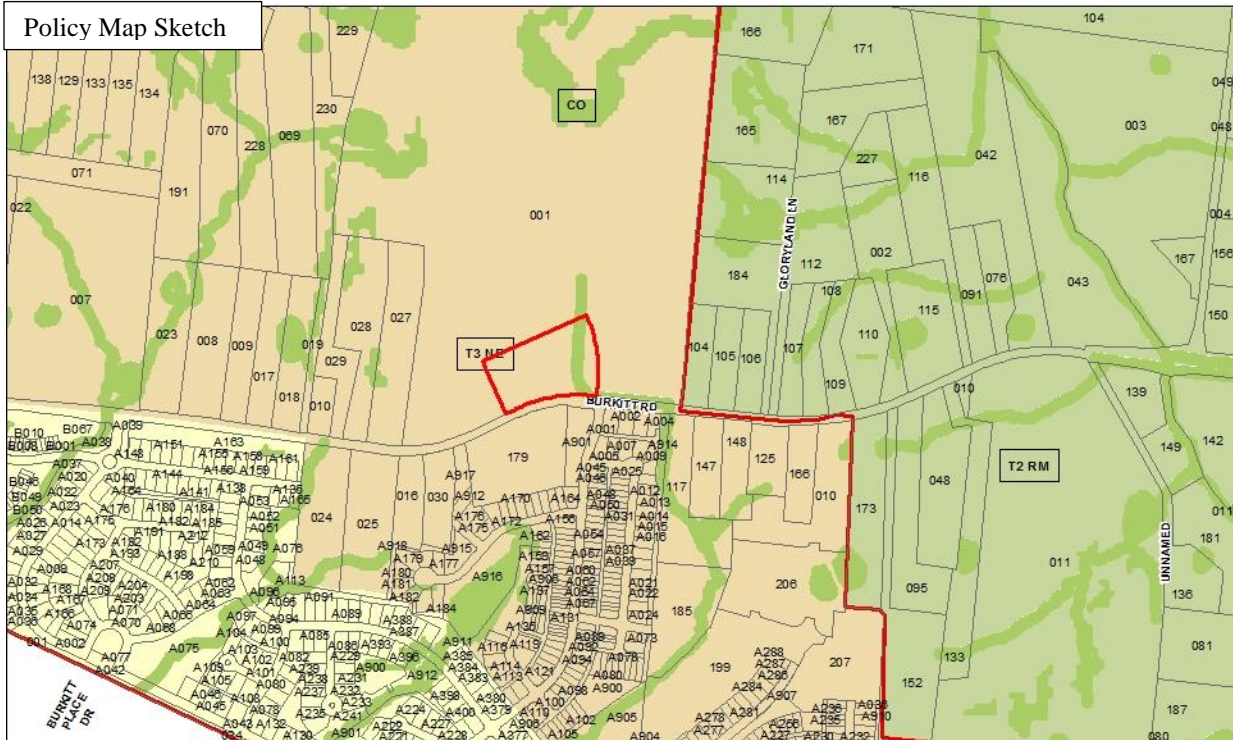


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Policy Map Sketch



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.

Deferrals This item was deferred at the March 9, 2017 and April 13, 2017, Planning Commission meetings. A public hearing was held and closed at the April 13, 2017, meeting.

Staff Reviewer Sewell
Staff Recommendation *Approve*

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 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/Residential (AR2A) (5.10 acres).

SOUTHEAST NASHVILLE COMMUNITY PLAN

Current 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.

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

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a five-minute drive. They



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are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2017SP-023-001, a request to change from Agricultural/Residential (AR2a) zoning to Specific Plan – Mixed Use (SP-MU) zoning to permit a mixed use-development. The plan amendment request only pertains to a small portion of the total area within the proposed SP. The existing AR2a zoning district is intended to implement the natural conservation of rural land use policies of the general plan. The proposed SP-MU zoning district provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan.

The SP proposes a mix of residential, mixed use, live work and commercial uses on 143.92 acres, with non-residential uses concentrated on approximately five acres adjacent to Burkitt Road and within the proposed plan amendment area. Existing T3 NE policy does not support mixed use, commercial or live work uses. As a result, the applicant has proposed a policy change to T3 NC for the proposed non-residential portion of the SP. The proposed center is located approximately one mile east of an existing T3 Suburban Community Center (T3 CC) policy area, located at the intersection of Nolensville Pike and Burkitt Road.

Burkitt Road is currently a two-lane arterial linking Nolensville Road to Interstate 24 via Old Hickory Boulevard. The Major and Collector Street Plan (MCSP) classifies Burkitt Road as a five-lane T3 Suburban-Residential Arterial Boulevard (T3-M-AB5). The proposed SP is located approximately one mile east of the intersection with Nolensville Pike, which the MCSP also classifies as an arterial-boulevard. The plan amendment area does not currently have access to existing public transportation.

COMMUNITY PARTICIPATION

Prior to submitting an application, the development team held three community meetings that were open to the public and coordinated from the Metro Council office following standard noticing procedures. Staff did not attend the meetings. The meetings took place at the Cane Ridge Community Center on August 30, October 24 and November 28, 2016, with attendance of approximately 60, 50 and 50, respectively, including the district council member. Incorporating a neighborhood-scale mixed use node along Burkitt Road was among the items discussed. A staff-led community meeting is required for major plan amendments. However, the district council member expressed to staff that another meeting was not necessary since the issue had been discussed at the development team-led meetings. Staff initially recommended waiving the community meeting requirement, per the district councilmember's request. However, on April 13, 2017, the Planning Commission deferred the proposal, and directed staff to hold a community meeting for the plan amendment prior to the case returning for its consideration.

Community meeting notices were mailed to property owners within 1,300 feet of the amendment area on April 20, 2017. The notice was posted on the Planning Department website. The community



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meeting was held on May 4, 2017, at the Cane Ridge Community Center, and 55 people attended. Councilmember Fabian Bedne, the development team, and Metro staff from Planning and Public Works also attended.

During the community meeting, the staff and development team answered multiple questions related to the amendment and Specific Plan applications, which were presented. Below is a summary of the range of major themes that attendees expressed at the community meeting via discussion and comment forms:

- The capacity of the existing road network, especially along Burkitt Road where sight distance, safety, and congestion are a concern for residents. Timing of required transportation infrastructure improvements was also a concern (i.e. desire for more improvements on the front end, rather than spread out over time as the development of the property progresses).
- The scale of the development and overall number of proposed units. Some questioned whether the proposal is consistent for an area that many consider rural.
- Concern about setting a precedent for commercial development to spread along Burkitt Road if allowed in the amendment area. Further questions arose about the logic of allowing commercial in the amendment area, given its proximity to existing commercial uses and entitlements on nearby Nolensville Pike. The type of commercial development is also a concern (e.g. opposition to big box retailers and uses that would generate pass-by trips, etc.). Some noted that neighborhood-scale commercial nearby may be appropriate.
- The design of the proposed residential units and whether they would conform to the existing context with regards to architecture and buffering/separation.
- The community's need for a new fire station (which is included in the Plan) and other needed infrastructure improvements was discussed.

ANALYSIS

T3 NC policy is intended for areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban neighborhood, and where the center's intensification is supported by surrounding or planned residential development, adequate infrastructure and adequate access such as arterial-boulevard and collector-avenue streets. T3 NC areas serve suburban neighborhoods within a five minute drive. The applicant has proposed an SP that includes a small area for commercial and mixed use that the existing T3 NE policy does not support. As a result, the applicant has requested a change to T3 NC policy.

The proposed center is intended to provide a walkable option for residents of the proposed development as well as residents of the existing developments south of Burkitt Road. The neighborhood center proposed in this SP may also provide an option for residents living farther east along Burkitt Road to access services without having to travel all the way to Nolensville Pike.

The amendment area is an appropriate location for T3 NC policy, given its association with the proposed 143.92-acre mixed-use development and its location along Burkitt Road, which is an arterial-boulevard, and located approximately one mile east of the intersection with Nolensville Pike, which is also an arterial-boulevard. The proposed SP includes mix of residential (assisted living, multi-family and single-family), mixed use, live work and commercial uses. The proposed SP includes an overall limitation on commercial of 17,000 square feet, which would occur within



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the proposed T3 NC policy area. This center would serve the SP's proposed 800 residential units, as well as developments on the south side of Burkitt Road.

STAFF RECOMMENDATION

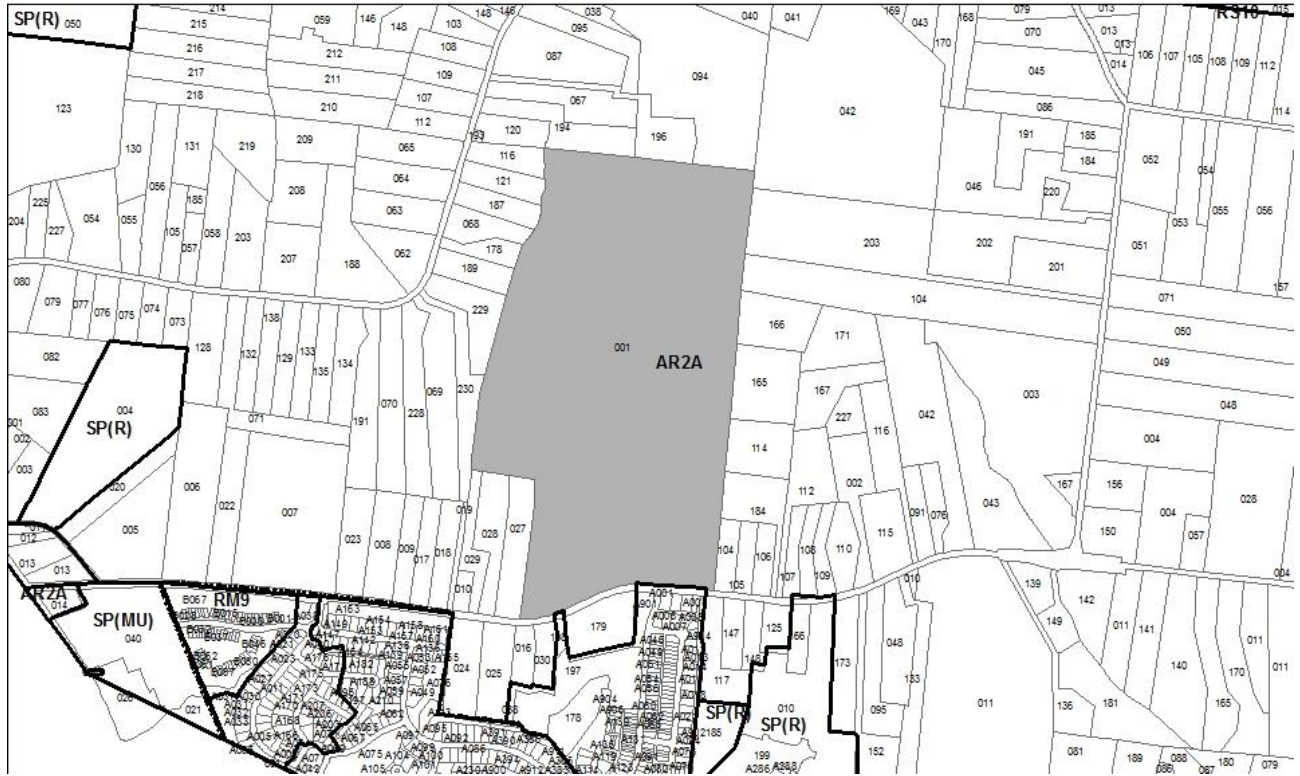
Staff recommends approval.



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2017SP-023-001
BURKITT RIDGE SP
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.

Deferrals This item was deferred at the March 9, 2017 and April 13, 2017, Planning Commission meetings. A public hearing was held and closed at the April 13, 2017, meeting.

Staff Reviewer Shepard
Staff Recommendation *Approve with conditions and disapprove without all conditions, subject to approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval as submitted.*

APPLICANT REQUEST
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.

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 71 lots with 17 duplex lots for a total of 88 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

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.

History

The Metro Planning Commission considered this proposal at the April 13, 2017, Planning Commission meeting. A public hearing was held. The Planning Commission deferred the application to the May 11, 2017, meeting, in order to hear from the Council Member and to allow time for a community meeting led by planning staff on the associated Community Plan amendment. The Commission specified that the public hearing was closed but that they wished to hear from the Council Member.



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Proposed Site Plan



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CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Creates Walkable Neighborhoods

The project incorporates a variety of residential dwelling types, including detached single-family dwellings, carriage houses, townhomes, and multi-family units along with opportunities for assisted living. The diversity of housing types provides for a range of choices in an area with a predominantly single-family land use pattern. The range of housing may also permit residents of the development to age in place. The proposal helps create walkable neighborhoods through the incorporation of sidewalks and by establishing a neighborhood center with commercial and civic uses to allow residents of the development to access businesses and services without using their cars.

SOUTHEAST NASHVILLE COMMUNITY PLAN

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

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Proposed Policy (portion of property)

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



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Consistent with Policy?

The proposed SP is consistent with the existing T3 NE policy and the proposed T3 Suburban Neighborhood Center, which is intended to create and enhance suburban neighborhoods with more housing choices and improved connectivity. The proposal includes a variety of housing types and incorporates sidewalks and design standards intended to enhance the pedestrian realm and increase connectivity. There are sensitive environmental features present on the site, including areas of steep slopes and streams, as indicated by the presence of Conservation policy along the western property boundary and in the northeast corner of the property. The proposed SP is designed to incorporate large areas of open space around those sensitive environmental features to ensure they remain undisturbed. The SP also incorporates open space and buffers to provide appropriate screening and transitions to surrounding residential neighborhoods. Overall, the building forms and intensity are arranged on the site in a manner that provides a transition from taller buildings and dense units adjacent to Burkitt Road, and transitions to less intense single-family uses and larger lots farther away from the corridor and along the policy boundary. The design of the SP serves to integrate this development into the existing and growing suburban residential fabric of the area.

The overall density of the project is 5.55 dwelling units per acre, or roughly equivalent in intensity to R8 zoning. There are numerous existing residential developments located on the south side of Burkitt Road, opposite the project site. Those developments include townhomes developed under RM9 zoning, single-family lots developed under R8 and RS10 zoning, and other residential Specific Plans ranging in density from approximately 3.5 to 4.5 units per acre, or roughly equivalent to RS10 zoning. The proposed SP is similar in overall intensity to the surrounding developments and what could be achieved under R8 zoning. However, the design of the proposed SP better minimizes impacts to sensitive environmental features, preserves larger areas of open space, and creates a better transition to surrounding neighborhoods than would be possible to achieve with a similarly dense development approved under base zoning.

Burkitt Road is currently identified on the Major and Collector Street Plan (MCSP) as an arterial boulevard. The MCSP calls for the road to be widened to five lanes in the future. As the area develops, Burkitt Road will serve as a major corridor in the southeast portion of the county, making this site along Burkitt an appropriate location for additional residential intensity.

The project site is located approximately one mile east of a Community Center, located at the intersection of Nolensville Pike and Burkitt Road. The associated plan amendment proposes the application of T3 NC policy to a 5.10-acre portion of the site near the entrance of the development to accommodate commercial and civic uses. The proposed center is intended to provide a walkable option for residents of the proposed development as well as residents of the existing developments south of Burkitt Road. The neighborhood center proposed in this SP may also provide an option for residents living farther east along Burkitt Road to access services without having to travel all the way to Nolensville Pike. The neighborhood center portion of the proposed SP is consistent with policy if the associated plan amendment is approved.

PLAN DETAILS

The site encompasses approximately 143 acres north of Burkitt Road, approximately 0.78 miles east of the intersection of Burkitt Road and Nolensville Pike. The property is currently vacant.



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Site Plan

The plan proposes a total of 17,000 square feet of commercial uses, institutional or civic uses, and a maximum of 800 residential units. The plan proposes flexibility in the layout and location of buildings by proposing five Neighborhood Districts and a set of Building Typologies which contain architectural and design standards that would regulate the form, setbacks, and other aspects of the buildings and parking. The Neighborhood Districts are mapped on the following page. Although the SP permits all uses allowed by the Mixed Use Limited – Alternative (MUL-A) zoning district, each Neighborhood District includes a specific range of proposed uses, as outlined in the table below.

Neighborhood District	Uses	Building Forms
District 1	<ul style="list-style-type: none"> • Mixed civic, office and neighborhood retail • Denser multifamily residential, often in mixed use buildings • Assisted living 	<ul style="list-style-type: none"> • Mixed use • Civic/institutional • Multifamily
District 2	<ul style="list-style-type: none"> • Civic/institutional • Denser multifamily residential • Assisted living 	<ul style="list-style-type: none"> • Civic/institutional • Multifamily • Townhomes
District 3	<ul style="list-style-type: none"> • Moderate density multifamily residential • Single-family residential 	<ul style="list-style-type: none"> • Townhomes • Carriage houses • Detached single-family
District 4	<ul style="list-style-type: none"> • Multifamily residential • Assisted living 	<ul style="list-style-type: none"> • Multifamily
District 5	<ul style="list-style-type: none"> • Low density residential 	<ul style="list-style-type: none"> • Detached single-family • Carriage houses

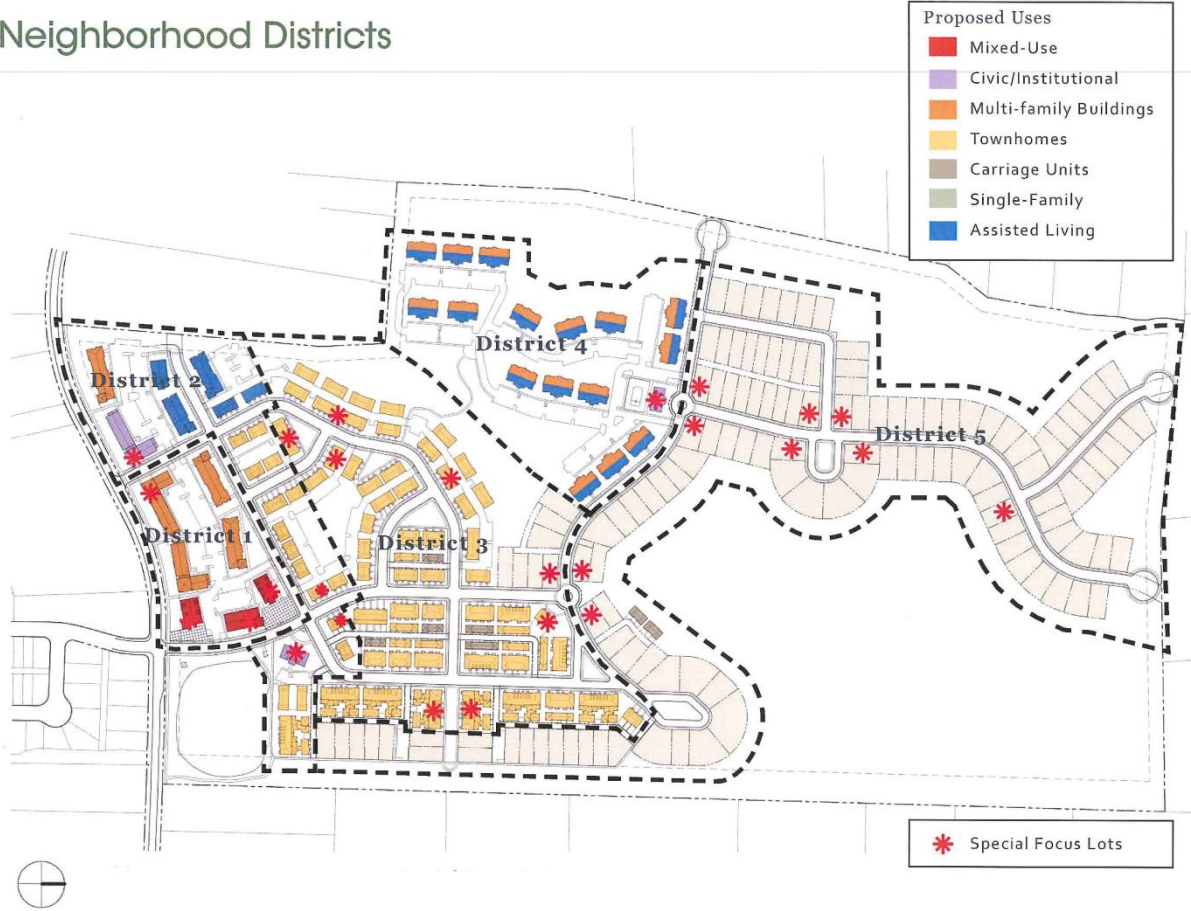
The SP includes a proposed location for a fire station, to be finalized in coordination with Metro Fire and Metro General Services, which is an amenity needed in the area and desired by neighborhood residents.

Primary vehicular access is provided from two points on Burkitt Road, on either side of the neighborhood center. Future connections, generally consistent with planned collectors depicted on the Major and Collector Street Plan (MCSP), are provided in two locations to the west and in two locations to the north. Although the MCSP currently identifies a future connection to the east, the land use policy and character transition to rural at the eastern property line, making a future connection to the east inappropriate.



