

Metropolitan Planning Commission



Staff Reports

July 27, 2017



Metro Planning Commission Meeting of 07/27/2017

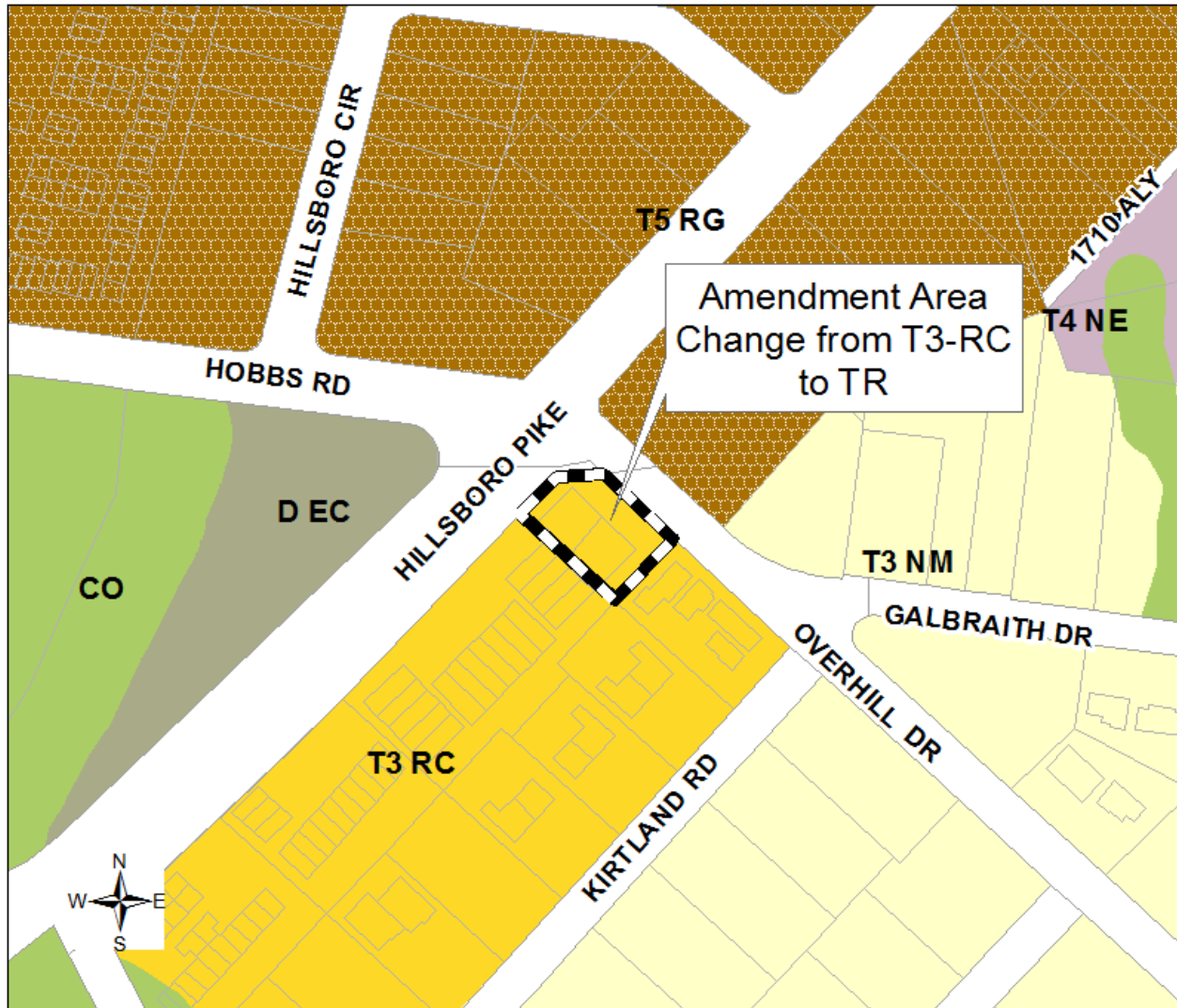
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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2017CP-010-002

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

Map 131-02-0-V, Parcel(s) 101-102, 201, 202, 301, 302, 401, 900

10, Green Hills-Midtown

25 (Russ Pulley)



Project No.	Minor Plan Amendment 2017CP-010-002
Project Name	Green Hills-Midtown Community Plan Amendment
Associated Case	2017SP-045-001
Council District	25 – Pulley
School District	8 – Pierce
Requested by	Baker Donelson, applicant; Dube & Whitefield Properties, owner.
Deferrals	This item was deferred at the July 13, 2017 Planning Commission meeting. No public hearing was held.
Staff Reviewer	Grider
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Green Hills-Midtown Community Plan to change the policy.