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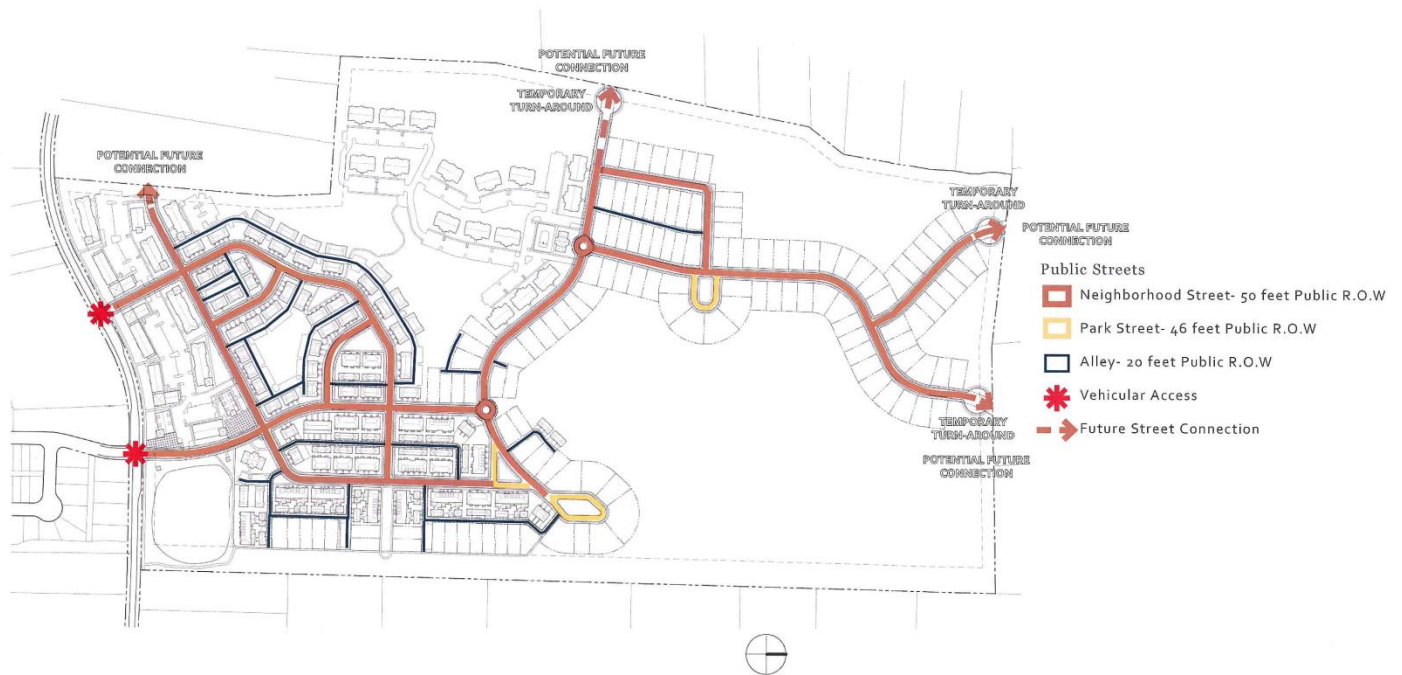
Neighborhood Districts



Street Network



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A general layout of streets and alleys is proposed, although the SP indicates that the interior circulation shall be flexible to respond to physical site conditions, dispersion of building types, community desires and changing markets. Typical street sections are included which incorporate sidewalks and planting strips consistent with local road standards. A six-foot wide sidewalk and eight-foot wide planting strip, consistent with the MCSP, shall be provided along Burkitt Road for the full length of the property, per staff's recommended conditions. The Site Design and Street Network plans conceptually depict sidewalks and planting strips, but the scale of the drawings makes it difficult to determine if the sidewalk and planting strip are consistent with MCSP standards.

Bulk standards are established for each building typology, including setbacks, build-to zones, height, and glazing requirements. Height is limited to 3.5 stories in 50 feet for mixed use, civic/institutional, and multifamily buildings and townhomes. Detached single-family and carriage units are limited to 3.5 stories in 45 feet, and detached garages are limited to two stories in 25 feet. The bulk standards specify that parking for each building typology shall be provided per Metro Zoning Code, with the exception of multifamily and townhome buildings, where the plan calls for a maximum of 2 spaces per unit, regardless of the number of bedrooms. The SP specifies that off-street parking should be provided behind or between buildings, with the exception of single-loaded access drives. Front entry garages are permitted for a maximum of 127 single-family detached units. The plan specifies that front entry garages on corner lots shall be access from a secondary street, and requires that front-loaded garages be recessed.

The overall SP regulations include architectural standards requiring avoidance of blank facades through incorporation of articulations or changes in material. Standards are also provided for prohibited materials and porch depth. A requirement for raised foundations is proposed for single-family residential dwellings.



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ANALYSIS

The SP is generally consistent with the existing T3 NE policy, which calls for increased diversity of housing and improved vehicular and pedestrian connectivity. The SP provides for a general transition from more intense civic, commercial, and residential uses near the Burkitt Road corridor, to less intense residential uses in the interior of the site.

The proposed SP is organized into five Neighborhood Districts, each of which is intended for a different range of uses and intensities. In order to facilitate evaluation of the SP for consistency with the policy, the SP includes maximums for number of residential units and commercial square footage in each district, which allows staff to equate each district to a similar base zoning district in the Metro Zoning Ordinance. The intensities proposed range from an intensity roughly equivalent to RM20 zoning adjacent to Burkitt Road to an intensity equivalent to RS10 zoning toward the rear of the site. The T3 NE policy applicable to the site outside of the proposed neighborhood center supports a range of building types and intensities, and identifies a range of zoning districts that may be appropriate based on context, ranging from RS7.5 to RM20-A. The residential intensity on the site is consistent with the upper range of what might be appropriate in T3 NE policy.

The vehicular connections proposed in the SP establish connectivity to T3 NE policy areas to the north and west, setting up a network to better serve those areas as they redevelop. The street sections proposed in the SP all include sidewalks and planting strips to enhance the pedestrian realm throughout the development and provide pedestrian connectivity to the neighborhood center.

Live/Work

The SP also includes an allowance for up to 30 live/work units, defined as an accessory use to a townhome residence. As proposed, the live/work units include retail or office spaces that serve customers or patrons on site. The live/work units are permitted within Neighborhood District 1, which is coincident with the boundaries of the proposed policy amendment to establish an area of Neighborhood Center policy. The live/work units, as proposed, would integrate up to 16,500 square feet of potential commercial uses into the center, beyond the 17,000 square feet of commercial permitted in District 1. Limiting the proposed live/work units to District 1 is consistent with the proposed T3 NC policy.

Independent/Assisted Living

The SP also proposes independent or assisted living uses in Districts 2 and 4. The applicant has indicated that the intention is to integrate these uses, particularly the independent living, into typical residential buildings, rather than consolidate these uses into a single structure. The Metro Zoning Ordinance does not include a definition of independent living; therefore, such units would be reviewed as single-family or multifamily residential. The Metro Zoning Ordinance does include a definition of assisted care living, which states that where a common kitchen and communal area for all residents is provided, three rooming units in the facility shall be counted as one dwelling unit for purposes of determining the facility's density. The SP permits a maximum of 184 units of independent or assisted living. If all of those units were assisted living, as defined in the Metro Zoning Ordinance, up to 552 rooms could be provided. At the time of Final SP for any phase containing independent or assisted living, the applicant shall specify a maximum number of each type, to allow for confirmation that the proposed assisted living units meet the definition in the ordinance and to permit accurate review of parking and other requirements.



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Flexibility

Although the proposed SP is generally consistent with existing and proposed policy, the SP proposes a high level of flexibility. The SP limits commercial uses to a maximum of 17,000 square feet, not including live/work spaces, and residential to a maximum of 800 units. The SP proposes maximum number of units within each neighborhood district, in order to ensure that no portion of the property is overdeveloped. The proposed unit maximums are based on a conceptual evaluation of the development that can be accommodated in any particular district subject to the proposed building form standards. The SP includes a proposed phasing plan, which breaks the development into 12 potential phases. Some of the proposed phases incorporate development in multiple neighborhood districts. The phasing plan is described as preliminary and subject to revisions based on market conditions.

The conceptual nature of the SP affords the developer flexibility to respond to market conditions, but it presents challenges in review of the appropriateness of the access and circulation, building layout and orientation, and ability of each area to accommodate parking, landscaping and other requirements for the various uses. Detailed design comments and conditions regarding the layout and orientation of buildings, access and circulation, and other issues, which are typically provided with review of the Preliminary SP, should be expected at the Final SP for each phase of the project. In order to address the challenges posed by the conceptual nature of the plan and ensure clarity during review of the Final SP for each phase, staff recommends several conditions addressing the site plan, phasing, street sections, lot orientation, and independent/assisted living. Those conditions are outlined in staff's recommendation below.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the findings of the TIS, The developer shall construct the following roadway improvements.



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- Developer shall install a traffic signal at the intersection of Burkitt Road and Westcott Lane/Site Access #1 when warranted. Signal warrant analysis shall be submitted with first 100 units Use and occupancy permits or equivalent traffic generating land use and at a minimum with development approval of every 200 units or with commercial development. Developer shall design and submit signal plan with appropriate pedestrian infrastructure to MPW traffic engineer and install signal when approved.
- Developer shall provide adequate sight distance at access roads to Burkitt Rd and roads internal to development. The existing trees and vegetation west of Site Access #2 should be cleared such that a minimum 500 feet of intersection sight distance is available when looking from the proposed access. Sight distance exhibits may be required.
- Site Access #1 and access #2 should be designed to include one exiting left turn lane, one exiting shared through/right turn lane with adequate storage and one entering lane. Access roads width shall allow adequate truck/bus turning movements.
- Developer shall construct an EB left turn lane and WB right turn lane with adequate storage on Burkitt Road at Westcott Lane/Site Access #1 and construct a westbound left turn lane on Burkitt Rd at Westcott Lane if not constructed by others prior to Signal installation.
- Developer shall construct an EB left turn lane and WB right turn lane on Burkitt Road at Site Access #2.
- The left turn lanes on Burkitt Rd at both access points should be designed to include a minimum of 50 feet of storage and adequate taper. The total storage and taper should be designed according to AASHTO guidelines or as approved by Metro Nashville Public Works.
- To prevent back-to-back left turn tapers, a continuous, center two-way left turn lane may be required along Burkitt Road in between the two site accesses. The left turn lanes on Burkitt Road at the proposed site accesses should be constructed prior to the signal installation at access #1.
- Developer shall construct a right turn deceleration lane for the westbound approach of Burkitt Road to Westcott Lane/Site Access #1 and at access #2. The deceleration lane shall be designed to provide adequate storage with a minimum of 50 feet of storage and adequate taper. The total storage and taper should be designed according to AASHTO guidelines or as approved by Metro Nashville Public Works.
- The right turn lane on Burkitt Road at Site Access #1 should be constructed prior to the installation of the traffic signal.
- The development should meet the requirements of the Major and Collector Street Plan through the dedication of right of way and construction of sidewalks along the property frontage.
- Additional analysis may be required to determine appropriate storage for turn lanes at access #1 and #2.
- The first drive or road off #1 and #2 access roads shall be located an appropriate distance from Burkitt Rd and Access Road intersection in order to allow adequate storage for exiting traffic at Burkitt Rd and for entering cars turning left or right into drive aisles or roads.
- Prior to any future transit service in the study area, an analysis by developer should be conducted to determine any necessary roadway improvements or transit shelters to accommodate transit facilities.



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- Developer shall provide parking per parking standards of the Zoning Code (17.20). Parking shall be provided within parking lot areas and private garages internal to the development.
- Guest parking spaces shall be provided in the form of on-street parking with appropriate road width construction.
- Bicycle parking shall be provided per Metro requirements.
- Vehicles associated with the home occupation of the Live/Work units shall be limited to one vehicle with a maximum axle load capacity of one and one-half tons.
- The minimum number of guest parking spaces for the proposed Live/Work units shall be analyzed and provided based on the zoning requirements for the specific land uses of each unit, as each land use becomes apparent.
- Developer shall signalize the Burkitt Road and Old Hickory Blvd intersection when warranted and construct any necessary laneage. Signal warrant analysis shall be submitted prior to 50% of total development buildout and subsequently with development approval of every 200 residential units and/or with commercial buildout.
- Developer shall design signal plan at Burkitt Rd and Old Hickory Blvd and submit to MPW traffic engineer for approval and shall install signal when approved.
- Developer shall construct previously conditioned/ recommended road improvements at Nolensville Rd and Burkitt Rd for other nearby developments, if not constructed by others prior to 25% of total development buildout of Burkitt Ridge SP.
- The realignment of Old Burkitt Road, as well as the right turn lane on Burkitt Road at Old Burkitt Road are not the responsibility of the Burkitt Ridge developer.
- Developer shall extend the SB left turn lane on Nolensville Rd by modifying pavement markings prior to approval of the first 75 residential units.
- Extension of the southbound left turn lane on Nolensville Road is contingent on an approval from TDOT for the restriping. Furthermore, this condition will also be contingent on adequate pavement width being available along Nolensville Road. If the proposed restriping does not receive approval from TDOT or there is not adequate pavement width available along Nolensville Road, this improvement will not be required by developer.

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)	143.92	0.5 D	71 U	759	60	79

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
Single-Family Residential (210)	138.82		800 U	7044	570	697

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	5.1		17,000 SF	765	21	63



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Traffic changes between maximum: AR2a and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+7,050	+531	+681

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 45 Elementary 37 Middle 32 High

Projected student generation proposed SP-MU district: 100 Elementary 61 Middle 60 High

The proposed SP zoning is expected to generate 107 more students than the existing AR2a zoning, assuming that the SP incorporates 130 single-family units based on the number of lots currently depicted on the Site Layout sheet. A change in the ratio of single and multifamily residential units, which the SP permits, could potentially impact the number of students generated. Students would attend Maxwell Elementary School, Marshall Middle School and Cane Ridge 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.

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site as described in the conditions of approval.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Yes
2. If so, how many and what is the percentage of the entire development? Up to 60% of the development could be constructed as workforce housing.
3. How will you enforce the affordability requirements? Developer focuses on providing workforce housing within the community.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions, subject to approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval as submitted.

CONDITIONS

1. Permitted uses shall be limited to all uses allowed by MUL-A zoning, including a maximum of 17,000 square feet of commercial uses, a maximum of 800 residential units, and institutional or civic uses, as specified in the plan. Live/work use as defined in the plan shall also be permitted, subject to the limitations established in the SP. Home occupation is permitted as an accessory use, as established in the SP.
2. The phasing plan, if altered from that presented in the Preliminary SP, shall progress generally from the south end of the property, along Burkitt Road, to the north.
3. Both of the access points and road extensions to Burkitt Road depicted on the plan shall be constructed prior to approval of Use and Occupancy permits for any multifamily units beyond a maximum of 100 units, or prior to permits for any single-family units beyond a maximum of 30



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units, whichever comes first. Both road extensions shall extend to the units noted in this condition.

4. A six-foot wide sidewalk and eight-foot wide planting strip, consistent with the requirements of the Major and Collector Street Plan shall be provided along Burkitt Road for the full property frontage. The required sidewalk shall be depicted on the final site plan.
5. All future street connections depicted on the Street Network sheet shall be built to the property line. If a temporary turnaround is required by Public Works or Fire Marshal standards, the turnaround shall be constructed so that its edge is coincident with the property line.
6. All proposed lots shall be required to comply with the standards of the Metro Subdivision Regulations at the time of Final Plat.
7. Portions of the property that fall within Conservation Policy shall be undisturbed and existing vegetation shall be maintained.
8. At Final SP for each phase or district containing independent/assisted living, the applicant shall be required to provide an exact breakdown of the number of independent living units and number of assisted living units so that parking and other requirements can be accurately reviewed. Assisted living units shall be calculated as defined in the Metro Zoning Ordinance.
9. Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for elementary schools with a capacity of 500 students. This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Cane Ridge High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final plat for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final plat consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.
10. Elevations for all building types consistent with the bulk and architectural standards in the Preliminary SP shall be provided with the submittal of the Final Site plan for each phase.
11. 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 following zoning districts as of the date of the applicable request or application:
 - District 1: MUL-A
 - District 2: RM-20-A
 - District 3: RM9-A
 - District 4: RM15-A
 - District 5: RS10Uses are limited as described in the Council ordinance.
12. 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.
13. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of



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

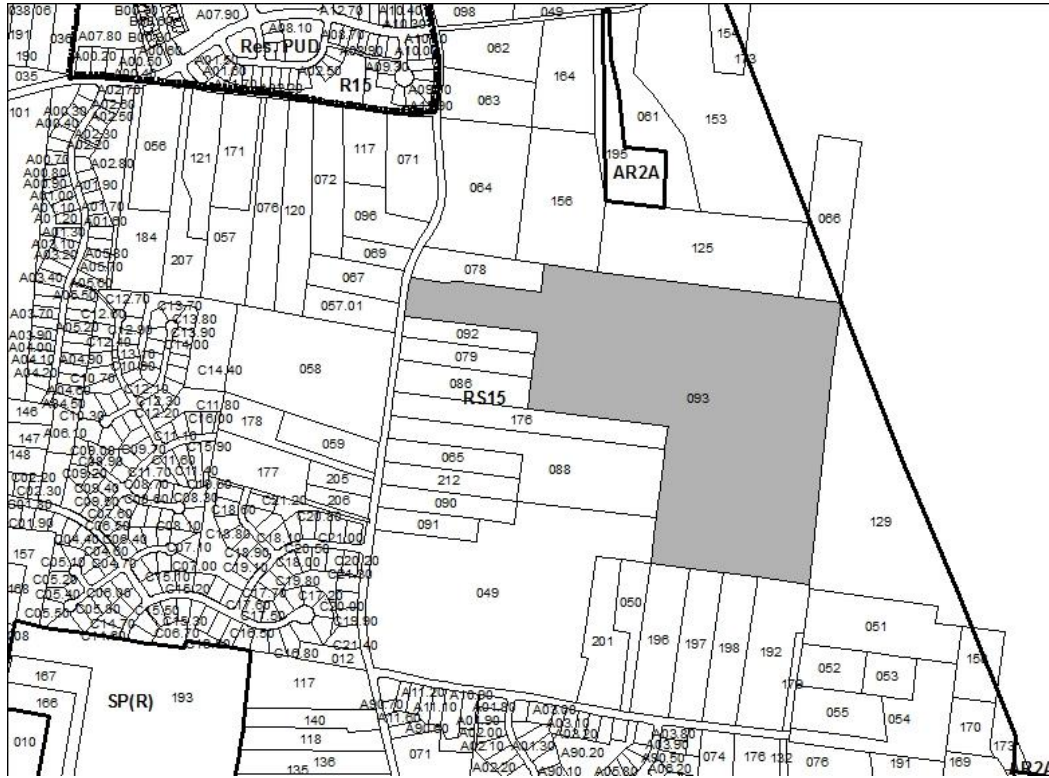
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 05/11/2017



2016SP-062-001
EARHART SUBDIVISION SP
Map 098, Parcel(s) 093
14, Donelson-Hermitage-Old Hickory
12. (Steve Glover)



Project No.	Specific Plan 2016SP-062-001
Project Name	Earhart Subdivision SP
Council District	12 - Glover
School District	4 - Shepherd
Requested by	T-Square Engineering, Inc., applicant; KDS Investments GP, owner.

Deferrals This item was deferred at the February 23, 2017, March 9, 2017, March 23, 2017, April 13, 2017, and April 27, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the May 25, 2017, Planning Commission Meeting.*

APPLICANT REQUEST

Zone change to permit up to 180 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning for property located at Earhart Road (unnumbered), approximately 1,000 feet south of John Hagar Road, (69.76 acres) to allow up to 180 residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 05/11/2017



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 1 - Gentry
Requested by Civil-Site Design, applicant; The Livery at 5th & Monroe, owner.

Deferrals This item was deferred at the February 9, 2017 and March 9, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the June 8, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Preliminary SP

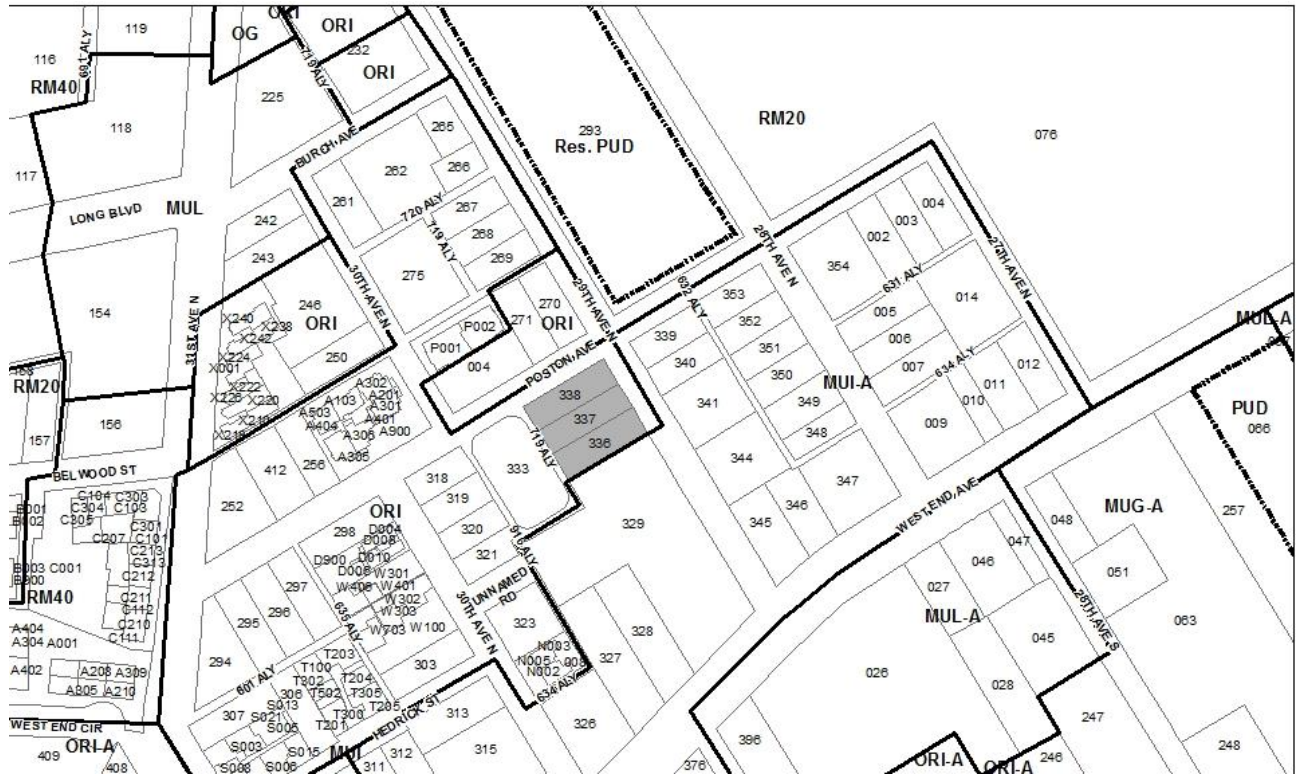
A request to rezone from Mixed Use Neighborhood (MUN) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 1235 5th Avenue North, located within the Germantown Historic Preservation Overlay District and the Phillips-Jackson Street Redevelopment District, approximately 530 feet north of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

STAFF RECOMMENDATION

Defer to the June 8, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 05/11/2017



2017SP-020-001
FAIRFIELD INN AND SUITES SP
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 SP
Council District 21 - Kindall
School District 8 - Pierce
Requested by Humphreys and Associates, applicant; Midtown Hotel Partners, LLC, owner.

Deferrals This item was deferred at the March 9, 2017, March 23, 2017, and April 13, 2017, Planning Commission meetings. A public hearing was held on April 13, 2017, and remains open.

Staff Reviewer Shepard
Staff Recommendation *Defer to the May 25, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST
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.