Minor Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by amending the Community Character Policy to change from T3 Suburban Residential Corridor (T3-RC) Policy to Transition (TR) Policy on property located at 2041 Overhill Drive, at the southeast corner of Overhill Drive and Hillsboro Pike, zoned Multi-Family Residential (RM20) (approximately 0.43 acres).

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Current Policy

T3 Suburban Residential Corridor (T3-RC) is intended to preserve, enhance, and create suburban residential corridors. T3-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. T3-RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

Proposed Policy

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

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2017SP-045-001, a request to change the zoning from Multi-Family Residential (RM20) to Specific Plan (SP) for property located at 2041 Overhill Drive. The requested SP zoning would allow the use of the first floor of the existing building for a physical therapy/medical office. The second, third,



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and penthouse floors of the building would remain residential. The property owner, an orthopedic surgeon, lives in the penthouse. Approval of this request would allow the applicant to treat patients in a live/work environment. The existing T3 RC policy does not support the mix of residential, live/work, and medical office uses that the SP proposes. As a result, the applicant has requested a policy change to TR.

The property is located on the corner of the intersection of Overhill Drive, Hillsboro Pike and Hobbs Road. Overhill Drive is a two-lane local street. The Major and Collector Street Plan classifies Hillsboro Pike as a five-lane T3 Suburban-Mixed Use-Arterial Boulevard (T3-M-AB5), and Hobbs Road as a two-lane T5 Center-Mixed Use-Collector Avenue (T5-M-CA2). The Mall at Green Hills, a regional center, is located directly north of the property.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is minor. Planning staff is not required to hold a community meeting for minor plan amendments.

ANALYSIS

The amendment area is located at 2041 Overhill Drive and consists of a multifamily residence containing seven residential condominium units on three floors with a penthouse level. The property is currently zoned Multi-Family Residential (RM20), which allows for multi-family residential uses at a density of up to 20 units per acre. T3 RC policy is currently applied to the property and encompasses much of the block. District Employment Center (D EC) policy is currently applied to properties across Hillsboro Pike from the property. T5 Center Regional Center (T5 RG) policy is currently applied to properties to the north.

Application of TR policy on a small area adjacent to the T5 RG policy and Tier One center (identified in NashvilleNext) of The Mall at Green Hills serves as an appropriate transition from the very intensive land use of the mall and its associated commercial uses into the core of the T3 NM policy area. No single-family residences abut the property.

The site's existing RM20 zoning and T3 RC policy do not accommodate live/work uses appropriate for a major corridor to downtown. Changing policy to TR would provide policy support for the associated rezoning case and would allow appropriate uses on the Hillsboro Pike corridor.

STAFF RECOMMENDATION

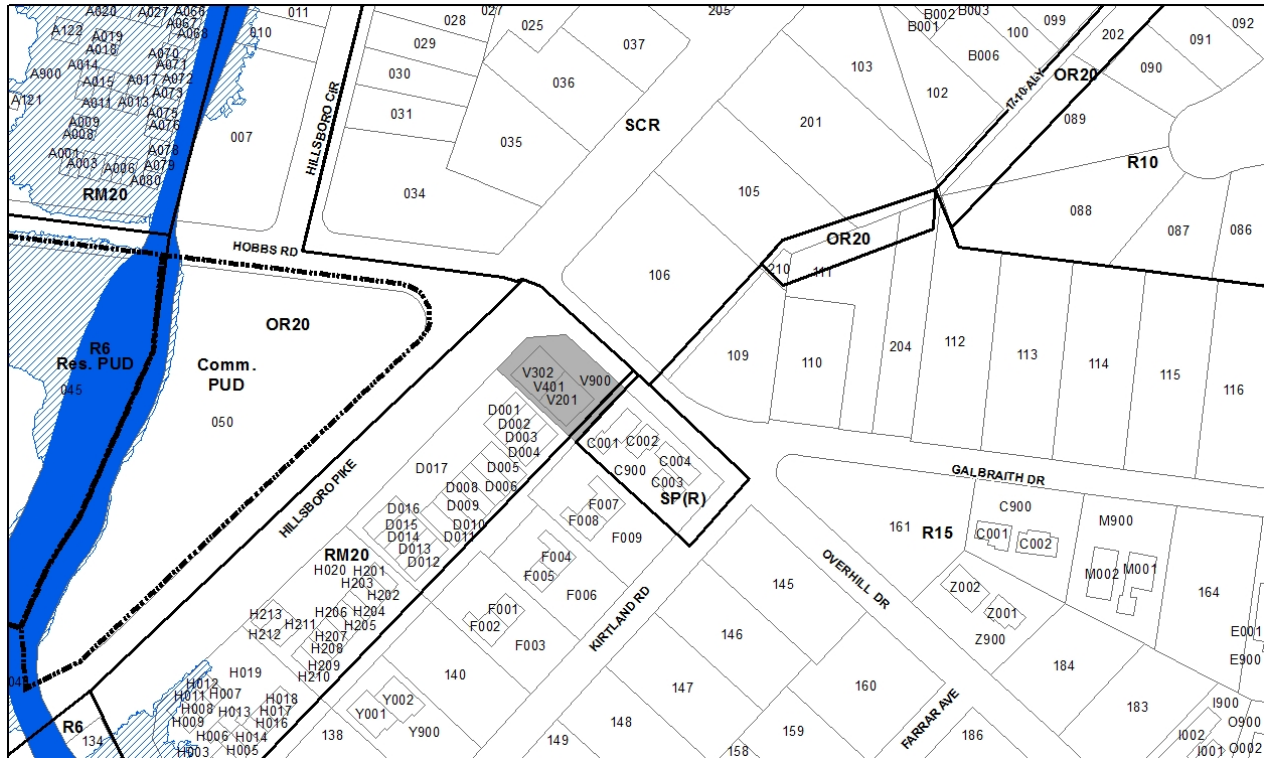
Staff recommends approval of the amendment request.