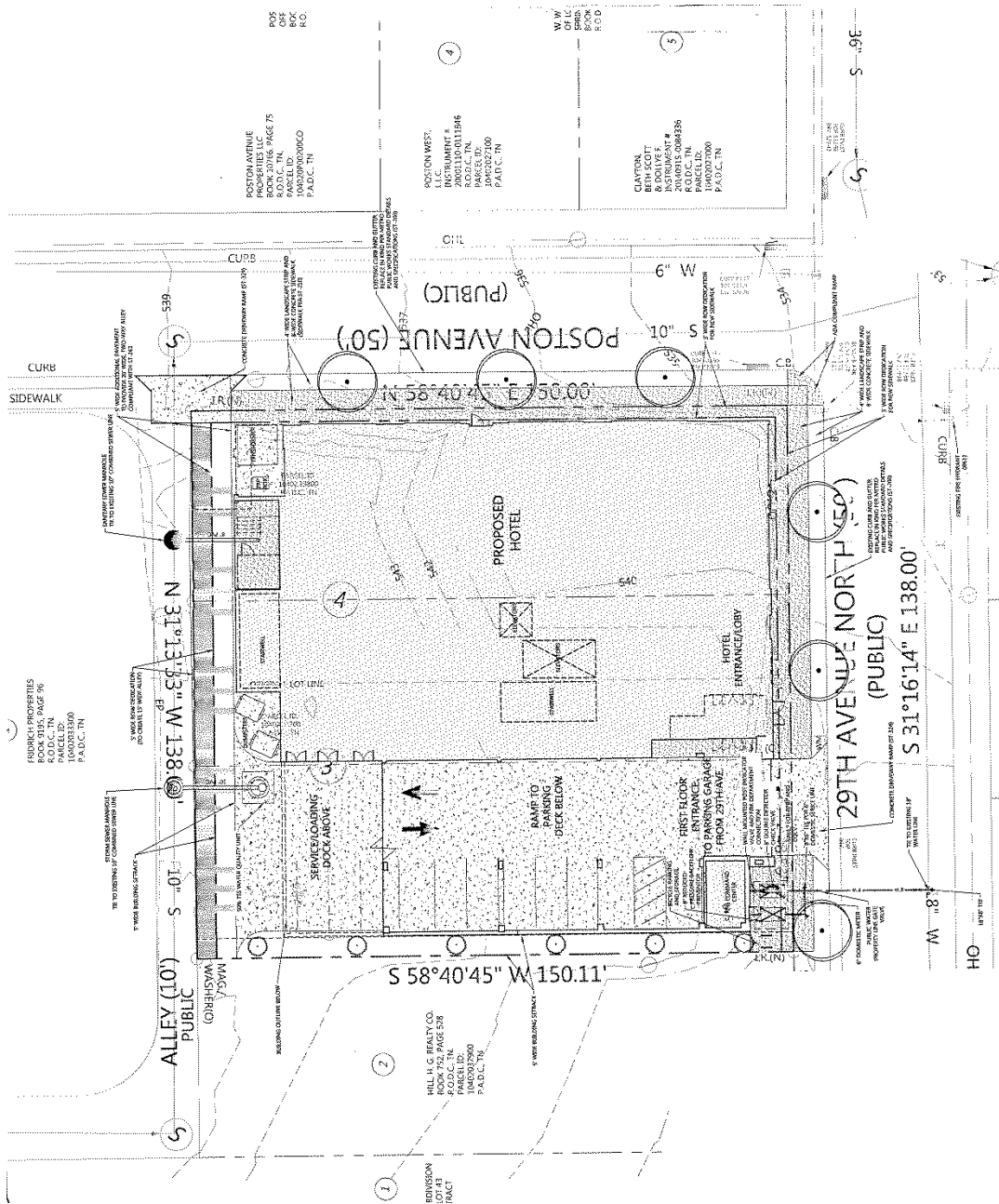
Existing Zoning

Office Residential Intensive (ORI) is intended for high intensity office and/or multifamily residential uses with limited retail opportunities.

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



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Proposed Site Plan



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This property is located in the CO-1 Core sub-district area. The sub-district is intended to remain a high intensity transition to the future urban edge of Centennial Park. Buildings may take many forms such as multi-story mixed-use, commercial, and stacked residential flats. The area should be developed in a dense, urban manner with a variety of building types as high as approximately six stories.

Proposed Zoning

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

History

The Metro Planning Commission considered this proposal at the April 13, 2017, Planning Commission meeting. A public hearing was held. The Planning Commission had questions regarding the relationship of the proposed building to surrounding development and how the height of the building would relate to the surrounding context. The Planning Commission deferred the application to the May 11, 2017, meeting, in order to allow time for materials depicting the proposed building in context to be prepared and for the applicant to evaluate the possibility of placing some of the parking below grade to lower the overall height of the structure. The Commission specified that the public hearing would remain open.

Following the April 13, 2017 Planning Commission, the applicant submitted revised SP plans for the proposed hotel. The revised SP limits the height of the building to 90 feet as permitted by the 31st and Long UDO, a reduction of 25 feet from the 115-foot maximum height proposed in the original SP submittal. The reduced height would be accomplished by placing some of the structured parking below grade. The revisions bring the height into compliance with the UDO standards and eliminate the need for a modification to the UDO as part of the SP proposal. However, an SP is still required because the FAR needed to achieve the 90-foot height exceeds the maximum FAR permitted in the base ORI zoning district.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods
- Promotes Compact Building Design

Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The project proposes development on an infill site. Sidewalks are being provided along all street frontages to create a more walkable and pedestrian friendly environment. The design of the site and building efficiently utilizes urban land by incorporating structured parking and creating a compact building design.



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GREEN HILLS – MIDTOWN COMMUNITY PLAN

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

The property is located in the Midtown Study within the 10-MT-T5-MU-03 special policy. This special policy applies, in part, to properties surrounding West End Avenue between I-440 and 31st Avenue North. The special policy provides guidance regarding uses, building form, connectivity, height, and parking. The special policy calls for a maximum height of eight stories generally, but acknowledges that up to nine stories is appropriate where permitted by specific height ranges of the 31st and Long UDO.

Consistent with Policy?

Yes. T5 MU policy areas are intended to be among the most intense areas in Davidson County. These areas are intended to function as high-intensity mixed-use neighborhoods and to contain employment centers for many sectors of the economy, including lodging. The proposal to locate a hotel on this site is consistent with the T5 MU policy. The SP proposes a maximum height of 90 feet. The proposed height exceeds the general guidance included in the special policy, which calls for a maximum of eight stories, but is in compliance with the standards of the 31st and Long UDO which are recognized in the policy guidance.

PLAN DETAILS

The site encompasses three parcels located at 109, 111, and 113 29th Avenue North, at the southwest corner of the intersection of 29th Avenue North and Poston Avenue. Current land uses include two-family residential, multi-family residential, and office.

Site Plan

The plan proposes a 90,500 square-foot, 150-room, hotel and 57,000 square feet of structured parking, with some surface parking at grade. The proposed square footage results in a Floor Area Ratio (FAR) of 4.24, with an overall permitted FAR of 5.0 for the SP. Per the standards of the Metro Zoning Ordinance, required structured parking spaces are excluded from the FAR calculation. The existing zoning permits an overall Floor Area Ratio (FAR) of 3.0, exclusive of required structured parking. The primary hotel entrance fronts 29th Avenue North. Vehicular access to the below-grade parking structure will be provided from 29th Avenue North. Access to the service and loading dock will be provided from the alley located to the west. A total of 151 parking spaces are required per Zoning Code; 122 spaces are provided. Eight-foot sidewalks and four-foot planting strips, consistent with the guidance in the Midtown Study for sidewalks for mid-rise or high-rise buildings along local streets, are provided along both 29th Avenue North and Poston Avenue. The proposed height is limited to 90 feet as stipulated in the 31st and Long UDO.



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UDO COMPLIANCE

The subject properties are located within the CO-1 sub-district of the 31st and Long UDO. The UDO establishes a maximum height of 90 feet for commercial or mixed-use buildings in the CO-1 sub-district. The SP includes a maximum height of 90 feet as stipulated by the UDO. The SP also clarifies that for any standard, other than permitted uses, absent from the SP plan, the property shall be subject to the standards of the 31st and Long UDO. Conceptual elevations are not included with this revised SP proposal. Per the standards and procedures of the 31st and Long UDO, the Design Review Committee (DRC) will review the plans for compliance with all standards of the UDO during Final SP review. Should the final site plan or building elevations fail to comply with any standard of the UDO, the applicant would be required to bring the structure into compliance, or to seek a modification. The DRC provides recommendations to the Metro Planning Commission (MPC) regarding modifications to the 31st and Long UDO. The MPC has the authority to review proposed changes and grant modifications.

ANALYSIS

The proposed SP includes a hotel and parking. The site is located within T5 MU policy, which supports lodging uses, and is consistent with the policy goals of creating and enhancing high intensity, urban, mixed-use neighborhoods. The SP requires compliance with all standards of the 31st and Long UDO, including a maximum height of 90 feet.

The UDO specifies that for any standard not addressed in the UDO, the base zoning district applies. The UDO does not include standards for allowed uses or maximum Floor Area Ratio (FAR). The base zoning for the subject property is Office Residential Intensive (ORI). A hotel is a permitted use in the ORI zoning district. ORI zoning permits a maximum FAR of 3.00. In order to achieve the height permitted by the UDO, additional FAR is required beyond what is permitted by ORI zoning. The applicant has requested the additional FAR through this application for SP zoning.

The revised preliminary SP does not include conceptual elevations. Elevations demonstrating that all facades are in compliance with the UDO standards will be required with the Final SP. The site plan shows a transformer located along the alley. All mechanical equipment is required to be screened per the standards of the UDO. The transformer shall be screened to the extent permitted by NES standards and requirements. The site plan indicates canopies that will extend over the sidewalk and into the right-of-way along 29th Avenue and Poston Avenue. Approval of a mandatory referral to permit the aerial encroachments will be required prior to building permits. Sidewalks which exceed Metro local street standards and meet the guidance for sidewalks adjacent to mid-rise or high-rise buildings in the Midtown Study are provided to enhance pedestrian connectivity in the area. Bicycle parking is provided consistent with Metro Zoning Ordinance requirements. No landscape buffer yards are required, but street trees and other landscaping are provided to enhance the pedestrian experience.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve



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WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval. FYI - Before the Final SP is approved, applicant must address the combined sewer measures required by MWS.

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.
- Prior to MPW approval of the building permit submit recorded ROW dedication to the back of sidewalk.
- Comply with MPW Traffic Engineering comments.
- Prior to MPW approval of the building permit, indicate the installation of ribbon curb along the proposed alley ROW to delineate between the public and private sections of the alley.
- Prior to MPW approval of the building permit, recess the exterior doors along 29th Ave North and Poston Avenue such that they do not open into the public ROW or protect the opening with an architecture structure.

TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections

- Submit revised access and parking analysis.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.49	3.0	64,033 SF	947	132	151

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	0.49	5.0	94,000 SF (150 Rooms)	1338	88	87

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	391	-44	-64



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STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all agencies, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

1. Permitted land uses shall be limited to a hotel with a maximum height of 90 feet as stipulated in the 31st Avenue and Long Boulevard Urban Design Overlay.
2. On the corrected set, update the Maximum FAR to 4.5.
3. Prior to use and occupancy permit, a mandatory referral approving aerial encroachments for the proposed canopies shall be required.
4. Final architectural elevations for all facades of the building consistent all standards of the 31st and Long UDO shall be provided with the submittal of the Final Site Plan.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the 31st Avenue and Long Boulevard UDO and the ORI zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



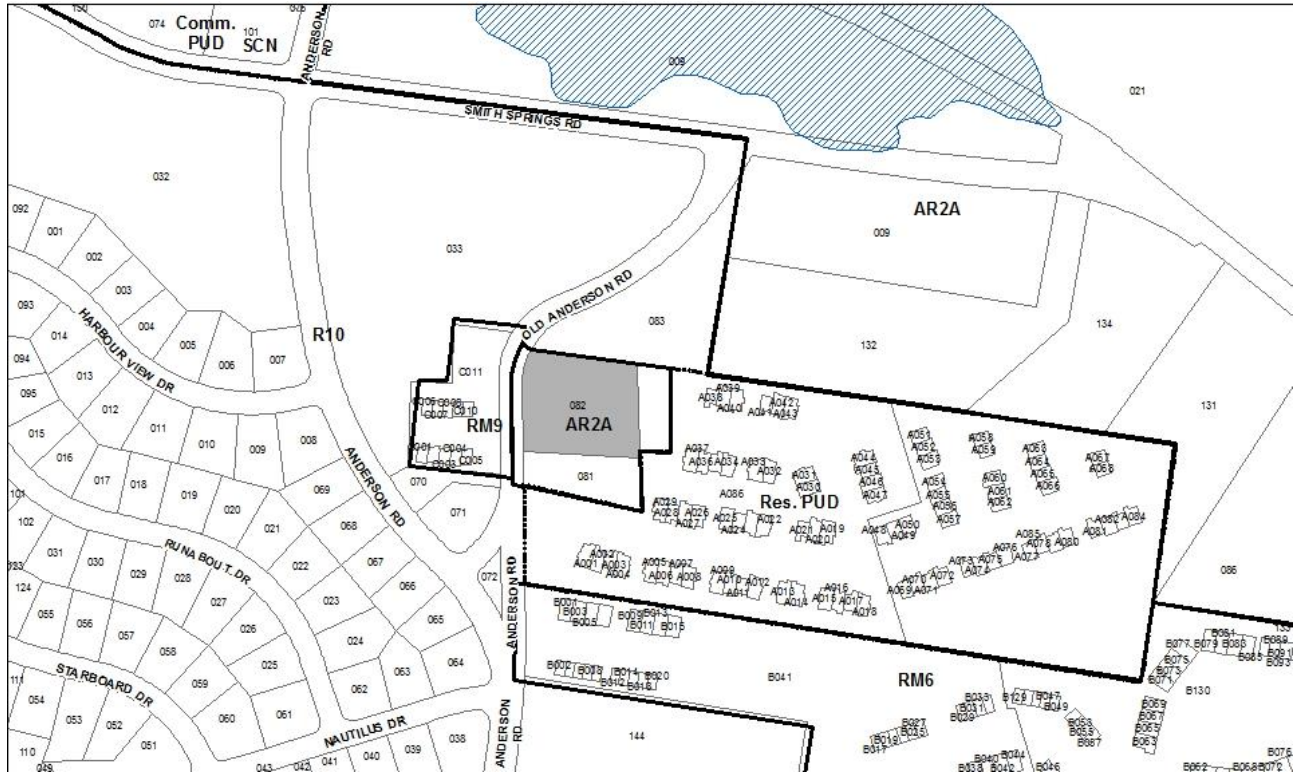
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2017SP-021-001
GLENROSE SP
Map 119-02, Parcel(s) 131,135
11, South Nashville
16 (Mike Freeman)



Metro Planning Commission Meeting of 05/11/2017



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 7 - Pinkston
Requested by Dale and Associates, applicant; Tennessee Avenue Development, LLC, owner.

Deferrals This item was deferred at the March 23, 2017, and April 27, 2017, Planning Commission meetings. The public hearing was held and closed at the April 27, 2017, meeting.

Staff Reviewer Napier
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 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 nine 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 for a total of 1 unit.*

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.

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



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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 layout and form of the SP will provide an appropriate transition from the single-family housing in the neighborhood to the multi-family housing located directly adjacent to this site.

PLAN DETAILS

The site consists of one parcel located at 3413 Old Anderson Road. The site contains 1.23 acres and is developed with one single-family home. Old Anderson Road is designated as a local street. The proposed SP includes nine detached residential dwelling units. Four units will front Old Anderson Road and five units will front an interior courtyard space located to the rear of the site. The proposed setbacks range between approximately 30 and 40 feet from Old Anderson Road. The adjacent land uses on the east side of Anderson Road and directly across from the property are largely attached multifamily. One adjacent parcel to the south is an existing single family home, and the parcel to the north a daycare. Predominantly single family neighborhoods are to the west.

The site will contain a single point of access from Old Anderson Road. All units will contain two-car garages and will be rear loaded. Additional guest parking is being provided on site. Sidewalks will be provided along Old Anderson Road consistent with the local street standards, 5 foot sidewalk and 4 foot grass strip. Units fronting Old Anderson Road will have a pedestrian connection to the public sidewalk. 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 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 shall be demonstrated through architectural elevations submitted with the final SP plan.

ANALYSIS

The proposed plan is consistent with the T3 Suburban Neighborhood Maintenance Policy. This development would provide an additional housing choice within the neighborhood and provides for an appropriate transition given the surrounding land use pattern.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

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.



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve 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: 1 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)

- Will this project include any affordable or workforce housing units? It has not yet been determined.
- If so, how many and what is the percentage of the entire development? Not yet determined
- How will you enforce the affordability requirements? See above
- Have any structures been demolished in the last 12 months? No



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STAFF RECOMMENDATION

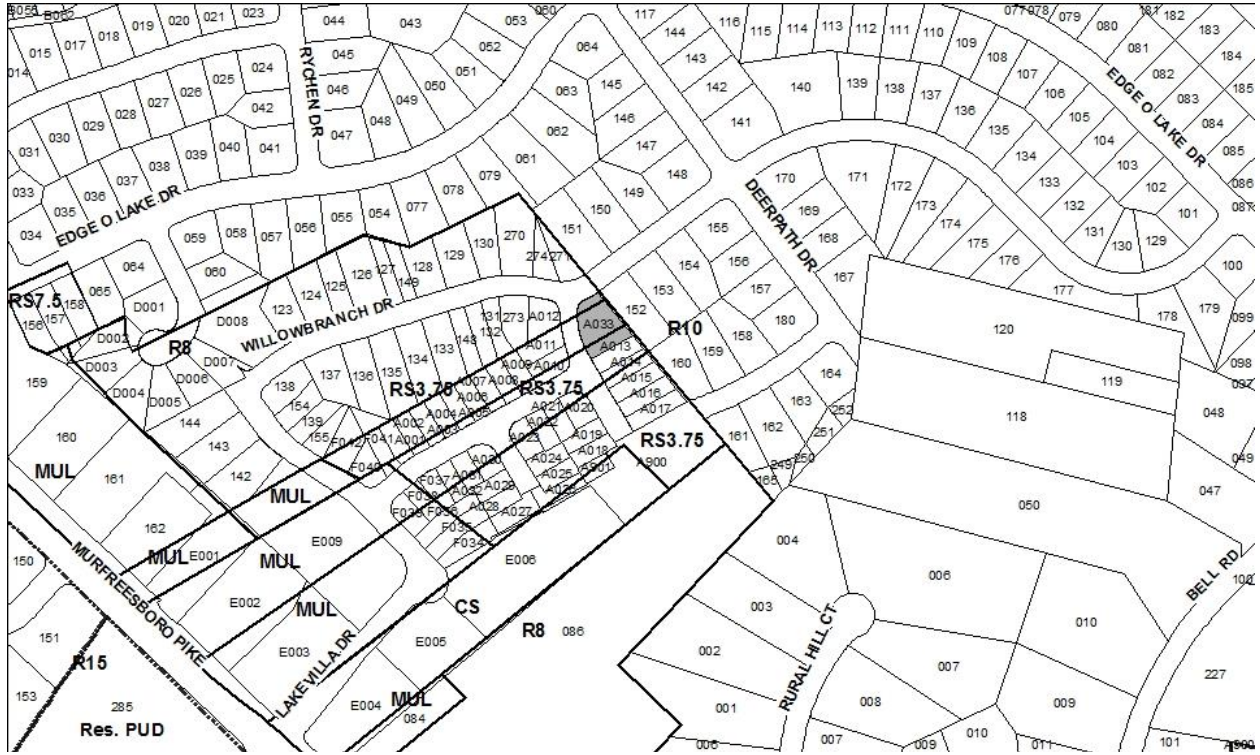
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses in the SP shall be limited to a maximum of 9 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 RM9 zoning district as of the date of the applicable request or application.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2015S-135-001

TOWN VIEW SUBDIVISION, RESUB LOT 33

Map 149-04-0-A, Parcel(s) 033

13, Antioch – Priest Lake

29 (Karen Y. Johnson)



Project No.	Final Plat 2015S-135-001
Project Name	Town View Subdivision, Resub of Lot 33
Council District	29 – K. Johnson
School District	6 – Hunter
Requested by	James Terry & Associates, applicant; Moss Springs, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the May 25, 2017, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions.</i>

APPLICANT REQUEST

Create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 901 Townview Place, at the southeast corner of Willowbranch Drive and Townview Place, zoned One and Two-Family Residential (R8) and Single-Family Residential (RS3.75) (0.26 acres).

Existing Zoning

Single-Family Residential (RS3.75) requires a minimum 3,750 square foot lot and is intended for single-family dwellings at a density of 9.87 dwelling units per acre. *RS3.75 would permit a maximum of 3 units.*

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

PLAN DETAILS

The request is for final plat approval to create two lots from one lot, totaling approximately 0.26 acres. The existing lot is located at the southeast corner of Willowbranch Drive and Townview Place. This lot is split-zoned with the majority of the lot zoned RS3.75; the northern portion of the lot is zoned R8. An existing structure is located on Lot 33-A. This structure is oriented toward Townview Place. Lot 33-B is vacant and also oriented to Townview Place; it is zoned RS3.75.

There is an existing sidewalk along Townview Place that ends at the corner of Townview Place and Willowbranch Drive. The applicant is required to extend the existing sidewalk network to provide an important pedestrian connection along Willowbranch Drive.

Section 3-5.2 of the Subdivision Regulations requires that newly created lots in residential areas that are previously subdivided and predominately developed must be comparable to surrounding lots in



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regards to area and frontage. Lot 33-A and Lot 33-B meet the compatibility requirement for lot area and frontage, as both lots orient to Townview Place.

ANALYSIS

Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Neighborhood Maintenance policy area. Staff reviewed the final plat for the two lots within the T3 NM policy against the following criteria as required by the Subdivision Regulations:

Zoning Code

Both lots meet the minimum standards of the RS3.75 zoning district.

Street Frontage

Both lots have frontage on a public street.

Community Character

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

The lots must be equal to or greater than 40 feet, which is equal to the surrounding lot with the least amount of frontage. Both lots have sufficient frontage along Townview Place.

Lot 33-A. Lot Frontage Analysis	
Minimum Proposed	70.47'
70% of Average	28'
Smallest Surrounding Parcel	40'

Lot 33-B. Lot Frontage Analysis	
Minimum Proposed	44.53'
70% of Average	28'
Smallest Surrounding Parcel	40'

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

The minimum lot area for any new lot along Townview Place must be 4,309.23 square feet, which is the smallest parcel area of the surrounding parcels. The minimum lot area for 33-A is 6,660 square feet. The minimum lot area for 33-B is 4,660 square feet; therefore, both lots meet the community character for lot area along Townview Place.



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Lot 33-A. Lot Area Analysis	
Minimum Proposed	6,660 sq. ft.
70% of Average	3,409 sq. ft.
Smallest Surrounding Parcel	4,309 sq. ft.

Lot 33-B Area Analysis	
Minimum Proposed	4,660 sq. ft.
70% of Average	3,409 sq. ft.
Smallest Surrounding Parcel	4,309 sq. ft.

3. Street Setback: The street setback would be as required by the Zoning Code.

4. Lot Orientation: Lot 33-A and Lot 33-B orient towards Townview Place.

Agency Review

Water Services has not recommended approval.

Harmony of Development

Staff finds that this proposal would provide for harmonious development along Townview Place. Future development will be limited to two stories within 35 feet in height, to the roofline. The plat restricts parking between the primary structure and the street and limiting hard surface for vehicular access to a 16 feet driveway between the primary structure and the street.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

No exception taken

STORMWATER RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

No exception taken

WATER SERVICES RECOMMENDATION

Returned for corrections

- For the latest re-plat (stamped received 4/25/17), all of our previous plan comments have been addressed. Once the remaining capacity fees are paid, the plat can be approved. (Only half of the required fees have been paid - see 2015 letter from MWS for amounts.)

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions.



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CONDITIONS (if approved)

1. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to a driveway a maximum of 16 feet wide between the primary structure and the street
2. Height is limited to two stories in 35 feet.
3. A five foot sidewalk and a four foot planting strip shall be installed along Willowbranch Drive or bonded prior to plat recordation.
4. Add the following note to the plan/plat: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



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2016S-199-001

HAYNIES CENTRAL PARK PLAN RESUB OF LOTS 59-62

Map 094-05, Parcel(s) 134-138

05, East Nashville

06 (Brett Withers)



Project No. Plat Amendment 2016S-199-001
Project Name Haynie’s Central Park Plan
Council District 06 - Withers
School District 05 – Kim
Requested by Jason Baxter, applicant and owner.

Deferrals This item was deferred indefinitely at the September 22, 2016, Planning Commission meeting. No public hearing was held. This item was deferred at the April 27, 2017, Planning Commission meeting. The public hearing was held and closed.

Staff Reviewer Birkeland
Staff Recommendation *Approve.*

APPLICANT REQUEST

Amend building height limitation on plat.

Plat Amendment

A request to amend a previously approved plat by amending building height restrictions from two stories to three stories on properties located at 1109, 1111, 1113, 1115 and 1117 Ozark Street, approximately 160 feet northwest of South 12th Street, zoned Single-Family Residential (RS5) (0.76 acres).

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.

HISTORY

In January 2016, the Planning Commission approved a plat to create five lots from four existing lots located on Ozark Street, west of South 12th Street. The land use policy for the property is T4 Urban Neighborhood Evolving (T4 NE), which is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations. The plat was approved limiting height to two stories in 35 feet. This height restriction language is typically used in Neighborhood Maintenance policy areas, and not usually applied in Neighborhood Evolving policy areas.

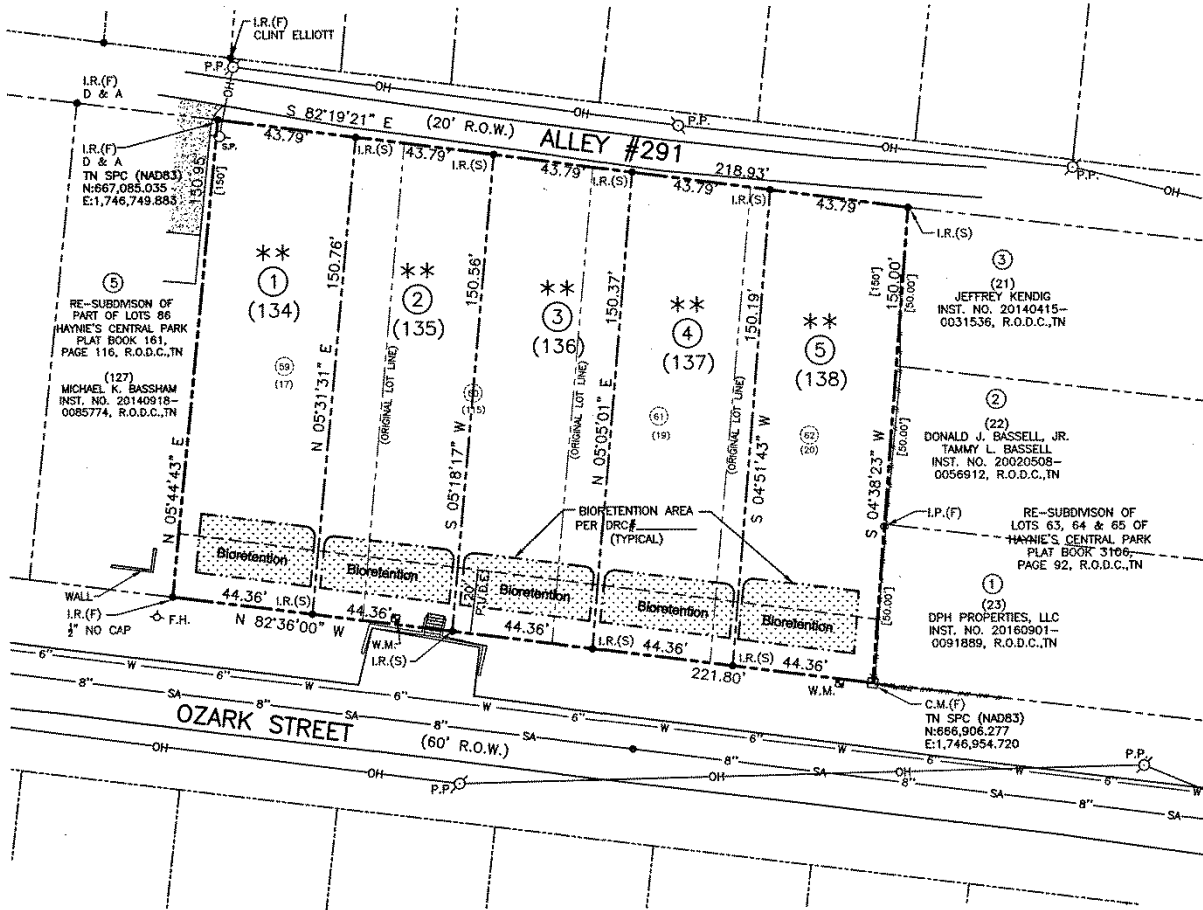
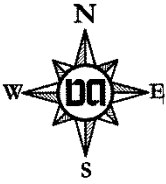
This application was deferred at the April 27, 2017, Planning Commission meeting after the public hearing was closed. The Planning Commission deferred this item at the request of Councilmember Withers to allow the applicant time to work with the neighbors regarding the proposed amendment.

PLAN DETAILS

The proposed plat amendment would limit the height to three stories in 45 feet, which is allowed in the RS5 zoning district. The proposed amendment makes no further changes to the plat. The five lots will remain as they were approved in January 2016. The existing five lots have the following areas and street frontages:



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Proposed Site Plan



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- Lot 1: 6,664 Sq. Ft., (0.15 Acres), and 44.36 Ft. of frontage;
- Lot 2: 6,635 Sq. Ft., (0.15 Acres), and 44.36 Ft. of frontage;
- Lot 3: 6,625 Sq. Ft., (0.15 Acres), and 44.36 Ft. of frontage;
- Lot 4: 6,616 Sq. Ft., (0.15 Acres), and 44.36 Ft. of frontage;
- Lot 5: 6,607 Sq. Ft., (0.15 Acres), and 44.36 Ft. of frontage.

Sidewalks are required along Ozark Street. The applicant has paid the sidewalk in-lieu fee as part of the recording of the previously approved subdivision. The proposed lots will be designated as critical lots because the natural slope is 20 percent or greater. Prior to application for a building permit on a lot designated as critical, a critical lot plan shall be submitted for review and approval.

ANALYSIS

The surrounding homes range in height from 1-story, in 14 feet, to 3-stories, in 45 feet (52 feet including foundation). Newer homes built in this area are typically taller than the existing homes. This neighborhood is within a T4 Neighborhood Evolving policy, where change is expected with new development. A height limitation of 3 stories in 45 feet is appropriate in a T4 Neighborhood Evolving area.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

No exception taken

PUBLIC WORKS RECOMMENDATION

Approve

- In-lieu fee has been paid.

STAFF RECOMMENDATION

Staff recommends approval.



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2017S-012-001

BINKLEY PROPERTY SUBDIVISION REPLAT OF LOT 1

Map 041-08, Parcel(s) 068

02, Parkwood-Union Hill

03 (Brenda Haywood)



Project No. Final Plat 2017S-012-001
Project Name Binkley Property Subdivision Replat of Lot 1
Council District 03 - Haywood
School District 01 - Gentry
Requested by Clint T. Elliott Surveying, applicant; Connerth Construction, LLC, owner.

Deferrals This item was deferred at the January 26, 2017, February 9, 2017, February 23, 2017 and March 23, 2017 Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the May 25, 2017, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions.*

APPLICANT REQUEST

Create three lots.

Final Plat

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

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 5 units, based on acreage only.*

CRITICAL PLANNING GOALS

N/A

PARKWOOD-UNION HILL COMMUNITY PLAN

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

PLAN DETAILS

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



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

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

ANALYSIS

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

Zoning Code

The proposed lots meet the minimum standards of the RS20 zoning district.

Street Frontage

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

Density

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

Community Character

1. Lot frontage analysis. The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. Calculations for the lot frontage analysis were performed on Old Hickory Boulevard.

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

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

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

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

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

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



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

3. Street setbacks. Structures must comply with setbacks per the Zoning Code.
4. Lot orientation. Proposed lots would orient to Old Hickory Boulevard.

Agency Review

All agencies have not recommended approval.

Harmony of Development

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

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan. Due to the speed limit of this section of OHB, TDOT requires a 4 foot shoulder prior to curb and gutter. From the back of the curb and gutter an 8 foot planting strip and 6 foot sidewalk are required by the MCSP. Engineering construction plans for the sidewalk will need to be submitted due to the site characteristics. The relocation of utilities, grading, and drainage will need to be shown on the engineering construction plans.

TRAFFIC & PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Returned for corrections

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



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STAFF RECOMMENDATION

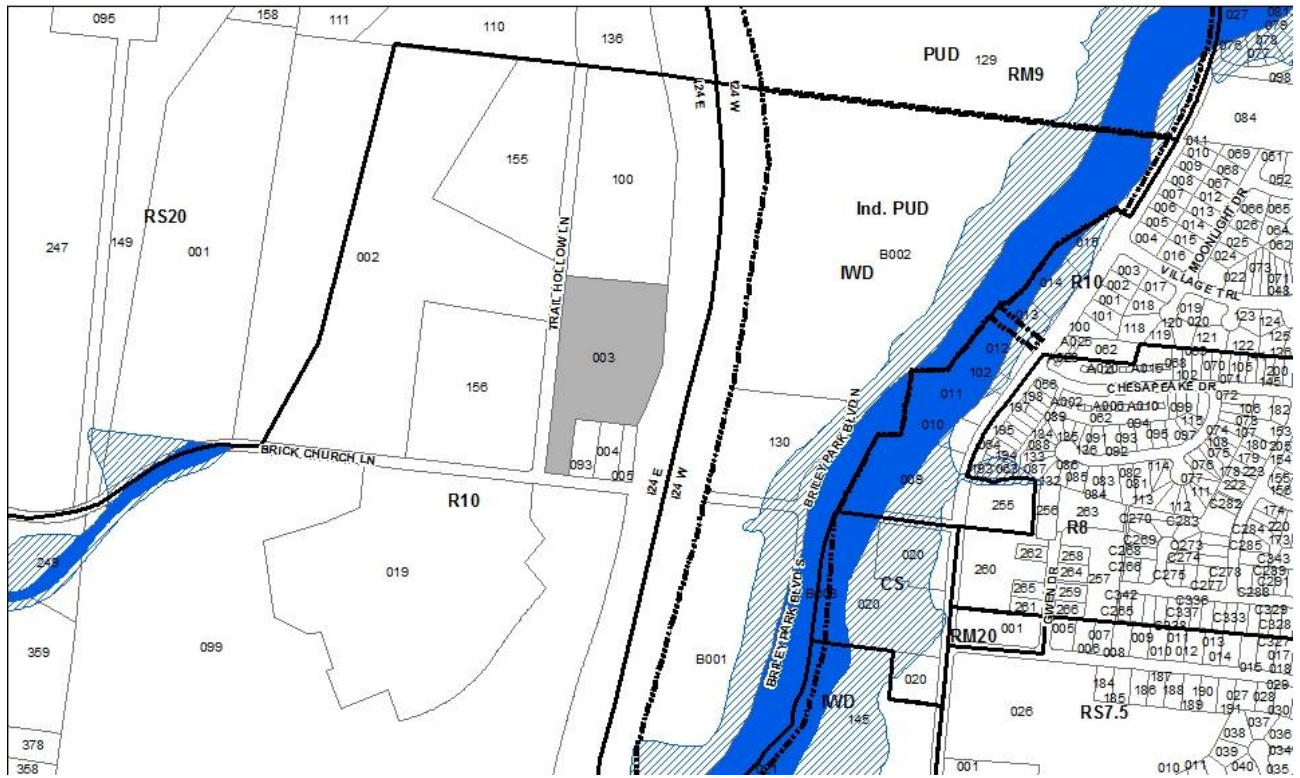
Staff recommends deferral to the May 25, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Sidewalks are required along Old Hickory Boulevard. Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
 - c. Submit contribution in-lieu of construction to the Planning Department for the linear feet of frontage (252 linear feet) to Pedestrian Benefit Zone 1-A. The rate of payment shall be as currently set by the Department of Public Works
 - d. Construct an equal length of sidewalk within the same Pedestrian Benefit Zone, in a location to be determined in consultation with the Public Works Department.
2. Add "See Notes 13-18" on Lots 2-4.



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



Project No. Final Plat 2017S-043-001
Project Name Trail Hollow Subdivision
Council District 03 – Haywood
School District 1 - Gentry
Requested by Crenshaw Land Surveying, applicant; Gulf Front Investment, LLC, owner.

Deferrals This item was deferred from the February 23 and March 23, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Create two lots.

Final Plat

A request for final plat approval to create two lots, including a variance to the setback, depth, area, and frontage requirements of the Subdivision Regulations, on property located at 3501 Trail Hollow Lane, at the northeast corner of Trail Hollow Lane and Brick Church Lane, zoned One and Two-Family Residential (R10) (approximately 6.75 acres)

Existing Zoning

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

CRITICAL PLANNING GOALS

N/A

BORDEAUX-WHITES CREEK COMMUNITY PLAN

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



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Conservation (CO) is intended to preserve and enhance environmentally sensitive land within all Transect Categories except T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils.

PLAN DETAILS

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

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

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

ANALYSIS

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

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

Building Setback along existing public streets

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



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

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

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

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

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

The rural subdivision regulations state:

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

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



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

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

Lot Depth along existing public streets

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

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

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

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

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

Lot size along existing public streets

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

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

Lot 1 Size	
Proposed Size	27,422 SF
Minimum Size	15,681.6 SF
70% Average	15,246 SF

Lot 2 Size	
Proposed Size	266,587 SF
Minimum Size	368,082 SF
70% Average	N/A



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Lot frontage abutting existing public streets

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

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

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

Street Lights

Not applicable to this application

Cluster lot option

Not applicable to this application

Variance Request

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

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

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



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Variance Analysis

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

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

METRO HEALTH RECOMMENDATION

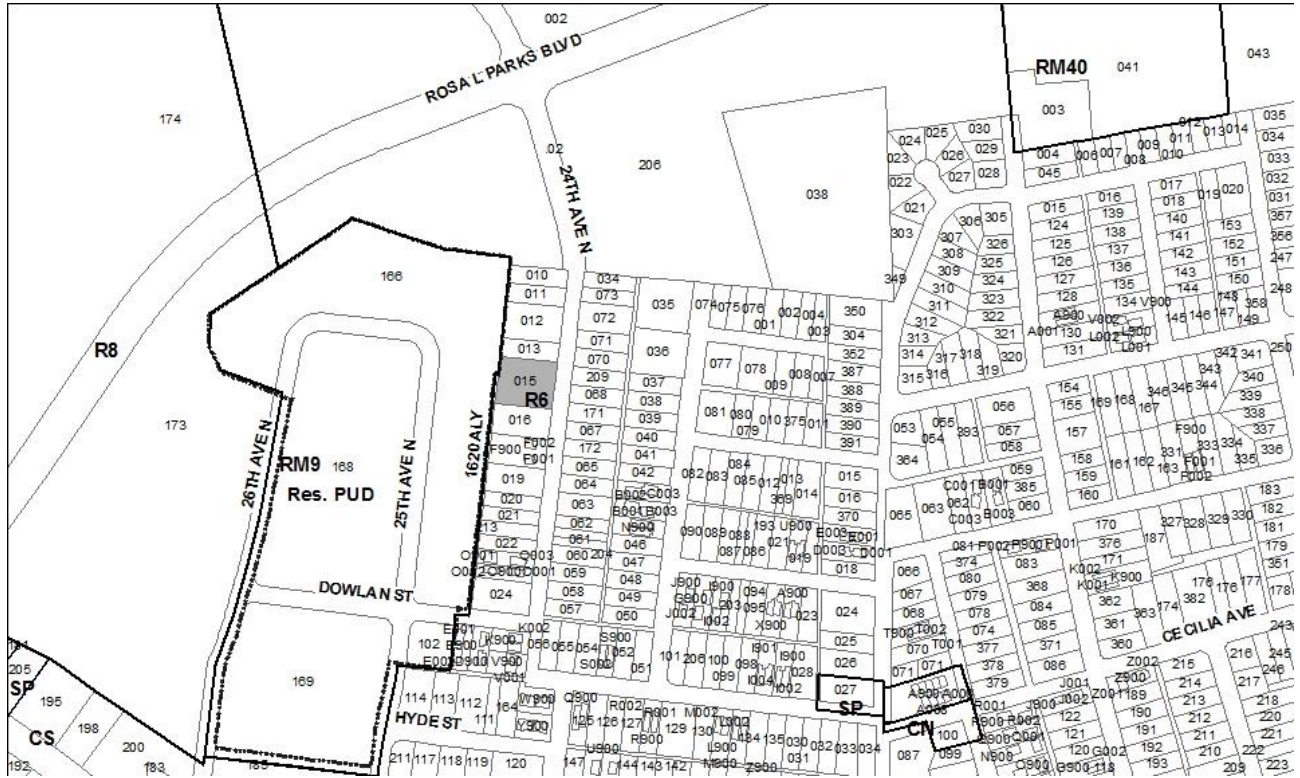
Disapproved

STAFF RECOMMENDATION

Staff recommends disapproval.



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2017S-097-001

RESUB OF LOTS 1 & 2 ON THE PLAN OF BECK SPRINGS ADDITION AND LOT 1 ON THE PLAN OF T.L. HERBERT, JR.'S SUBDIVISION

Map 081-02, Parcel(s) 015

08, North Nashville

02 (DeCosta Hastings)



Project No. **Final Plat 2017S-097-001**
Project Name **Resub of Lots 1 & 2 on the Plan of Beck Springs Addition and Lot 1 on the Plan of T.L. Herbert, Jr's Subdivision**

Council District 02 - Hastings
School District 1 - Gentry
Requested by Q. Scott Pulliam, applicant; Integrity First Development Group, LLC, owner.

Deferrals This item was deferred at the April 27, 2017, Planning Commission meeting. The public hearing was held and remains open.

Staff Reviewer Napier
Staff Recommendation *Defer indefinitely.*

APPLICANT REQUEST
Final Plat to create three lots.

Final Plat

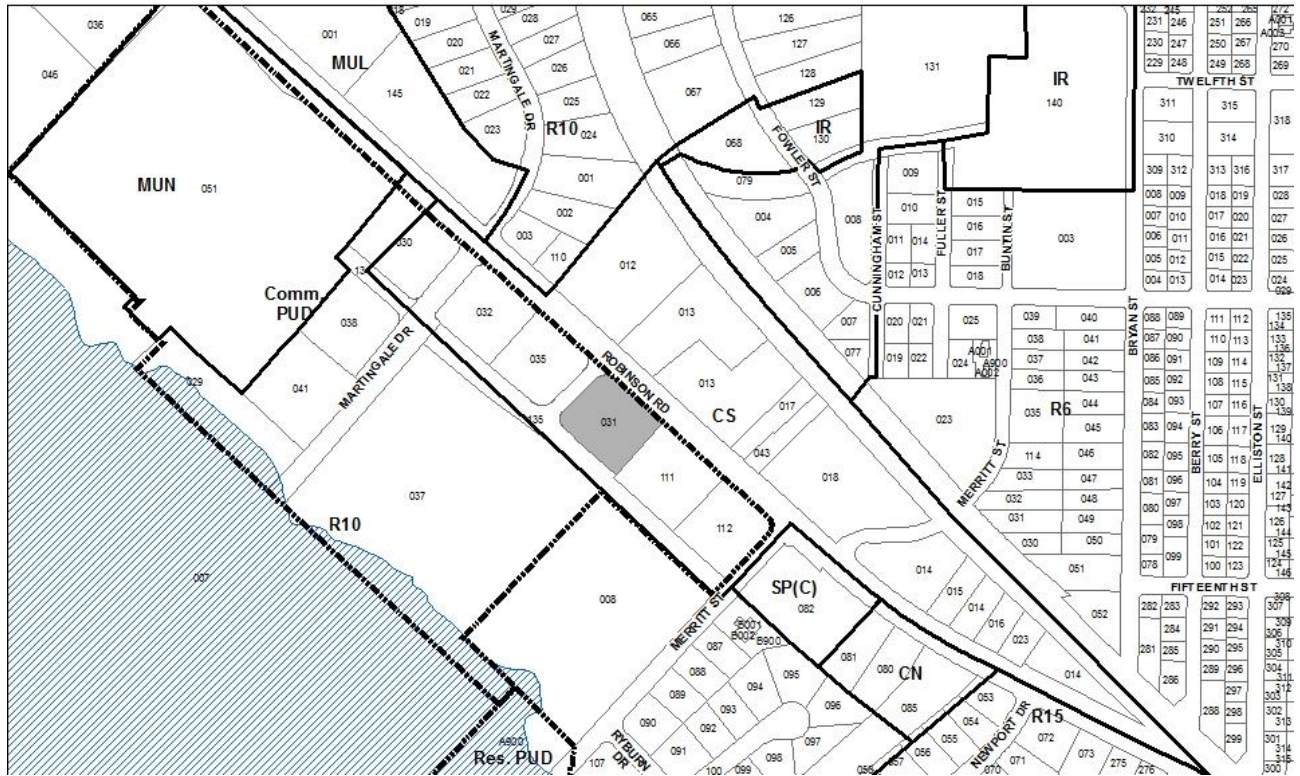
A request for final plat approval to create three lots on property located at 2223 24th Avenue North, approximately 585 feet north of Dowlan Street, zoned One and Two-Family Residential (R6) (0.46 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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103-79P-005
RIVERFRONT SHOPPING CENTER LOT 4 (AMENDMENT)
Map 053, Parcel(s) 031
14, Donelson-Hermitage-Old Hickory
11 (Larry Hagar)



Project No.
Project Name

Planned Unit Development 103-79P-005
Riverfront Shopping Center Lot 4
(Amendment)

Council District
School District
Requested by

11 – Hagar
4 – Shepard
Q. Scott Pulliam, RLS, applicant; Champion Car Wash, LLC, owner.