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2017SP-045-001

ALEXANDER SP

Map 131-02-0-V, Parcel(s) 101-102, 201, 202, 301,302, 401, 900

10, Green Hills-Midtown

25 (Russ Pulley)



Project No.	Specific Plan 2017SP-045-001
Project Name	Alexander SP
Associated Case	2017CP-010-002
Council District	10- Pulley
School District	8- Pierce
Requested by	Baker Donelson, applicant; Dube and Whitefield Properties, LLC and O.I.C. Alexander, owners.
Deferrals	This item was deferred at the July 13, 2017, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Burse
Staff Recommendation	<i>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.</i>

APPLICANT REQUEST

Zone change to permit five multi-family residential units and a medical office use.

Preliminary SP

A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 2041 Overhill Drive, (0.43 acres), to permit medical office as a land use and five multi-family residential units.

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 8 units.

Proposed Zoning

Specific Plan-Residential (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.

GREEN HILLS- MIDTOWN COMMUNITY PLAN

Existing Policy

T3 Suburban Residential Corridor (T3 RC) policy is intended to preserve, enhance and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land use, and associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Proposed Policy

Transition (TR) policy is intended to preserve, enhance, and create areas whose primary purposes are to serve as transitions between higher intensity uses on major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and a mixture of mainly moderate to high-density housing types.



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Proposed Regulatory SP Start

Alexander Specific Plan (SP)

Development Summary	
SP Name	Alexander
SP Number	2017SP-045-001
Council District	25, Pulley

Site Data Table	
Site Data	0.43 acres
Map and Parcel	Map 131-02-0-V, Parcel(s) 101-102, 201, 202, 301,302, 401, 900
Existing Zoning	RM20
Proposed Zoning	SP – Regulatory
Allowable Land Uses	Multi-Family Residential and Medical Office
Parking	17 spaces

Specific Plan (SP) Standards

1. This SP shall be limited to medical office use limited to the first floor and multi-family residential use for a total of 5 units.
2. Hours of operation shall be limited to 8:30 a.m. until 4:00 p.m. Monday through Friday.
3. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Proposed Regulatory SP end



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Consistent with Policy?

The proposed regulatory SP is not consistent with the existing T3 Residential Corridor policy. The proposed SP is consistent with the proposed policy, Transition (TR) policy at this location. Transition policy encourages development that consists of small scale offices and a mixture of moderate to high-density housing types.

PLAN DETAILS

This is a request for a regulatory Specific Plan (SP) and does not include a site plan. The site is located at 2041 Overhill Drive and consists of an existing residential structure with structured parking underneath. Existing structures will remain. This SP proposes medical office and multi-family residential uses. Multi-family residential uses will total five condominium units. The medical office use will consist of a physical therapy office and will be limited to the first floor for a total of 5,197 square feet. Hours of operation for the medical office use will be limited to 8:30 a.m. until 4:00 p.m. Monday through Friday. There are 17 parking spaces on the property and 11 spaces will be dedicated for the medical office use during the office's hours of operation.

ANALYSIS

This SP will allow for the development to serve as a transitional area between multi-family residential uses south of the site on Hillsboro Pike, commercial uses north of the site on Hillsboro Pike, and single-family residential uses east of the site on Overhill Drive. The proposed uses are consistent with the associated plan amendment that proposes Transition (PR) policy for the site and allows for the site to be developed in a manner harmonious to within the immediate neighborhood.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- With submittal of Final SP Plan, coordinate with MPW on all construction within the ROW, sidewalks, roadways, etc.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the Traffic Access Study findings, the physical therapy office in the Alexander SP shall operate with the following conditions. The analyses presented in this study indicate that the following language should be included in the Final SP for the proposed rezoning:

- The office shall only be open for appointments 8:30 AM – 4:00 PM on weekdays, and no evening or weekend appointments shall be offered.
- A maximum of three (3) staff members shall be on-site at any given time.
- Appointments shall be limited to four (4) patients per hour.
- There shall be no ambulance activity to and from the office.
- No delivery vehicles larger than FedEx/UPS box trucks shall be allowed on-site during hours of operation of the physical therapy office.
- Seven (7) parking spaces shall be reserved for the physical therapy office and signage will be provided for these spaces.
- The staff members shall be directed to park in the four (4) parking spaces assigned to the two apartments owned by the physician who is also the owner of the building and the operator of the proposed physical therapy office.
- The gate for the existing parking garage shall remain open at all times the physical therapy office is open.

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)	0.43	-	8 U	54	5	5

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

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)	0.3		5 U	48	4	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Medical Office Building (720)	0.13		5,782 SF	22	14	23

Traffic changes between maximum: **RM20 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		16	13	24



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval.

CONDITIONS

1. This SP shall be limited to medical office use and a maximum of 5 multi-family residential units.
2. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN zoning district as of the date of the applicable request or application.



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, March 9, 2017, May 11, 2017, June 8, 2017, and June 22, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the August 10, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Rezone to SP to permit a mixed-use development.

Preliminary SP

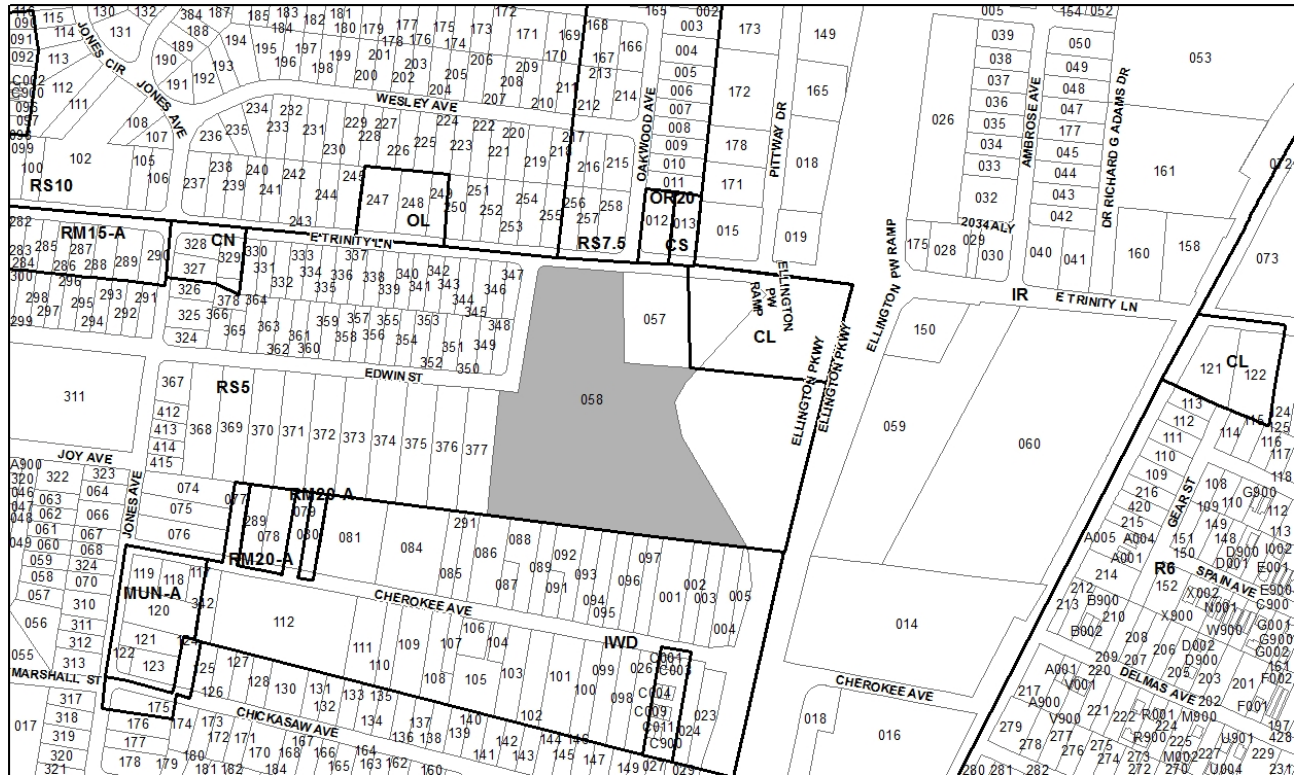
A request to rezone from Mixed Use Neighborhood (MUN) to Specific Plan–Mixed Use (SP-MU) zoning on property located at 1235 5th Avenue North, located within the Germantown Historic Preservation Overlay District and the Phillips-Jackson Street Redevelopment District, approximately 530 feet north of Madison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