Deferrals

This item was deferred at the April 27, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Birkeland
Defer to the May 25, 2017, Planning Commission meeting.

APPLICANT REQUEST

Amend a portion of a Planned Unit Development to permit a car wash addition.

Amend Preliminary PUD

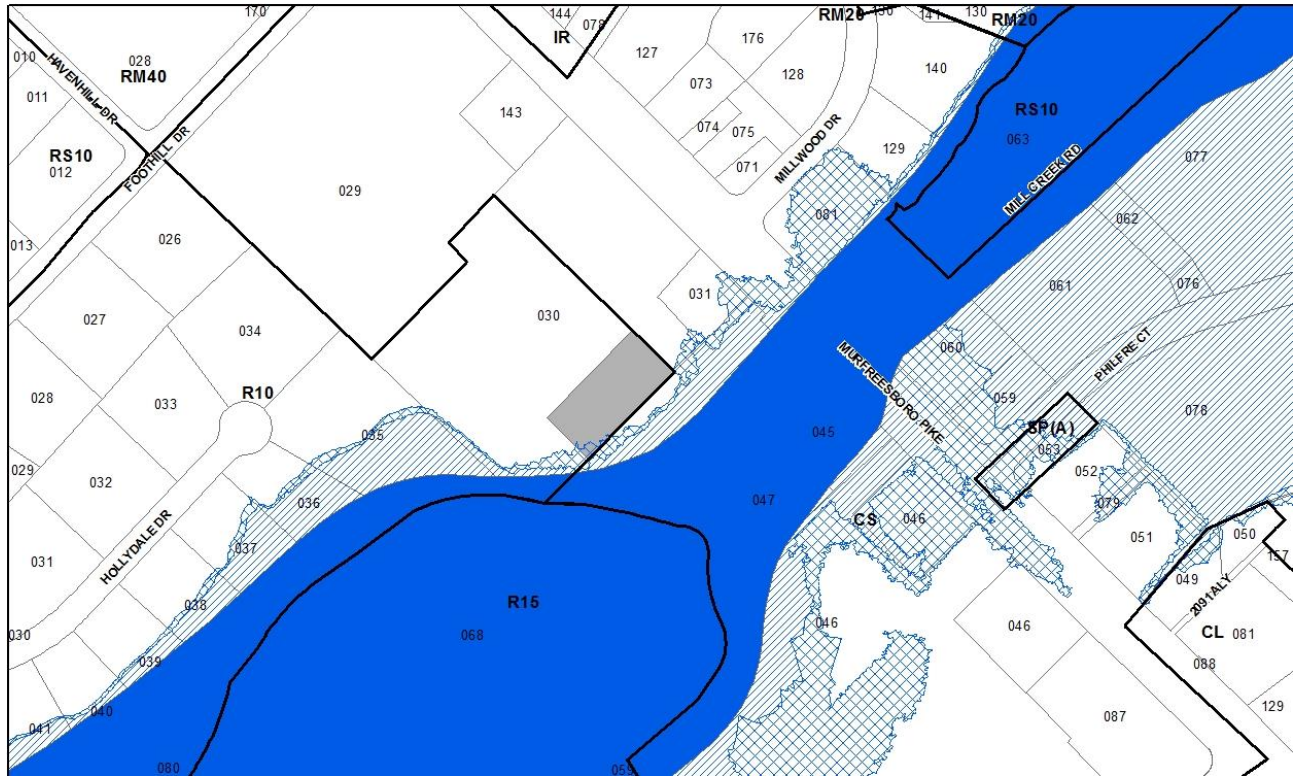
A request to amend a portion of a Planned Unit Development Overlay District on property located at 1432 Robinson Road, approximately 500 feet southeast of Martingale Drive, zoned Commercial Services (CS) (0.86 acres), to permit an addition to an existing car wash facility.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting at the request of the applicant.



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2016Z-044PR-001
Map 106, Part of Parcel(s) 030
11, South Nashville
16 (Mike Freeman)



Project No.	Zone Change 2016Z-044PR-001
Council District	16 - Freeman
School District	07 – Pinkston
Requested by	Tune, Entrekin & White, PC, applicant; and Likes Family Trust C/O Robert J. Likes, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone change from R10 to CS

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Commercial Services (CS) zoning for a portion of property located at 981 Murfreesboro Pike, at the southwest side of the intersection of Millwood Drive and Murfreesboro Pike (0.70 acres).

Existing Zoning

One and Two-Family (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.

Proposed Zoning

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

SOUTH 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.

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 proposed CS zoning is consistent with the T4 Urban Mixed Use Corridor policy, in this location. The policy is intended to provide a balanced mixture of higher density residential and mixed use development. The proposed zone change would extend an existing CS zoning district on this parcel. Existing CS zoning is located to the east, west and north of this site along Murfreesboro Pike. The proposed zone would slightly increase the CS zoning district already in place along the corridor. CS-A is not required because the area being rezoned doesn't have street frontage.



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ANALYSIS

The property is located near Murfreesboro Pike, south of Foothill Drive. The existing land use is a hotel/motel. The entire lot is approximately 5 acres and zoned CS and R10 zoning. Approximately two acres of the property that abuts Murfreesboro Pike is zoned CS. The remainder of the lot is zoned R10. A portion of the site is located within conservation policy due to steep slopes and floodplain.

The proposal would change a 0.70 acre portion of the property that is zoned R10 to CS zoning. The location of the proposed CS zoning district is adjacent to the existing CS zoning on this parcel along Murfreesboro Pike.

The T4 Mixed Use Corridor policy does support CS zoning based on the locational characteristics of the property. The proposed CS zoning will extend the existing CS zoning on this parcel. This parcel abuts the corridor where more intensive uses should be located. The policy supports commercial and mixed uses.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	4.06	4.35	22 U	211	17	23

*Based on two-family lots

Maximum Uses in Proposed 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)	0.7	0.6 F	18,295 SF	821	22	66

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (210)	3.36	4.35	18 U	173	14	19



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Traffic changes between maximum: R10 and CS & R10

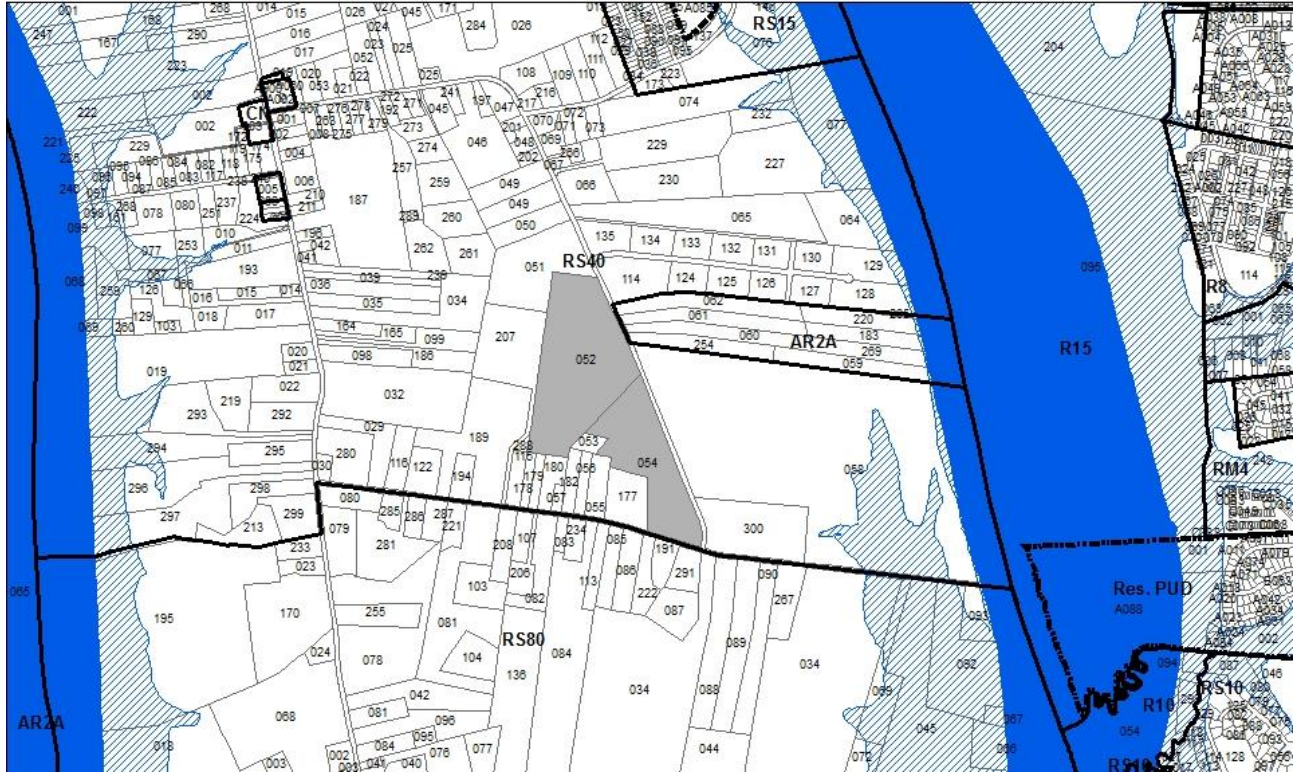
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+783	+19	+62

STAFF RECOMMENDATION

Staff recommends approval.



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2017Z-041PR-001

Map 063, Parcel(s) 052, 054

04, Madison

09 (Bill Pridemore)



Project No. **Zone Change 2017Z-041PR-001**
Council District 09 – Pridemore
School District 3 – Speering
Requested by Adam Sawyer, applicant and owner

Deferrals This item was deferred at the April 13, 2017 and April 27, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Defer to the June 8, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Zone change from RS40 to AR2a.

Zone Change

A request to rezone from Single-Family Residential (RS40) to Agricultural/Residential (AR2a) zoning on properties located at Hudson Road (unnumbered), at the northwest corner of Hudson Road and Menees Lane (55.26 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 8, 2017, Planning Commission meeting at the request of the applicant.



Project No.	Specific Plan 2017SP-036-001
Project Name	326 Welch SP
Council District	26- Elrod
School District	07 – Pinkston
Requested by	Northern Property, LLC, applicant; J.W. Carell, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit 81 residential units.

Preliminary SP

A request to rezone from Office/Residential (OR20) to Specific Plan-Residential (SP-R) zoning on property located at 326 Welch Road, (2.31 acres), to permit 81 residential units.

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units up to 20 dwelling units per acre. *OR20 would permit a maximum of 46 residential 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.

CRITICAL PLANNING GOALS

- Supports infill development
- Supports a variety of transportation choices
- Provides a range of housing choices

This request meets three critical planning goals. The proposal supports infill development. Currently, this site is occupied by an office building and surface parking. Existing infrastructure will be used for the new 81 unit multi-family building. Development in areas with adequate infrastructure such as roads, water and sewer, is more appropriate than development not served with adequate infrastructure because it does not burden Metro with the cost of maintaining new infrastructure.

The request supports a variety of transportation choices for future users. The site is served by 2 existing bus routes, which will serve new residents. Pagoda Commons and the surrounding area provide a range of housing options, which supports Policy goals for this area. In the existing area are traditional suburban housing types and condominiums.



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SOUTHEASTCOMMUNITY PLAN

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

Consistent with Policy?

Yes. The site is bordered by three policy areas. They include Conservation and T3 Neighborhood Maintenance policy to the east, south, and north. Also, they include T4 Urban Community Center Corridor policy to the west along Nolensville Pike. Neighborhood Evolving Policy at this site supports the proposed residential use of this SP. This policy encourages diversity in housing options for the area which this development will contribute to within the immediate neighborhood. In addition, there should be opportunities for housing choice and improvements to the connectivity within the pedestrian realm. Resulting development will have higher densities than classic suburban neighborhoods. This development provides a more intense residential use and an opportunity to serve as an appropriate transition area between single-family residential uses to the east and commercial uses to the south and west along Nolensville Pike. Also, improvements will be made to the pedestrian realm through the installation of new public sidewalks which currently do not exist.

PLAN DETAILS

The site is located at 326 Welch Road in the Pagoda Commons neighborhood at the corner of Welch Road and Travis Drive. Properties to the west of Travis Drive are zoned Commercial Service (CS). Properties north and east of the site are zoned Multi-Family (RM20). Properties south of the site are zoned Shopping Center Regional (SCR). Single-family and multi-family uses are located north and east of the site. Commercial and office uses are located west and south of the site.

This request is for a four-story 81 unit multi-family building with associated onsite parking. There will be a total of 114 parking stalls, which is six more spaces required by the Zoning Code. The building will have two principal entrances, one located along Welch Road on the south side of the building and the other facing onsite parking on the north side of the building. Surface parking will be accessed through two access points along Travis Drive.

Site landscaping will include a Type 'A' buffer along the north and east property lines. This landscaping will help to screen the adjacent condo development from this proposed development. Additional landscaping, in the form of street trees, will be located along site frontage on both Welch Road and Travis Drive. Areas on the west side of the building and on the north side of the parking lot will help mitigate storm water runoff. New sidewalks will improve pedestrian connectivity onsite and throughout the immediate. Seven Mile Creek Greenway, a nearby recreational amenity, is located directly across the site to the south next to Walmart. New sidewalks to be installed will provide residents of this proposed development pedestrian access to the greenway.



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Architectural standards are included on the plan and elevations will be provided with the final site plan. The standards include façade and material requirements. The proposed units shall have a maximum height limitation of fifty feet.

New sidewalks will be installed, according to local standards, along Welch Road and Travis Drive helping to fill in gaps within the sidewalk network in the Pagoda Commons neighborhood. There is not a strong sidewalk network in the vicinity.

ANALYSIS

The SP application is consistent with the T3 Suburban Neighborhood Evolving policy and meets several critical planning goals. The 81 residential units are close to transit and a greenway. These units will serve as a transition area between the residential uses to the east and commercial uses to the west.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- AWC with 2 means of ingress/egress as shown. Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions.

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Comply MPW Traffic Engineer conditions.
- Dedicate ROW to the back of sidewalk on the southwest corner.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions.

- A Traffic study shall be required prior to Final SP approval.

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
Office (710)	2.31	0.8 F	80,498 SF	1129	158	169



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.31	-	81 U	615	44	63

Traffic changes between maximum: **OR20 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-514	-114	-106

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 5 Elementary 3 Middle 3 High
Projected student generation proposed SP-R district: 9 Elementary 5 Middle 5 High

The proposed SP zoning district could generate eight more students than what would typically be generated under the existing OR20 zoning district. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. Each school has been identified as having additional capacity except Glencliff Elementary. Students zoned for Glencliff elementary would likely attend Paragon Mills Elementary School or Haywood Elementary School, which are the nearest elementary schools to the site. 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? None.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the proposed SP is consistent with the T3 Suburban Neighborhood Evolving policy.

CONDITIONS

1. Uses within this SP shall be limited to a maximum of eighty-one (81) multifamily residential units.
2. Internal shared sidewalks shall be five feet (5') in width.
3. Sidewalks five feet (5') in width and a grass strip four feet (4') in width shall be installed along site frontage on Welch Road and Travis Drive.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The following design standards shall be added to the plan:
 - b. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing.



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- c. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers or egress windows.
 - d. EIFS, vinyl siding and untreated wood shall be prohibited.
 - e. Porches shall provide a minimum of six feet of depth.
 - f. A raised foundation of 18" - 36" is required for all residential structures.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
 7. The final site plan shall add the following note to the internal private five-foot (5') shared sidewalks at each principal entrance shall be maintained by the Homeowner's Association.
 8. 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.
 9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
 10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



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2017SP-037-001
HICKORY TRAILS SP
Map 42-11, Parcel(s) 029
04, Madison
8 (Nancy VanReece)



Project No.	Specific Plan 2017SP-037-001
Project Name	Hickory Trails SP
Council District	08 - Van Reece
School District	3 - Speering
Requested by	ASE Consulting, LLC, applicant; Craft Properties, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the May 25, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 13 residential units.

Preliminary SP

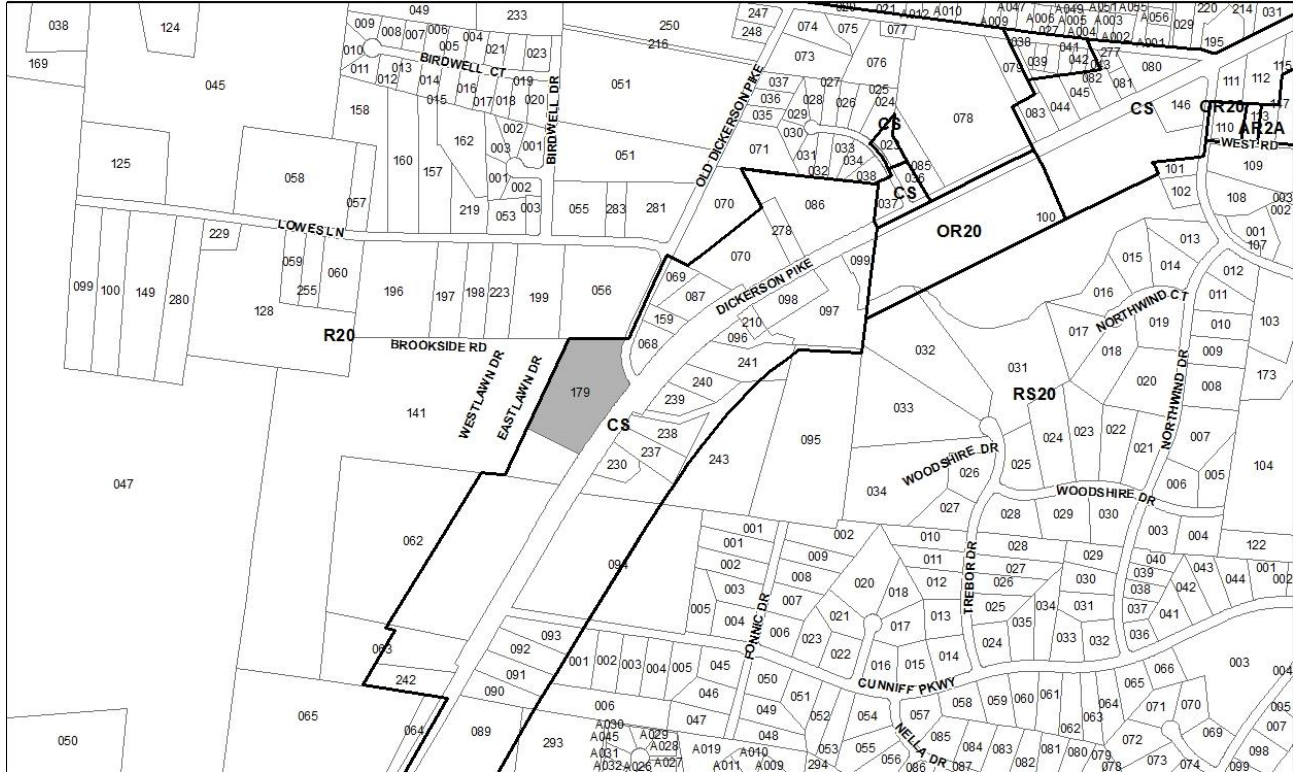
A request to rezone from Single-Family Residential (RS20) to Specific Plan-Residential (SP-R) zoning on property located at 630 Old Hickory Boulevard, at the northeast corner of Old Hickory Boulevard and North Marthona Road (0.96 acres), to permit up to 13 residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-038-001

1339 SOUTH DICKERSON PIKE SP

Map 033, Parcel(s) 179

02, Parkwood-Union Hill

03 (Brenda Haywood)



Project No.	Specific Plan 2017SP-038-001
Project Name	1339 South Dickerson Pike SP
Council District	03- Haywood
School District	3- Speering
Requested by	Dale and Associates, applicant; SC2 Properties, LLC, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer to the May 25, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from CS to SP-MU to permit bus service/repair and office.

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 1339 Dickerson Pike, at the corner of Dickerson Pike and Old Dickerson Pike (4.93 acres), to permit 10,800 square feet of bus service/repair and 6,000 square feet of office.

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-039-001
VILLERY PLACE SP
Map 082-12, Parcel(s) 023
05, East Nashville
05 (Scott Davis)



Project No.	Specific Plan 2017SP-039-001
Project Name	Villery Place SP
Council District	05 – Davis
School District	5 – Buggs
Requested by	Stone & Howorth, PLC, applicant; Melba L. Jackson, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit up to 6 residential units.

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan – Residential (SP-R) zoning on property located at 106 N 8th Street, approximately 200 feet north of Main Street to permit up to six residential units (0.20 acres)

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 4 units.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Supports Infill Development

This request creates an opportunity for urban development that fills in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure.

EAST NASHVILLE COMMUNITY PLAN

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



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Consistent with Policy?

The proposed SP is consistent with the policy, which is intended to enhance urban neighborhoods with a variety of housing choices and high levels of connectivity. The development will permit up to 6 residential units, which promotes a variety of housing types in the neighborhood. Sidewalks, consistent with the local street standard, will be provided along N. 8th Street to improve pedestrian connectivity. The development is located on an existing MTA bus route, providing an alternative method of transportation for current and potential future residents. The site is also within one block of Frederick Douglass Park, which encourages pedestrian activity to surrounding residential and commercial properties.