STAFF RECOMMENDATION

Staff recommends deferral to the August 10, 2017, Planning Commission meeting at the request of the applicant.



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2017SP-035-001
EAST TRINITY LANE SP
 Map 072-05, Part of Parcel(s) 058
 05, East Nashville
 05 (Scott Davis)



Project No. Specific Plan 2017SP-035-001
Project Name East Trinity Lane SP
Council District 05 – Davis
School District 5 – Buggs
Requested by Barge Cauthen & Associates, applicant; LVH, LLC, owner.

Deferrals This item was deferred at the July 13, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit up to 190 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Mixed Residential (SP-MR) zoning on a portion of property located at East Trinity Lane (unnumbered), at the southeast corner of East Trinity Lane and Edwin Street (10.08 acres), to permit up to 190 multi-family residential units.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 74 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Preserves Sensitive Environmental Features

The neighborhood contains a mix of one and two-family residential uses, along with institutional and commercial uses. The proposed SP includes a mixture of 190 multi-family, single-family and townhome units, which will provide an additional housing choice for residents of the area. This plan also is designed to minimize land disturbance and the impact of development on environmental features.



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Proposed Site Plan



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EAST NASHVILLE COMMUNITY PLAN

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

T4 Urban Residential Corridor (T4 RC) 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.

Consistent with Policy?

The proposed SP is consistent with T4 RC and T4 NE policies, which are intended to enhance urban neighborhoods with a variety of housing choices and high levels of connectivity. Urban Residential Corridor policy is located along E. Trinity Lane, and this portion of the site includes higher density residential units that will be served by high levels of pedestrian connectivity from Cherokee Avenue to the E. Trinity Lane and Edwin Street corridors through the use of sidewalks. Neighborhood Evolving policy is located on the southern portion of this site, and includes a mixture of housing types that connect to the E. Trinity Lane units through a network of sidewalks and walking trails. Sidewalks, consistent with the MCSP, will be provided along E. Trinity Lane. Edwin Street will include sidewalks consistent with the local street standards.

PLAN DETAILS

The development is located on a portion of property (approximately 10.08 of 11.33 acres), south of E. Trinity Lane and east of Edwin Street. The site is vacant. Approximately 1.24 of the 11.33 acres, located at the northeast corner of the property, is commercially zoned and is not included in this development. A Metro-owned parcel, utilized by Metro Water Services, is located between the development site and the 1.24 acres not included in this proposal. The surrounding area contains a mix of one and two-family residential uses, along with institutional, industrial, and commercial uses. A majority of the non-residential uses are located south of the site along Cherokee Avenue, which is in Urban Mixed Use Neighborhood (T4MU) policy.

The site plan proposes a multi-family development with up to 190 residential units: stacked flats (120), townhomes (25), and single-family cottages (45). The site transitions from higher intensity residential (north) to lower intensity residential (south). The stacked flats are located in two “L” shaped buildings on the northern half of the site; one building fronts the corner of Edwin Street/E. Trinity Lane (Building “B”), and the second building wraps the southwest corner of the Metro Water Services parcel (Building “A”). Building “B” contains 30 units and Building “A” contains 90



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units. The townhome buildings are located mid-site and are clustered in groups of 4 to 5 units, and the single-family units are located south of the townhomes.

Vehicular access is provided at two locations. The first access point, provided from E. Trinity Lane, leads to a surface parking lot located between the two multi-family buildings. This portion of the site (“Phase 1”) includes a traditional grid-like design, with buildings located along the street close to the site’s entrances. The second access point, provided from Edwin Street, connects to a road network that would primarily service the townhomes and single-family units to the south. This portion of the site (“Phase 2”) includes a “loop” road with an alternative road design that is intended to be shared by pedestrians, bicycles, and low speed vehicular travel. The loop road is intended to minimize grading and tree removal on site, and therefore does not include a sidewalk, curb or gutter. It is 20 feet in width and includes a 4’ wide painted surface to delineate the shared walkway/bicycle access from the drive lane. The narrowed painted lane has the effect of slowing vehicles based on the perception of a narrower drive, but the extra width will be available for passing or emergency vehicles. All roads internal to the development will be private. Parking is provided through a combination of surface parking, private garages/carports, and private driveways.