PLAN DETAILS

The site is located on the east side of N. 8th Street, north of Main Street and south of Ramsey Street. The property currently contains a single-family dwelling, which will be demolished. Surrounding land uses to the south and along Main Street are more intense and include commercial, office and multi-family residential. However, land uses to the north are less intense and include residential and institutional uses. North 8th Street is generally the dividing line between higher density residential development (to the west) and lower density residential development (to the east). The site's close proximity to Frederick Douglass Park, located north near Ellington Parkway, will allow future residents to use an existing community open space.

The site plan proposes 6 residential units. Three units front N. 8th Street and are generally in line with the front setbacks of the multi-family development located on the adjacent (southern) property. The fourth unit fronts the interior of the site. The fifth and sixth units front an improved alley, which is located south of the site and runs parallel with Main Street. Site access is provided from the alley. Five-foot sidewalks and a four-foot planting strip, consistent with Metro Public Works standards for a local road, are provided along N. 8th Street. A private sidewalk is provided from N. 8th Street through the site to the alley for internal connectivity.

Garages are provided on all units and 2 bicycle parking spaces have been provided for the development. The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. Staff recommends that additional windows be provided on Unit 4 along the northern and eastern facades to allow additional light into the development in a manner that also addresses surrounding parcels.

ANALYSIS

The policy is intended to create and enhance urban neighborhoods with improved connectivity and a variety of housing choice. Access will be taken from an existing alley, so no additional curb cuts are needed along N. 8th Street. The proposed SP includes 6 residential units in close proximity to the Main Street corridor, which provides for additional housing choice near higher-density development.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve



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WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate the installation of a driveway ramp per MPW standards at the intersection of 8th and Alley #277

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RM20**

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)	0.2	-	4 U	27	3	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.2	-	6 U	40	4	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+13	+1	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: 1 Elementary 0 Middle 0 High
 Projected student generation proposed SP-R district: 1 Elementary 1 Middle 1 High

The proposed SP zoning is expected to generate one more student than the existing RM20 zoning. Students would attend Glenn 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.



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AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Unit #4 is being set aside for the current property owner to purchase at cost. From the perspective of the developer, this makes this unit "affordable".
2. If so, how many and what is the percentage of the entire development? 16.67% if the above is accepted
3. How will you enforce the affordability requirements? Still in discussion
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

The proposal is consistent with the T4 NE policy and with the existing residential uses along N. 8th Street. Therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 6 residential units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
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 RM40-A zoning district as of the date of the applicable request or application.
4. Sidewalks, consistent with the local street standard of 5' sidewalk and 4' planting strip, shall be required on N. 8th Street.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. The maximum height shall be 3 stories in 45 feet.
7. Building elevations shall be submitted with the final site plan.
8. Unit #4 shall include additional windows or glazing along the northern and eastern facades to allow additional light into the development in a manner that also addresses surrounding parcels.
9. A raised foundation of 18"- 36" is required for all residential structures that front N. 8th Street.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
12. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted



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

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



SEE NEXT PAGE



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2017SP-040-001
6035 NEIGHBORLY AVE SP
Map 103-01, Parcel(s) 074-075
07, WEST NASHVILLE
20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2017SP-040-001
Project Name	6035 Neighborly Avenue SP
Council District	20 - Roberts
School District	9 - Frogge
Requested by	Stone & Howorth, PLC, applicant; Superior Development, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Preliminary SP to permit up to seven residential units.

Preliminary SP

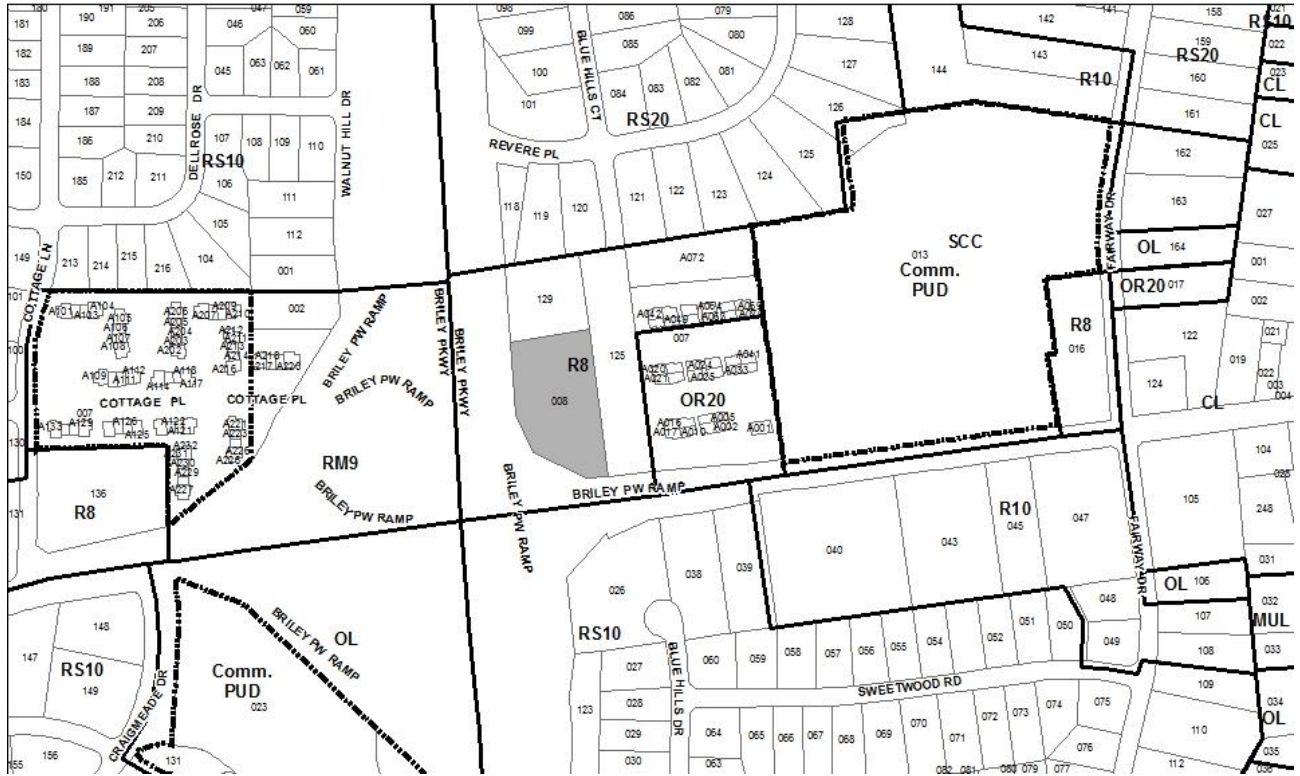
A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning on properties located at 6035 Neighborly Avenue and Neighborly Avenue (unnumbered), at the southeast corner of Neighborly Avenue and Marcia Avenue, (0.66 acres), to permit up to seven residential units.

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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2017HL-004-001
THE BELAIR MANSION
Map 095-03, Parcel(s) 008
14, Donelson-Hermitage-Old Hickory
15 (Jeff Syracuse)



Project No. **Historic Landmark Overlay**
2017HL-004-001

Project Name **The Belair Mansion**

Associated Cases 2016NHL-002-001

Council District 15 - Syracuse

School District 4 - Shepard

Requested by Councilmember Jeff Syracuse, applicant; Lewis and Connie James, owners

Deferrals This item was deferred at the April 27, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Approve.*

APPLICANT REQUEST

Apply a Historic Landmark Overlay District.

Historic Landmark Overlay

A request to apply a Historical Landmark Overlay District (HL) on property located at 2250 Lebanon Pike, at the northeast corner of Lebanon Pike and Briley Parkway, zoned One and Two-Family Residential (R8), within the Downtown Donelson Urban Design Overlay District (1.85 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.

Proposed Zoning

Historic Landmark Overlay District (HL) is applied to a building, structure, site or object, its appurtenances and the property it is located on, of high historical, cultural, architectural or archaeological importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville and Davidson County.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

The proposed Historic Landmark Overlay District is intended to preserve the historic structures on the property through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff.



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DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

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

Consistent with Policy?

Yes. The policies encourage the protection and preservation of historic features.

REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its October 19, 2016 meeting. Historic Zoning Commission staff recommends approval of this application. Metro Historic Commission staff provided the following background information:

The Belair Mansion

Belair, one of the impressive antebellum homes in the Nashville area, was built in 1832 on a grant of one thousand acres by John Harding of Belle Meade for his daughter, Elizabeth, who married Joseph Clay of Kentucky. Constructed of bricks laid in Flemish bond, the house was built in an L-shape, but has had many additions. In 1838, William Nichol bought the place and added a wing on either end, as well as making changes to the house. The winding stairway and rosewood doors were added at this time, and it is probable that some elaboration to the front of the house was made. In recent years the exterior bricks have been painted white.

The style of architecture of Belair is generally Federal, with some classic revival influence shown in the two-story portico with fluted Doric columns and a one-story deck roof. There are a total of 30 rooms in the house, with four halls and three stairways. At the back of the large entrance hall an elliptical stairway rises to the second floor. The stairway is similar to the one at the Hermitage, as are the two wings added by Nicol in 1838, indicating the possible influence of Andrew Jackson, a neighbor who often visited Nichol.



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The floors in Belair are of random width pine and ash. The doors exhibit interesting mouldings and the trim is elaborate with dentil work. Many of the ceilings have been decorated with frescoed plaster.

At the rear of the ell is the kitchen with living quarters above, which was built separate from the house but has since been connected and has had extensive remodeling done to utilize it as a playroom. The original dining room has been converted into a modern kitchen.

Development and an expressway destroyed the outbuildings; however, the principle building remains.

Analysis and Findings:

Belair is significant as an excellent example of its style of architecture and because of its association with the development of the general area of Nashville, now known as Donelson. The property is listed in the National Register of Historic places and so meets criterion 5 of section 17.36.120 of the ordinance.

To be considered as an historic landmark, a building, structure, site or object must meet one or more of the following criteria:

1. The historic landmark is associated with an event that has made a significant contribution to local, state or national history;
2. It is associated with the lives of persons significant in local, state or national history; or
3. It embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or that possesses high artistic value; or
4. It has yielded or may be likely to yield archaeological information important in history or prehistory; or
5. It is listed or is eligible for listing in the National Register of Historic Places.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

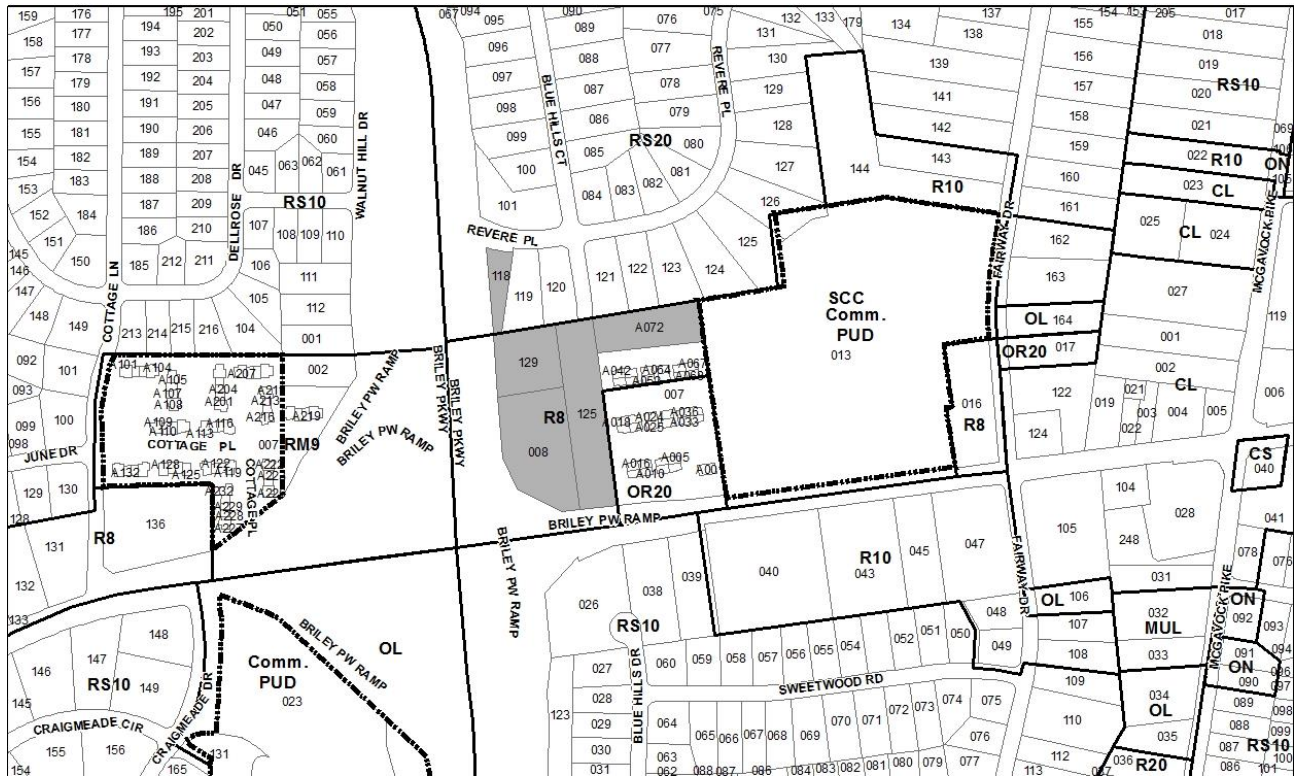
On October 19, 2016, the Metro Historic Zoning Commission reviewed the request and recommended approval of the Historic Landmark designation. In addition, they adopted the existing design guidelines for Historic Landmarks to guide changes on the property.

STAFF RECOMMENDATION

Staff recommends approval of the Historic Landmark Overlay District.



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2017NHL-002-001

BELAIR MANSION NEIGHBORHOOD LANDMARK OVERLAY

Map 084-15, Parcel(s) 118

Map 095-03, Parcel(s) 008, 125, 129

Map 095-030A, Parcel(s) 072

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



Project No.	Neighborhood Landmark 2017NHL-002-001
Project Name	Belair Mansion Neighborhood Landmark
Associated Cases	2017HL-004-001
Council District	15 – Syracuse
School District	4 – Shepard
Requested by	Lewis and Connie James, applicants and owners.

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

APPLICANT REQUEST

Apply a Neighborhood Landmark Overlay.

Neighborhood Landmark Overlay

A request to apply a Neighborhood Landmark Overlay District (NLOD) to properties located at 2250, 2254 Lebanon Pike and Lebanon Pike (unnumbered) and Revere Place (unnumbered), at the corner of the Briley Parkway Ramp and Lebanon Pike, zoned Single-Family Residential (RS20) and One and Two-Family Residential (R8) (5.92 acres), and partially within the Downtown Donelson Urban Design Overlay.

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

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.

Proposed Zoning

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

The proposed Neighborhood Landmark Overlay District would assist in preserving the historic Belair Mansion, which was built in 1925, by allowing additional uses on the property and within the structure.

HISTORY

This property is located at 2250 Lebanon Drive. The house on the property was constructed in 1832.



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ANALYSIS

Section 17.36.420 of the Zoning Code defines a neighborhood landmark as a feature, its appurtenances and the property it is located on which, 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 historic structure on this property is important for Donelson, Davidson County, and the State of Tennessee due to their significance in the region's cultural history. The main house has been listed on the National Register of Historic Places. Retaining this feature would reinforce the neighborhood's traditional and unique character.

Per section 17.40.160 of the Metro Zoning Code, 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. There is acknowledgement on the part of the property owner that absent the retention of the feature, the base zoning district is proper and appropriate and destruction or removal of the feature is justification for and will remove the neighborhood landmark overlay designation and return the district to the base zoning district prior to the application of the district;
- e. 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
- f. All other provisions of this section have been followed.



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Staff finds that this application meets these criteria. The site is a critical component to not only the neighborhood, but to the region and the state. Retaining the building on the site preserves an important landmark in local history. Applying a Neighborhood Landmark Overlay District to this property requires the preservation of the existing historic building and grounds while also allowing a development plan to be prepared that would allow uses other than those permitted under the existing base zoning. Allowing additional uses permits the adaptive reuse of the existing historic buildings in a manner that is respectful of the historic buildings and grounds and creates a revenue stream that contributes to the preservation of these historic features.

This development plan is not approved through this current application, which is a preliminary step that designates the property as a Neighborhood Landmark. The applicant must submit a final site plan detailing the adaptive reuse of existing structures and any proposed development for approval by the Planning Commission.

Section 17.40.160.B.3 of the Metro Code states:

Neighborhood Landmark Development Plan. A development plan for the reuse of any feature encompassed by a NL district shall be submitted and approved by the planning commission at a properly noticed public hearing. No zoning permits, building permits or other land development permit of any kind that would alter the character of the district shall be issued within a NL district prior to approval of a neighborhood landmark development plan according to the procedures of this article and chapter. This provision shall not be intended to prevent the issuance of any permit necessary to stabilize any condition of imminent danger to life safety.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 05/11/2017



2017S-013-001
TRINITY HEIGHTS RESUBDIVISION OF LOT 23
Map 071-07, Parcel(s) 213
05, East Nashville
05 (Scott Davis)



Project No.	Final Plat 2017S-013-001
Project Name	Trinity Heights Resubdivision of Lot 23
Council District	05 – Davis
School District	5 - Buggs
Requested by	Clint T. Elliott Surveying, applicant; John and Evelyn Davis, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve the subdivision with conditions and disapprove the sidewalk variance request.</i>

APPLICANT REQUEST

Final Plat to create two lots and a variance from the sidewalk requirements.

Final Plat

A request for final plat approval to create two lots and a variance from the sidewalk requirement on property located at 315 Edwin Street, approximately 275 feet east of Meridian Street, zoned RS5 (0.38 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS5 would permit a maximum of 3 lots. However, this proposal is subject to the compatibility requirements of the Subdivision Regulations, which result in fewer lots as described below.*

EAST NASHVILLE COMMUNITY PLAN

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

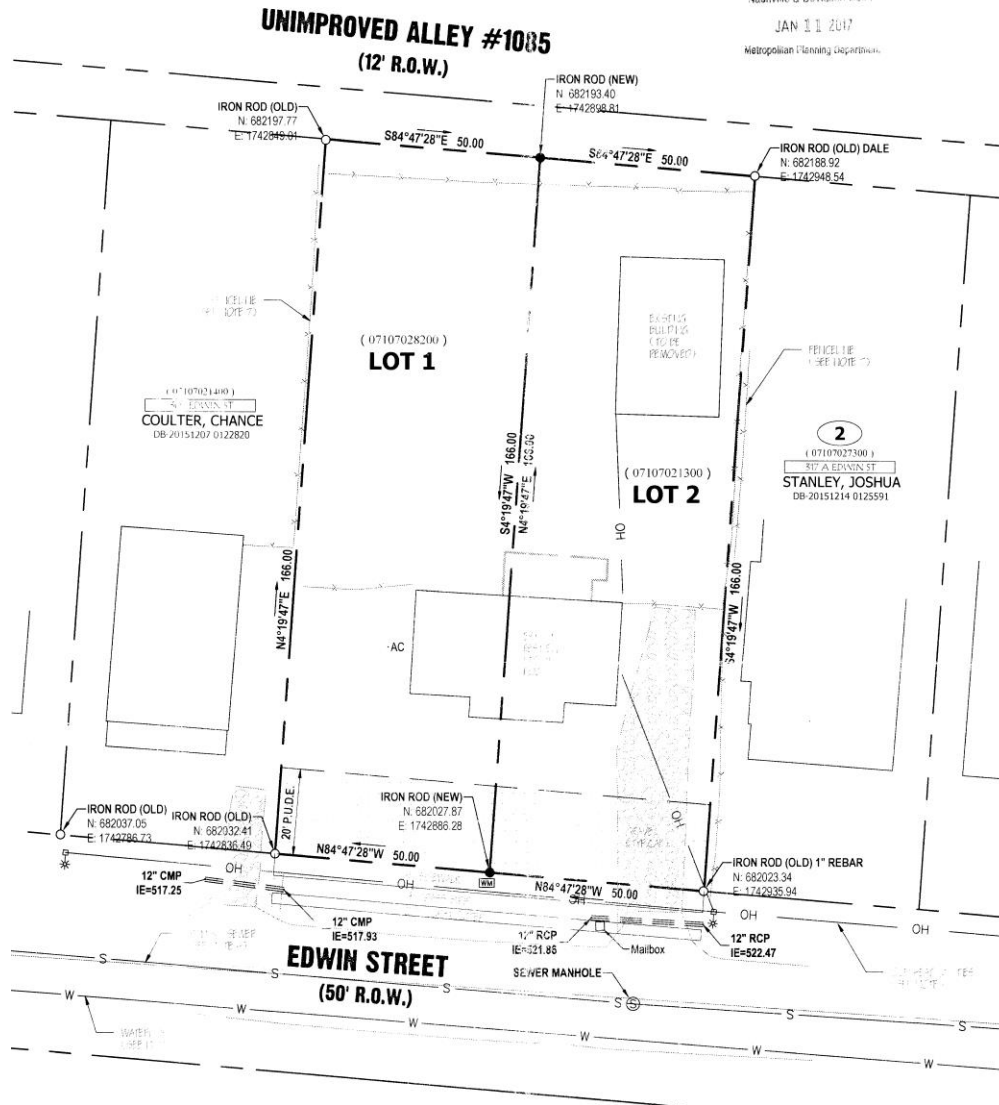
PLAN DETAILS

This request is for final plat approval for property located at 315 Trinity Lane. This parcel currently contains one single family dwelling and an accessory structure. The existing lot is 16,598 square feet (0.38 acres) and is proposed to be split into two lots. The proposed subdivision includes a request for a variance from the sidewalk requirements for the subdivision.



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Nashville & Davidson County
JAN 11 2017
Metropolitan Planning Department



Proposed Final Plat



Metro Planning Commission Meeting of 05/11/2017

ANALYSIS

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

Zoning Code

The proposed lots meet the minimum standards of the RS5 zoning district.

Street Frontage

The proposed lots have frontage on a public street.

Community Character

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

In this instance, lots created along Edwin Street must have frontage of at least equal to 50 feet. The proposed lots have 50 feet of frontage and therefore meet the compatibility requirements for frontage.

Lot 1 and Lot 2 Frontage	
Proposed Frontage	50 ft.
Minimum Frontage	50 ft.
70% Average	35 ft.

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

In this instance, the proposed lots must be equal to or greater than 7,841 feet. The size of the proposed lots is 8,299 square feet. Both of the proposed lots meet the compatibility requirements for area.

Lot 1 and Lot 2 Area	
Proposed Size	8,299 SF
Minimum Size	7,841 SF
70% Average	5,663 SF

c. Street setbacks: Future structures would comply with setbacks as established by Metro Zoning Code.

d. Lot orientation: Both lots front Edwin Street and are consistent with the surrounding parcels.



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HISTORY

In November 2016, the applicant applied for a final plat to subdivide the subject property. During the review process, staff determined that the plat could be reviewed administratively since the subdivision met the compatibility criteria for infill subdivisions as required by the Subdivision Regulations. The applicant was informed that sidewalks would be required with the subdivision per Section 3-8.2 of the Subdivision Regulations and in January 2017, the plat was approved with the following conditions:

Planning

1. Sidewalks are required along Edwin Street (5' sidewalk with 4' grass strip). Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department,
 - b. Construct sidewalk and have it accepted by Public Works,
2. Existing structures shall be demolished before plat is recorded.

Public Works

1. If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local. Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

In February 2017, the applicant elected to post a bond for sidewalks with the Planning Department. The applicant is now seeking a variance from the sidewalk requirement.

Sidewalk Variance

When a sidewalk network exists, new sidewalks must be constructed along the frontage of lots created by an infill subdivision to extend the network. When a sidewalk network does not exist, the applicant may either construct a sidewalk or make a financial contribution per Section 3-8.2.c of the Subdivision Regulations. The applicant has requested a variance from the requirement to construct the required sidewalk for the Edwin Street frontage.

If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance from these regulations may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Planning Commission shall make findings based upon the evidence presented to it in each specific case that:

- a) The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
- b) The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.



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- c) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
- d) The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

The applicant has identified a drainage ditch, located on the north side of Edwin Street, as a hardship which prevents sidewalk construction. Staff, in consultation with Public Works, has not identified a unique hardship and recommends disapproval of the sidewalk variance.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- If sidewalks are required by Planning and the applicant chooses to construct rather than pay the in-lieu fee, then they should be shown and labeled on the plan with curb and gutter, 4 foot grass strip or as determined by Public Works, and a minimum 5 foot wide sidewalk unobstructed, and a minimum of 20 feet pavement on the street width. Wider sidewalk, grass strip, and pavement width is required where on-street parking occurs or on a street classification greater than local. Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

TRAFFIC AND PARKING RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved

STAFF RECOMMENDATION

Staff recommends approval of the subdivision with conditions and disapproval of the variance request.

CONDITIONS

1. Sidewalks are required along Edwin Street (5' sidewalk with 4' grass strip). Therefore, prior to final plat recordation, one of the options must be chosen related to sidewalks:
 - a. Submit a bond application and post a bond with the Planning Department, or
 - b. Construct sidewalk and have it accepted by Public Works
2. Existing structures shall be demolished before plat is recorded.



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2017S-068-001
CROLYWOOD SUBDIVISION BLOCK K LOT 6
Map 091-13, Parcel(s) 229
07, West Nashville
20 (Mary Carolyn Roberts)



Project No.	Final Plat 2017S-068-001
Project Name	Crolywood Subdivision Block K Lot 6
Council District	20 –Roberts
School District	9 - Frogge
Requested by	Cherry Land Surveying, Inc., applicant; Lightfoot Graham Development, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the May 25, 2017 Planning Commission meeting.</i>

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 426 Croley Drive, at the corner of O'Brien Avenue and Croley Drive, zoned One and Two-Family Residential (R8) (0.41 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting at the request of the applicant.



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2017S-111-001

H.G. MCNABB SUBDIVISION RESUB OF RESERVED TRACT

Map 119-13, Parcel(s) 201

11, South Nashville

16 (Mike Freeman)



Project No.	Final Plat 2017S-111-001
Project Name	H.G. McNabb Subdivision Resub of Reserved Tract
Council District	16 - Freeman
School District	7 - Pinkston
Requested by	James Terry & Associates, applicant; Larry Everett, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the May 25, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Final plat approval to create two lots.

Preliminary SP

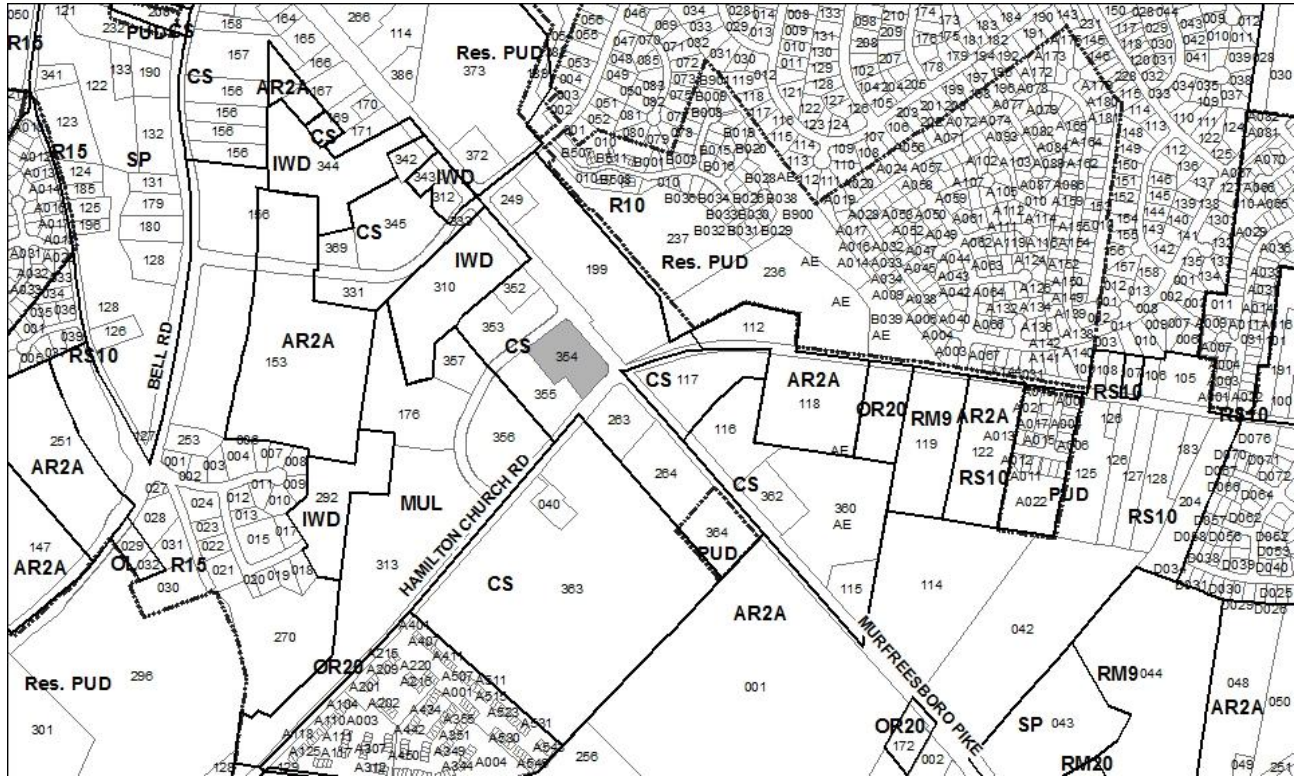
A request for final plat approval to create two lots and to remove the reserve parcel status on property located at 522 Radnor Street, approximately 185 feet east of Louise Drive, zoned Single-Family Residential (RS7.5) (0.42 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting at the request of the applicant.



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2013UD-002-009

TACO JOHNS

Map 149, Parcel(s) 354

13, Antioch-Priest Lake

32 (Jacobia Dowell)



Project No.	UDO Modification 2013UD-002-009
Project Name	Taco Johns
Council District	32 – Dowell
School District	06 – Hunter
Requested by	4 Site, Inc., applicant; Bank of Camden, owner.
Staff Reviewer	Wallace
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Modification to the facade width standards of the Murfreesboro Pike at Una Antioch Urban Design Overlay (UDO), and to the sidewalk standards of the Major and Collector Street Plan.

UDO Major Modification

A request for a modification to the facade width standards to allow a 40 foot facade width along Murfreesboro Pike, and to allow a reduced sidewalk width for portions of Hamilton Church Road frontage, for property located at 2827 Murfreesboro Pike (2.47acres), within the Murfreesboro Road at Una Antioch UDO.

Existing Zoning

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

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

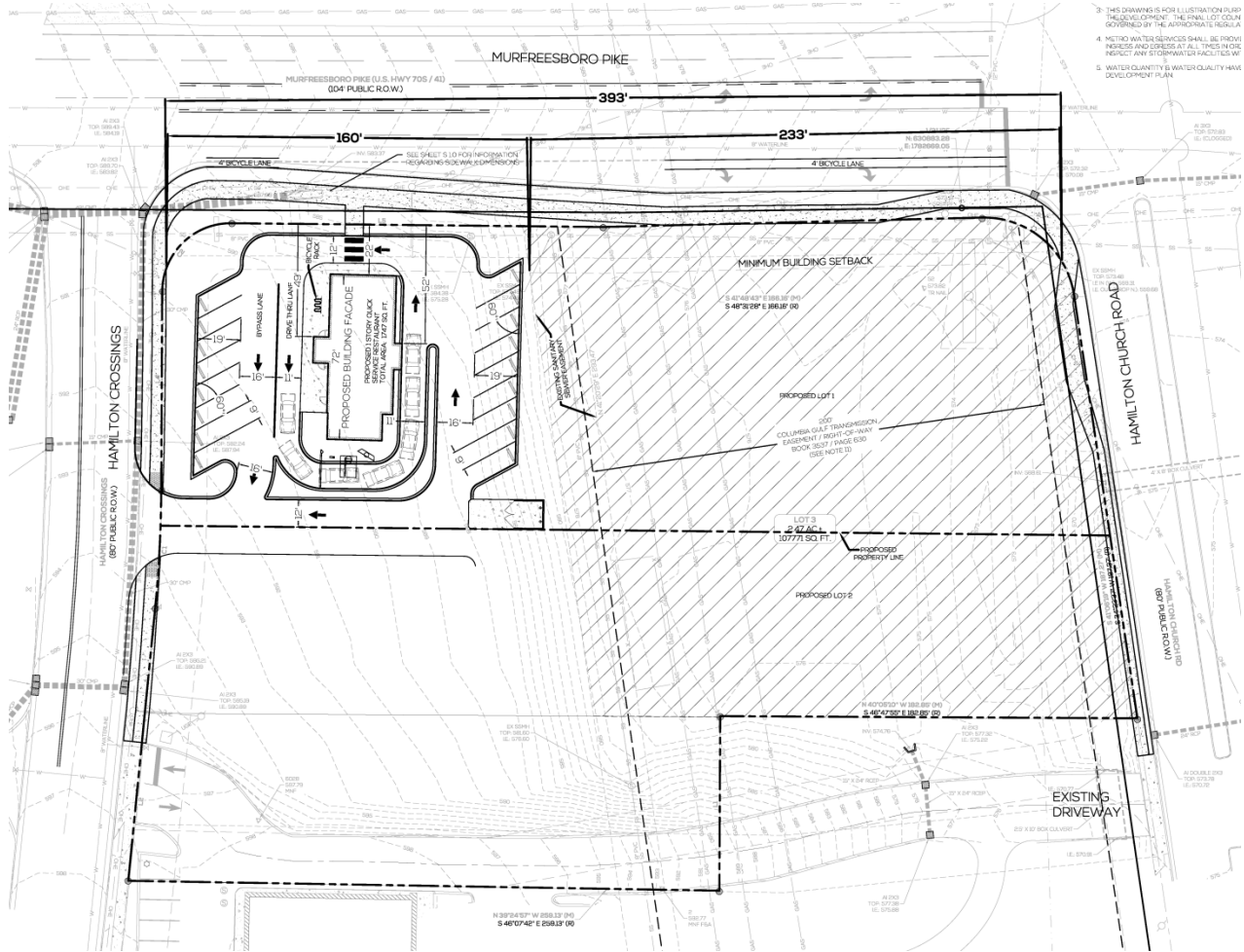
ANTIOCH-PRIEST LAKE COMMUNITY PLAN

T3 Suburban Community Center Policy (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced 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.



Metro Planning Commission Meeting of 05/11/2017



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 2.47 acres located at 2827 Murfreesboro Pike, at the corner of Hamilton Church Road and Murfreesboro Pike. The proposed project is an approximately 1,750 square foot quick service restaurant with a drive through, consistent with allowable uses permitted under CS zoning.

ANALYSIS

The applicant is requesting modifications to the façade width requirement of the UDO and sidewalk width requirements of the MCSP. Overall, the proposed project is consistent with the intent of the UDO to foster suburban development that is pedestrian friendly while accommodating for market needs of suburban development. The proposed project provides sidewalks along the street frontages, while the streets accommodate various transit modes including buffered bike lanes and vehicles along the Murfreesboro corridor. The proposed project will also include landscaping along the street frontages.

Façade Width

The UDO requires a minimum 45% facade width along street frontages. However, for large property frontages, the minimum 45% facade width requirement may not always be realistically achievable. The property's frontage along Murfreesboro Pike is approximately 393 feet and the 45% façade width requirement would equate to a building façade that is approximately 177 feet wide. In addition, 233 feet of the Murfreesboro Pike street frontage is encumbered by a sanitary sewer, gas and stormwater easement. The resulting buildable frontage width is 160 feet, and the minimum 45% façade width requirement would equate to a building façade that is approximately 72 feet. The project is proposing a facade width of 40 feet along Murfreesboro Pike, a dimension typical for a quick service restaurant building type. The building is situated on the site so that the front of the building with the greatest amount of glazing is oriented to the street.

Given the building type and use as a quick service restaurant, the required facade width does not appear to be realistically achievable in this instance due to the existing easement that crosses the property. The proposed layout of the building, with back of house functions to the rear and dining area functions to the front, results in a better frontage condition. Specifically, the main entry, storefront and dining areas all face the street and the proposed glazing percentage is 58% where the standard requires 45%.



Metro Planning Commission Meeting of 05/11/2017

Additionally, the proposed layout reduces conflict between vehicles and pedestrians. The pattern of vehicular flow is designed so that access and queue lanes occur to the rear of the building, and the pedestrian entry and access occur at the front of the building along Murfreesboro Pike.

In conclusion, the proposed layout enables safe and comfortable pedestrian access, reduces conflict between vehicular traffic and pedestrians, and allows the building façade to maximize the storefront and exceed the minimum required glazing percentage, which are all consistent with the intent and goals of the Murfreesboro Pike Urban Design Overlay.

Sidewalk Width

The subject site contains a number of physical barriers that prevent the applicant from achieving the full dimensions required by the Major and Collector Street Plan (MCSP). Planning staff have coordinated with Metro agencies to achieve a design alternative to provide a continuous sidewalk along all public right-of-ways. The subject property is bounded by three public streets along the north, east, and west boundaries of the site with approximately 393 feet of frontage along Murfreesboro Pike, 220 feet along Hamilton Church Road and 250 feet along Hamilton Crossings.

Specifically, along Hamilton Church Road the MCSP requires a 6 foot planting strip and 8 foot clear sidewalk for approximately 220 feet. The proposed streetscape includes a 2 foot planting strip and 5 foot sidewalk for approximately 150 linear feet before transitioning to the full width required by the MCSP for the remaining frontage length. Physical barriers, including a culvert and drainage ditch, impede the constructability of the required 14 foot streetscape across the full length of frontage. While the proposed sidewalk does not meet the minimum required width, the 2 foot planting strip does offer a minimum physical separation from Hamilton Church Road and a 5 foot sidewalk provides a minimum width of continuous sidewalk at a critical intersection.

Along Murfreesboro Pike, the MCSP requires a 6 foot planting strip and 8 foot clear sidewalk dimension for approximately 393 feet of frontage length. The proposed streetscape includes no planting strip and an 8 foot clear sidewalk for approximately 40 feet due to the presence of overhead lines impeding the constructability of the required 14 foot streetscape. For the remaining 353 of frontage, the proposed design complies with the MCSP. While the portion of streetscape does not comply with the MCSP, the small segment occurs within close proximity to a pedestrian crossing.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

Approve with Conditions

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



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PUBLIC WORKS RECOMMENDATION

Approve with Conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Comply with MPC approval of sidewalk and grass strip width. Some variation may occur with the submittal of detailed construction drawings.

TRAFFIC AND PARKING RECOMMENDATION

N/A

- Does not include site plan approval

STAFF RECOMMENDATION

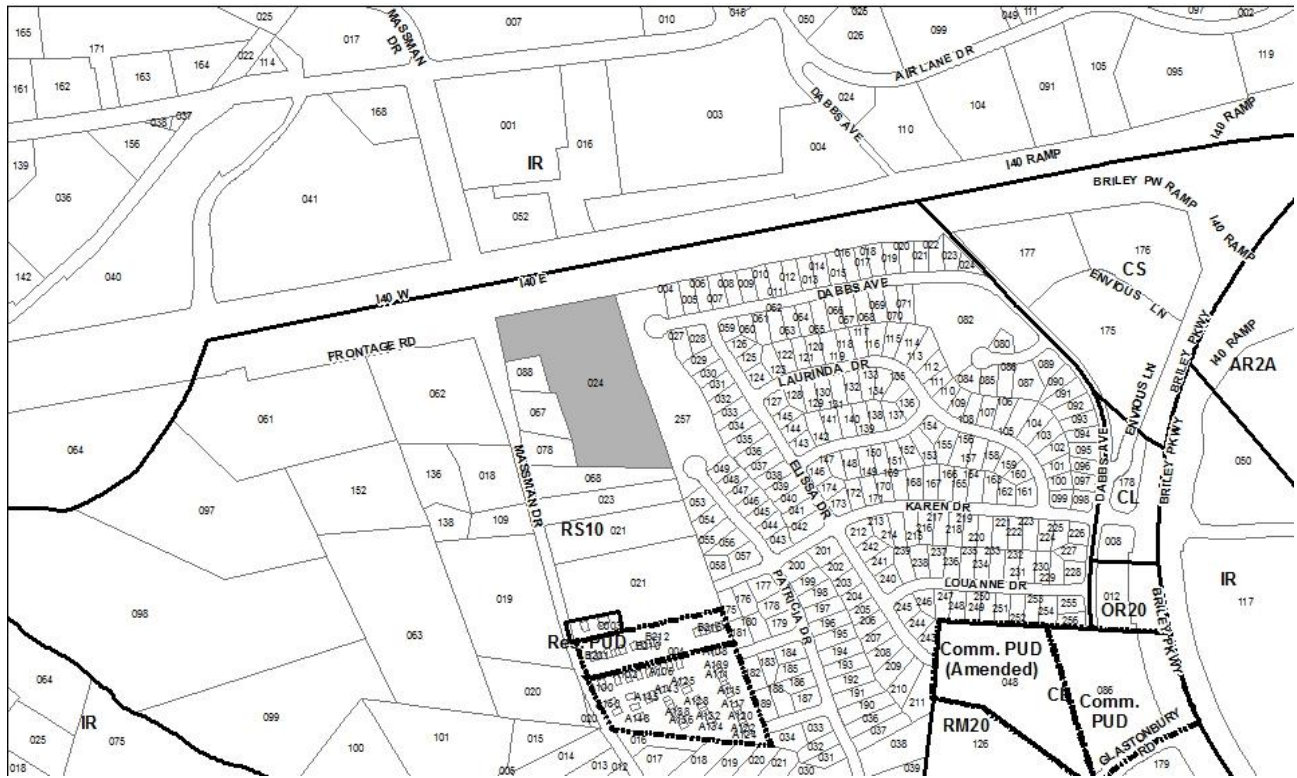
Staff recommends approval with conditions. The proposed façade width and sidewalk dimensions is consistent with the intent of the UDO to foster suburban development that is pedestrian friendly while offering an improved pedestrian environment given physical site constraints at a critical intersection where development would otherwise not occur.

CONDITIONS

1. UDO final site plan approval shall be required before building permits, consistent with any approved modifications and all unmodified UDO standards including cross and joint access provisions.
2. Dedication of cross-access easement shall be recorded at the Register of Deeds prior to the issuance of a building permit.



Metro Planning Commission Meeting of 05/11/2017



2017Z-030PR-001
Map 107, Parcel(s) 024
13, Antioch – Priest Lake
13 (Holly Huevo)



Project No.	Zone Change 2017Z-030PR-001
Council District	13 - Huevo
School District	7 - Pinkston
Requested by	PDR Engineers, applicant; Phillip Taylor Darden, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RS10 to RS5.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Single-Family Residential (RS5) zoning on property located at 912 Massman Drive, east of the terminus of Frontage Road (8.23 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum 35lots based on acreage only. Total number of lots may vary based on application of the Subdivision Regulations or utilization of the Cluster Lot provision.*

Proposed Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 71 lots based on acreage only. Total number of lots may vary based on application of the Subdivision Regulations or utilization of the Cluster Lot provision.*

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.

Consistent with Policy?

No. This request would not continue or maintain the existing pattern of development when compared with the surrounding neighborhoods within the same policy to the east of Massman Drive.

ANALYSIS

This property is on the seam of two development profiles: to the east, the Bel Air neighborhood contains lots with an average size in excess of 9,000 sq. ft. Properties to the south, also fronting on Massman Drive, are primarily large single family lots and an isolated area of multi-family. The proposed rezoning is inconsistent with both the developed single family properties to the south and



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the east. Given the Neighborhood Maintenance policy, the zoning as it exists permits the development of the property in a manner that is consistent with the existing subdivisions in the area.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	8.23	4.35 D	35 U	-	-	-

Maximum Uses in Proposed 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)	8.23	8.71 D	71 U	-	-	-

Traffic changes between maximum: **RS10 and RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	8.23	-	+36 U	-	-	-

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 8 Elementary 6 Middle 4 High

Projected student generation proposed RS5 district: 17 Elementary 11 Middle 8 High

The proposed RS5 zoning district will generate more 18 students than what is typically generated under the existing RS10 zoning district. Students would attend Glenview Elementary School, Wright Middle School, and Glencliff 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.