This site is located at a higher elevation than surrounding streets and, due to the grade change within the site, there are limited opportunities for vehicular connections to surrounding parcels, especially to the south. However, paved walking trails are included in the common “greens” where the single-family cottages are located. The walking trails provide for alternative pedestrian routes that connect the single-family and townhome units to Phase 1 and the public sidewalks along Edwin Street and E. Trinity Lane. The sidewalk/trail network also connects to an adjacent (southern) parcel along Cherokee Avenue, providing pedestrian access to surrounding non-residential uses south of the site.

The plan emphasizes the preservation of trees and existing contours, particularly in Phase 2, where the design intent is to minimize the impact of development on environmental features. Several bio-retention areas and retaining walls are also proposed. The existing tree canopy should be preserved and, where feasible, integrated into any proposed stormwater facilities and retaining wall configurations, consistent with the overall design objective of maintaining native site conditions.

Architectural standards have been proposed by the applicant requiring minimum glazing requirements, corner unit projections, and prohibited materials. The maximum height for the single-family detached units and townhomes is 3 stories in 35 feet. The maximum height for Building “B” is 3 stories, and the maximum height for Building “A” is 5 stories. The maximum linear height for Buildings “A” and “B” is 75 feet due to grade variations. Staff recommends including additional design standards for the multi-family buildings to ensure consistency with T4 RC policy, which states that building form should respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations. The policy also states that particular attention should be given to articulating facades that face lower-intensity policy areas. Given the presence of Neighborhood Evolving policy within and adjacent to the site, and considering that the site is located at a higher elevation than the surrounding streets, additional design standards should be included that address façade plane, architectural treatments, and exterior materials along Edwin Street and E. Trinity Lane.



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ANALYSIS

The site is located in the Urban Neighborhood Evolving and Residential Corridor policy areas, which are intended to preserve, create, and enhance neighborhoods with improved circulation networks and a variety of housing choice.

One of the objectives of this plan is to create opportunities for housing and infill development while minimizing earthwork, tree removal, and paving on site. This plan proposes a mixture of housing types using design principles that respect existing site conditions. The inclusion of an alternative road with pedestrian networks will improve pedestrian connectivity internal to the development and along the public streets, consistent with of T4 RC and T4 NE policies.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

- Additional stormwater infrastructure may be required to provide adequate conveyance of discharge points through downstream properties.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve 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 or the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to final SP, indicate on the plans the location of the solid waste and recycling containers. All dwelling types will need designated solid waste and recycling container locations. Refer to MPW Solid Waste Guidelines for the number/size of facilities.
- Remove "Where Feasible" from Note 3 (Vertical obstructions note).
- Comply with traffic and parking.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



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- Metro’s Major and Collector Street Plan calls for East Trinity Lane to have a future half-ROW of 36’ within the area of the proposed development. These future ROW widths include bikeways, planting strips and sidewalks. Adequate ROW should be provided to accommodate the recommended cross-section of Trinity Lane.
- Construct two new street accesses, one on East Trinity Lane and the other on Edwin Street. These accesses should be stop controlled with one lane for entering vehicles and one lane for exiting vehicles.
- Ensure site access location on East Trinity Lane is aligned with Oakwood Avenue as this satisfies offset intersection issues and corner clearance requirements.

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)	10.08	8.71 D	87 U	915	71	95

Maximum Uses in Proposed Zoning District: SP-MR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	10.08	-	190 U	1275	97	123

Traffic changes between maximum: RS5 and SP-MR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		360	26	28

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? Please note this is a for-sale product. We are providing 1.24 acres on the adjacent parcel for a non-profit to develop affordable or workforce housing. We are providing a range of unit sizes and housing types to appeal to a broader economic range.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? N/A

STAFF RECOMMENDATION

The proposal is consistent with the intent of the T4 NE and T4 RC policies. Therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within the SP shall be limited to a maximum of 190 multi-family 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. On the corrected set, rename “North Property” to Phase 1, and “South Property” to Phase 2.
4. On the corrected set, remove Note B.



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5. On the corrected set, modify Note D: At least 50% of the building exteriors shall be made up of one or a combination of the following materials: Brick, stone, masonry, glazing and/or metal. Concrete and CMU block shall be limited to foundations only.
6. On the corrected set, remove the retaining wall note under Landscape Notes.
7. On the corrected set, add the following Architectural Notes:
 - Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing, except for cottages which shall provide a minimum of one principal entrance or outdoor terrace.
 - Buildings “A” and “B” shall address the street frontage with architectural treatments including, but not limited to: windows, stoops and entrances, balconies, porches and other functional architectural elements.
 - Buildings “A” and “B” shall avoid continuous interrupted blank facades. At a minimum, the façade plane shall be interrupted by one of the following for every twenty-five (25) feet of street frontage, open spaces, and parking areas:
 - i. A change in the building material
 - ii. A horizontal undulation in the building façade
 - iii. A porch, stoop, or balcony
 - Changes in wall planes shall be related to entrances, the integral structure or the organization of interior spaces and activities and not merely for cosmetic effect.
 - Porches shall provide a minimum of six feet of depth.
 - Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
 - Any retaining walls above a height of 36 inches shall not be constructed out of concrete block and shall be landscaped, except for retaining walls located behind buildings where visibility is significantly reduced. All retaining walls shall be shown on the final site plan.
8. Correct the following Note: Sidewalks along E. Trinity Lane are required per the MCSP. Sidewalks along Edwin Street are required per Metro local standards.
9. The sidewalk/trail network shall connect to parcel # 07112009700 to provide pedestrian access through the site to Cherokee Avenue. A public access easement shall be recorded with the Final SP for pedestrian access of the trail network from Cherokee Avenue to the public sidewalks at Edwin Street and/or E. Trinity Lane.
10. Tree preservation areas shall remain undisturbed. A tree survey and detailed landscape plan shall be provided with the Final SP.
11. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
12. The Final SP shall itemize the number of bedrooms included in this development.
13. The Final SP shall comply with Metro Zoning Code Parking requirements.
14. Comply with all conditions of Public Works and Traffic and Parking.
15. 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.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.



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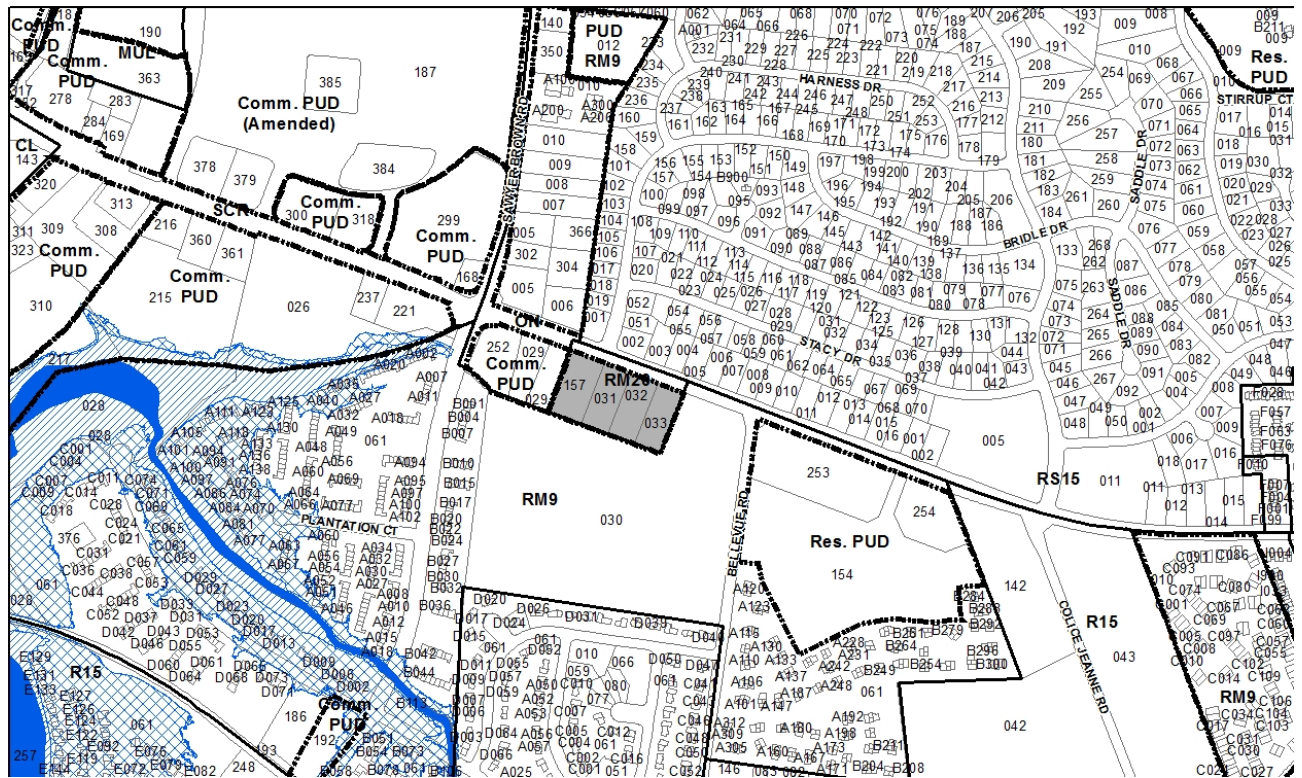
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
18. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
19. 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.
20. 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.
21. 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 07/27/2017