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AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

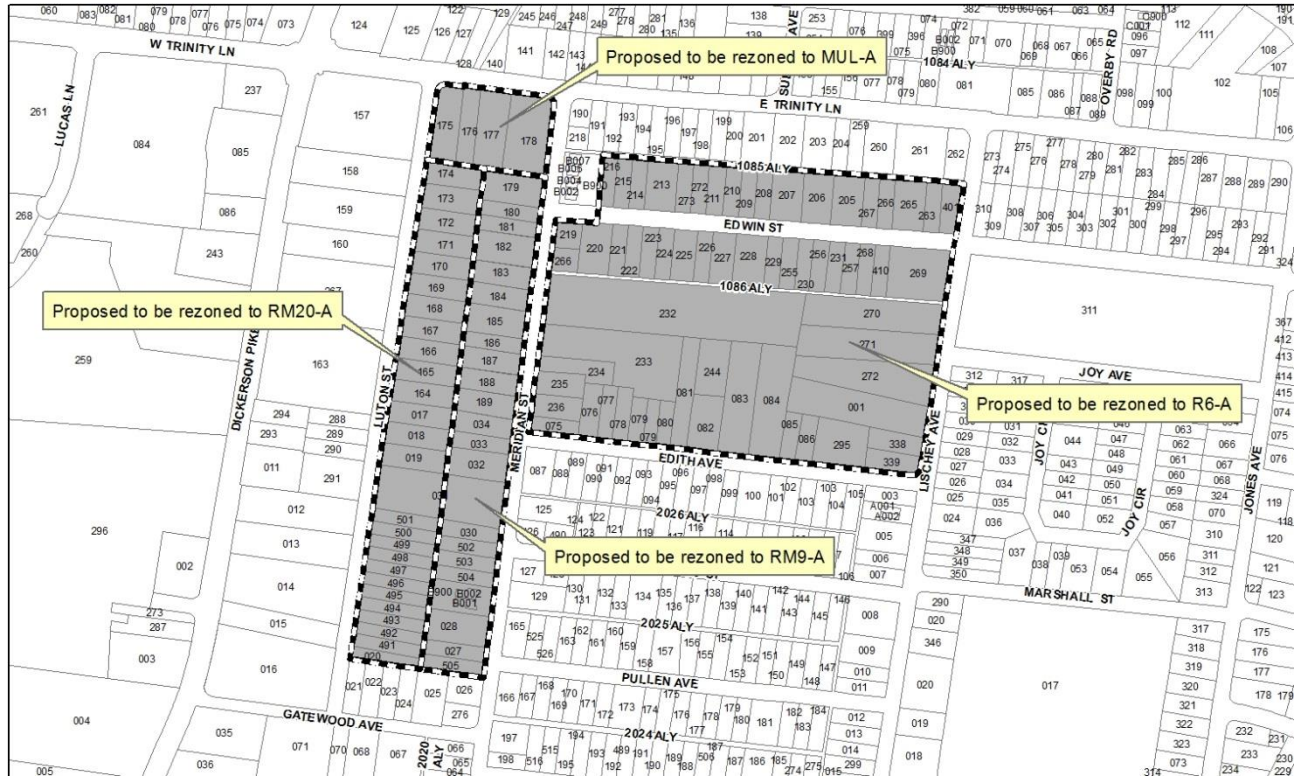
1. Will this project include any affordable or workforce housing units? No
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 05/11/2017



2017Z-037PR-001
Various Maps, Various Parcels
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2017Z-037PR-001
Council District	5 – Davis
School District	5 – Buggs
Requested by	Councilmember Scott Davis, applicant; various property owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone change from CS and RS5 to RM20-A, MUL-A, R6-A, and RM9-A.

Zone Change

A request to rezone from Commercial Service (CS) and Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A), Mixed Use Limited-Alternative (MUL-A), One and Two-Family Residential-Alternative (R6-A), and Multi-Family Residential-Alternative (RM9-A) zoning for various properties south of E Trinity Lane, (43.66 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre, (41.71 acres).

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses, (2.49 acres).

Proposed Zoning

Mixed Use Limited-Alternative (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards, (2.49 acres).

Multi-Family Residential Districts-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 162 units, based on 8.12 acres.*

Multi-Family Residential-Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of 69 units, based on 7.73 acres.*

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots, (25.23 acres).

CRITICAL PLANNING GOALS

N/A



Metro Planning Commission Meeting of 05/11/2017

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed zone change is consistent within each policy. The proposed MUL-A zoning district is consistent with the T4 CM policy area along East Trinity Lane. The RM20-A and RM9-A policies are consistent with the T4 NE policy as it transitions from Dickerson Pike that is within the Urban Mixed Use Corridor policy, to the interior neighborhood. The proposed R6-A zoning is consistent with the T4 NE policy in the interior of the neighborhood along Lischey Avenue, which is a collector street. The proposed zoning districts provide an important transition from the corridors into the neighborhood, by providing opportunity for change that is respectful of each location.

ANALYSIS

The zone change request includes many parcels located south of East Trinity Lane and east of Luton Street. The majority of the parcels include single-family residential uses with a few two-family residential uses. This area includes two unbuilt alleys. The proposed zone change requests are appropriate for the T4 Urban Neighborhood Evolving and T4 Mixed Use Corridor policies. The proposed zoning districts provide a transition of intensity from the corridors into the neighborhood. As this area continues to evolve and redevelop, the Alternative zoning districts proposed will foster a more pedestrian friendly environment by limiting new driveways to a maximum width of 12 feet.

FIRE MARSHAL’S OFFICE RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

- Traffic study may be required at time of development.



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Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.49	0.6	65,078 SF	5137	120	478

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)	41.17	8.71 D	336 U	3171	245	320

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)	8.12	-	162 U	1106	84	107

Maximum Uses in Proposed Zoning District: RM9-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)	7.73	-	69 U	542	38	56

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)	25.23	7.26 D	228 U	2220	170	226

*Based on two-family lots

Maximum Uses in Proposed Zoning District: MUL-A

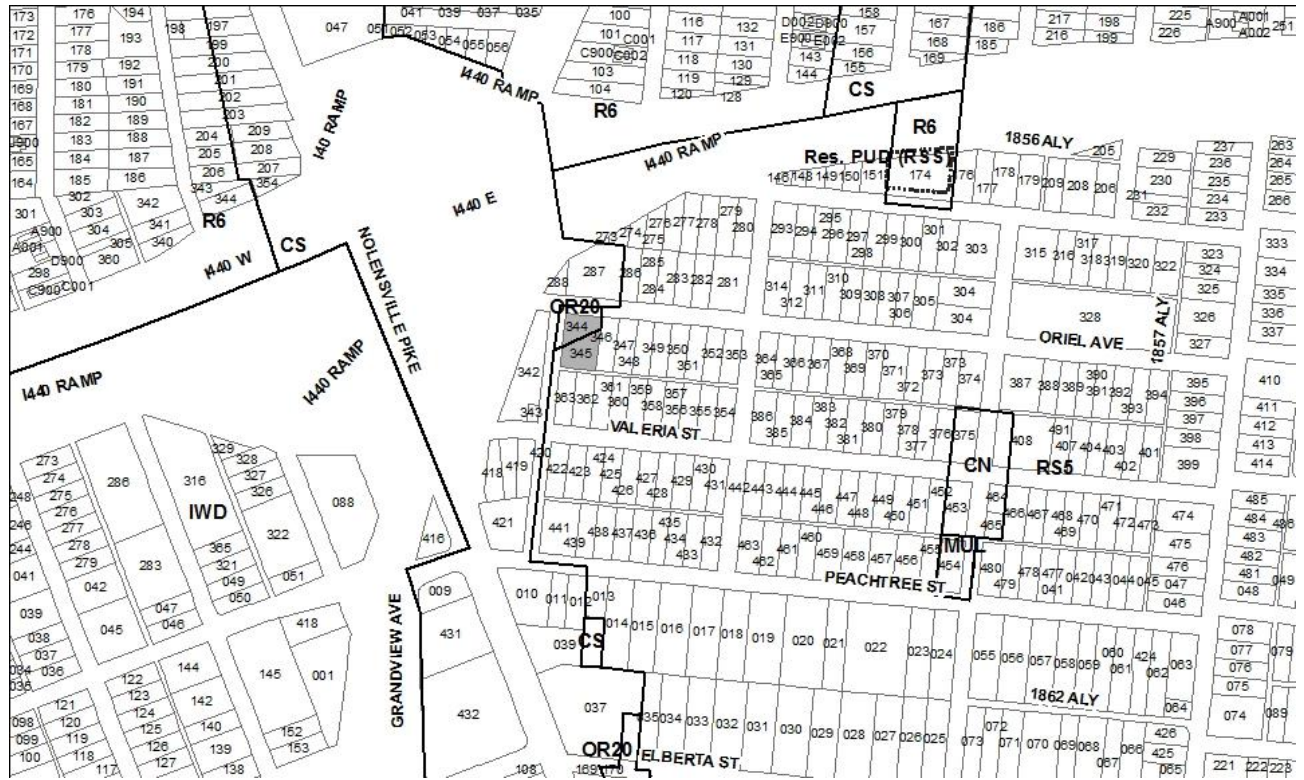
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	2.49	1.0	108,464 SF	7160	162	672

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 05/11/2017



2017Z-048PR-001
Map 119-01, Parcel(s) 344-345
11, South Nashville
16 (Mike Freeman)



Project No.	Zone Change 2017Z-048PR-001
Council District	16 – Freeman
School District	7 – Pinkston
Requested by	Peter Jones, applicant; Chris Crimmins, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from OR20 and RS5 to RM20-A.

Zone Change

A request to rezone from Office Residential (OR20) and Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM20-A) zoning for properties located at 341 Oriel Avenue and Austin Avenue (unnumbered), at the corner of Austin Avenue and Oriel Avenue (0.33 acres).

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. Approximately 0.15 acres of the site are in OR20 zoning. *OR20 would permit a maximum of three units.*

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. Approximately 0.18 acres of the site are in RS5 zoning. *RS5 would permit a maximum of one unit.*

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 six units.*

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.

Consistent with Policy?

The proposed zone change is consistent with policy. The subject properties are located in an area with an existing mix of one and two-family residential dwellings and industrial land uses and on a seam between policy areas. Properties to the west of the subject site are in an area of T4



Metro Planning Commission Meeting of 05/11/2017

Neighborhood Maintenance policy. Properties to the east of the site, along Nolensville Pike and Interstate 440, are located in an area of T4 Mixed Use Corridor Policy. The subject property sits at the northwest corner of a north-south band of T4 NE policy that serves to create a transition between the more intense mixed use development along Nolensville Pike and the existing residential land use more interior to the neighborhood. The requested zoning, RM20-A, would permit multifamily residential units which would help provide a transition between the one and two-family residential dwellings to the west and south and the existing industrial land uses to the north and east, and to provide a transition from the corridor as this area redevelops. The requested zoning is consistent with the goals of the T4 NE policy.

ANALYSIS

The site consists of two parcels located at the corner of Austin and Oriel Avenues. There is an existing built alley to the south of the site. The site is currently vacant. The parcels to the east and north are occupied by existing industrial land uses, with single and two-family residential development to the south and west along the rest of the block face. The location of the subject properties relative to existing uses already makes them an appropriate place to transition from more intense development to the residential neighborhood. As the area redevelops, with more intensity in areas of T4 Mixed Use Corridor policy along Nolensville Pike, the role of this property as a transition will become more pronounced. The requested zoning, RM20-A, will permit up to six multifamily residential units. The Alternative district requires access from an alley when one exists, and also includes building placement and design standards intended to enhance the pedestrian realm. The proposed zoning is consistent with the T4 NE policy, and provides an appropriate transition from more intense mixed use development to the interior of the residential neighborhood.

FIRE MARSHAL RECOMMENDATION

N/A

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: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.15	0.8	5,227 SF	138	18	18

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)	0.18	8.71 D	1 U	10	1	2



Metro Planning Commission Meeting of 05/11/2017

Maximum Uses in Proposed Zoning District: **RM20A**

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)	0.33		6 U	40	4	4

Traffic changes between maximum: **OR20, RS5 and RM20A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-108	-15	-16

METRO SCHOOL BOARD REPORT

Projected student generation existing OR20 district: 0 Elementary 0 Middle 0 High

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

Projected student generation proposed RM20-A district: 1 Elementary 0 Middle 0 High

The proposed zoning is expected to generate one additional student beyond the existing zoning. Students would attend Whitsitt Elementary School, Wright Middle School, and Glencliff 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)

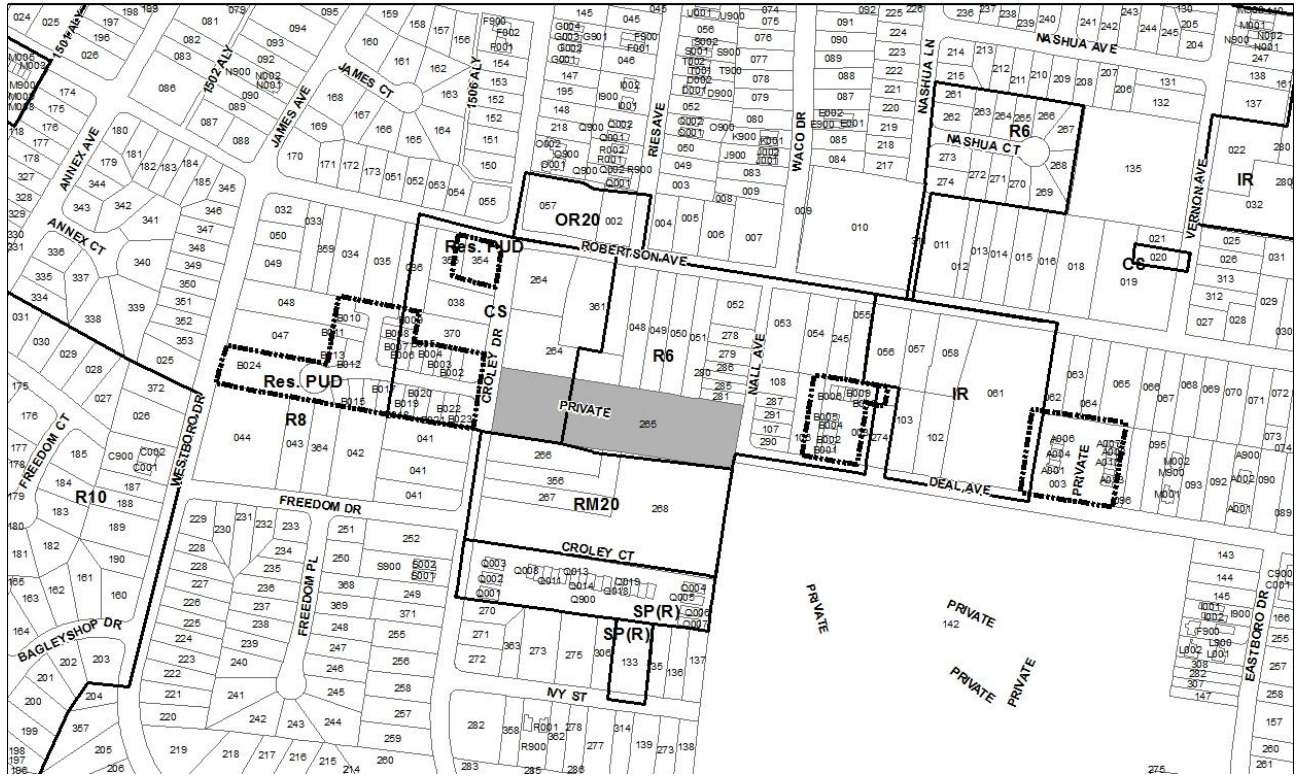
1. Will this project include any affordable or workforce housing units? The proposal increases the supply of for-sale housing in an existing neighborhood. The additional supply will provide incremental relief to housing demand and pricing pressures. While, at this time, the project is not intended to provide below market housing it will establish a family housing type that will likely sell for less than a single-family or two-family dwelling in the same neighborhood. This project will provide another option for households wishing to live within a healthy residential neighborhood but not able to afford the larger more land intensive housing types.
2. If so, how many and what is the percentage of the entire development? All of the units will likely be marketed at a lower price point than the traditional one and two-family homes being built in the surrounding neighborhood.
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? There are no buildings on either of the lots.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy.



Metro Planning Commission Meeting of 05/11/2017



2017Z-050PR-001
Map 090-12, Parcel(s) 265
07, West Nashville
20 (Mary Carolyn Roberts)



Project No.
Council District
School District
Requested by

Zone Change 2017Z-050PR-001
20 – Roberts
9 – Frogge
Dale and Associates, applicant; Michaels Real Estate, LLC, owner.

Staff Reviewer
Staff Recommendation

Napier
Defer to the May 25, 2017, Planning Commission meeting.

APPLICANT REQUEST

Zone change from R6 and CS to RM15.

Zone Change

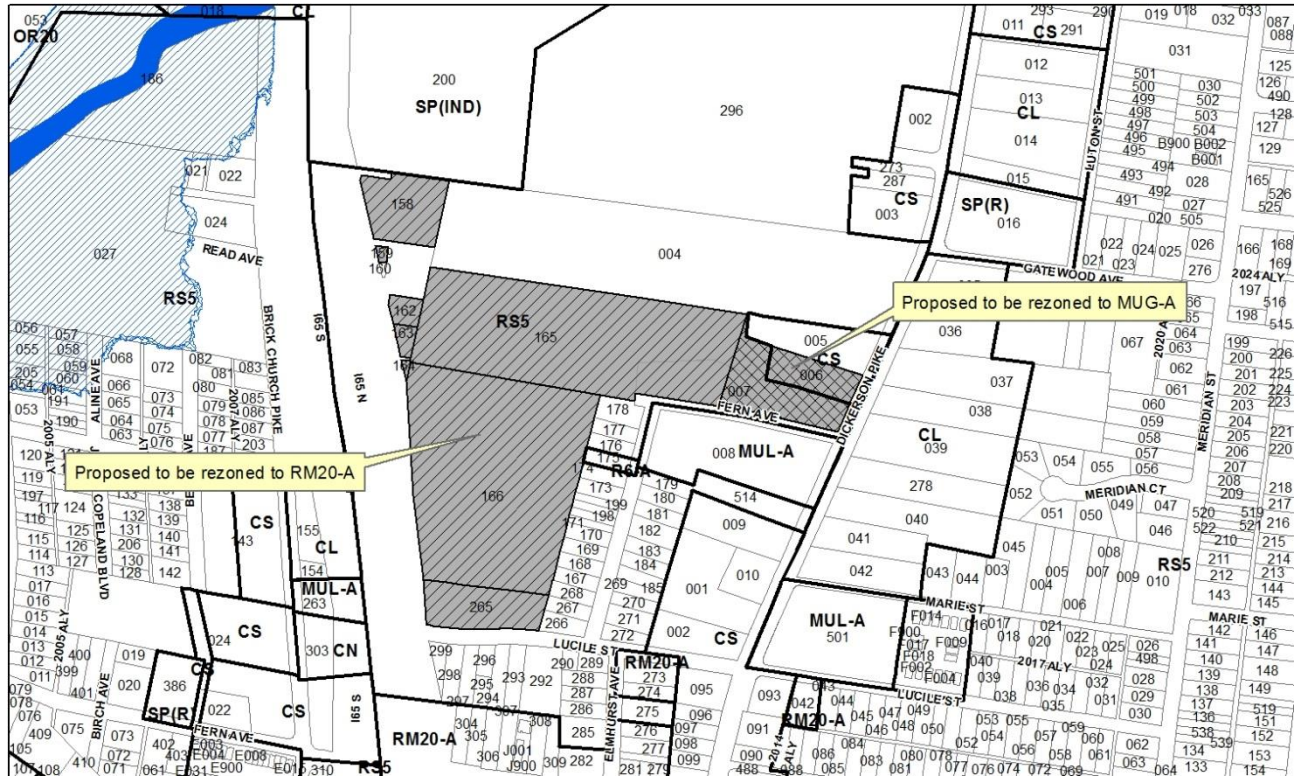
A request to rezone from Commercial Service (CS) and One and Two-Family Residential (R6) to Multi-Family Residential (RM15) zoning on property located at 622 Croley Drive, west of the terminus of Deal Avenue (2.64 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 25, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 05/11/2017



2017Z-051PR-001

Map 071-10, Parcel(s) 158-159, 162-166

Map 071-11, Parcel(s) 006-008

Map 071-14, Parcel(s) 265

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2017Z-051PR-001
Council District	05 – Davis
School District	5 – Buggs
Requested by	Dale and Associates, applicant; Phillip Parkerson and Regal Homes, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

Zone change from RS5 to RM20-A and zone change from CS and RS5 to MUG-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A) on properties located at Penning Avenue (unnumbered), Public Street (unnumbered), Lucile Street (unnumbered) and a portion of Dickerson Pike (unnumbered), (18.74 acres), and to rezone from Commercial Services (CS) and Single-Family Residential (RS5) to Mixed Use General-Alternative (MUG-A) on properties located at 1412 Dickerson Pike and on a portion of two parcels along Dickerson Pike (unnumbered), (1.89 acres), west of the terminus of Fern Avenue (20.63 acres total).

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, (1.89 acres).

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses, (41.71 acres).

Proposed Zoning

Mixed Use General-A (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.

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 374 units based on 18.74 acres only.*

HISTORY

In July 2015, the Metro Planning Commission recommended approval of a zone change application similar to this application. The Metro Planning Commission recommended approval of similar properties changing to MUG-A zoning in Mixed Use Corridor policy and RM40-A in the Neighborhood Evolving policy. Ultimately the Council Bill was withdrawn and the properties were not rezoned.



Metro Planning Commission Meeting of 05/11/2017

EAST NASHVILLE COMMUNITY PLAN

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

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

Consistent with Policy?

Yes. The proposed zone change is consistent within each policy. Conservation policy is mainly located toward the rear of the site, along I-65. The proposed MUG-A zoning district is consistent with the T4 CM policy area along Dickerson Pike, an appropriate location for higher intensity development. The RM20-A is consistent with the T4 NE policy interior to the site.

ANALYSIS

The zone change request includes properties along Dickerson Pike and Elvira Street. The property along Dickerson Pike includes a two-family residential unit and a retail use. The majority of the property included in the propose zone change is vacant. Bus service is available along Dickerson Pike with the closest bus stop approximately 75 feet from the property. The Planning Commission recommended approval of a similar zone change request in 2015.

FIRE MARSHAL’S OFFICE RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A



Metro Planning Commission Meeting of 05/11/2017

TRAFFIC AND PARKING RECOMMENDATION

- Traffic study may be required at time of development.

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)	20	8.71 D	174 U	1731	132	177

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)	0.63	0.6	16,465 SF	743	21	61

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)	18.74		374 U	2390	187	224

Maximum Uses in Proposed 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 (814)	1.89	3	246,985 SF	12223	263	1166

Traffic changes between maximum: **RS5, CS and RM20-A and MUG-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+12,139	+297	+1,152

STAFF RECOMMENDATION

Staff recommends approval.