2017SP-043-001
HIGHWAY 70 SP
Map 142, Parcel(s) 031-033, 157
06, Bellevue
22 (Sheri Weiner)



Project No. Specific Plan 2017SP-043-001
Project Name Highway 70 SP
Associated Case 94P-025-003
Council District 22 – Weiner
School District 9 – Frogge
Requested by Councilmember Sheri Weiner, applicant; various property owners.

Deferrals This item was deferred at the May 25, 2017, and June 22, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the September 14, 2017, Planning Commission meeting.*

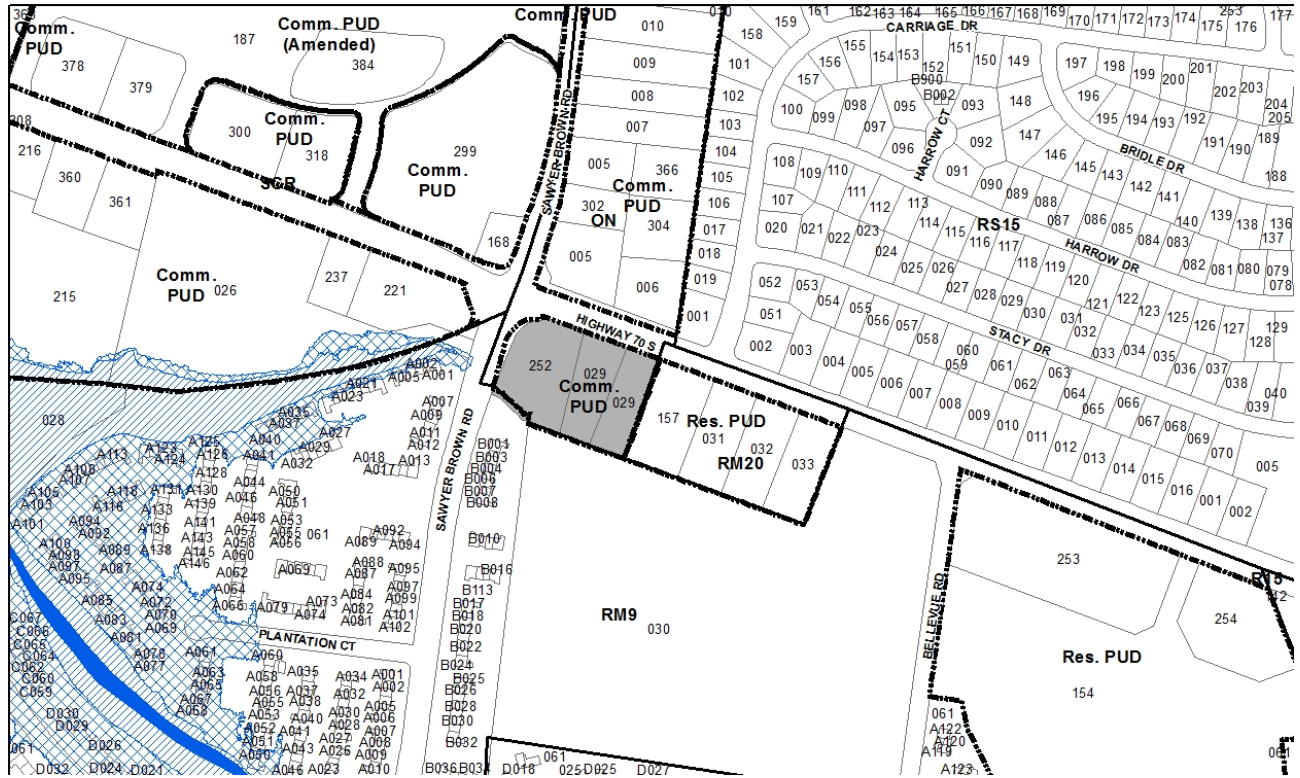
APPLICANT REQUEST
Rezone from RM20 to SP-R.

Preliminary SP
 A request to rezone from Multi-Family Residential (RM20) to Specific Plan-Residential (SP-R) zoning for properties located at 7447, 7483, 7487, and 7501 Highway 70 South, approximately 465 feet east of Sawyer Brown Road (4.47 acres), to permit up to 80 multi-family units with appropriate design standards.

STAFF RECOMMENDATION
 Staff recommends deferral to the September 14, 2017, Planning Commission meeting at the request of the applicant.



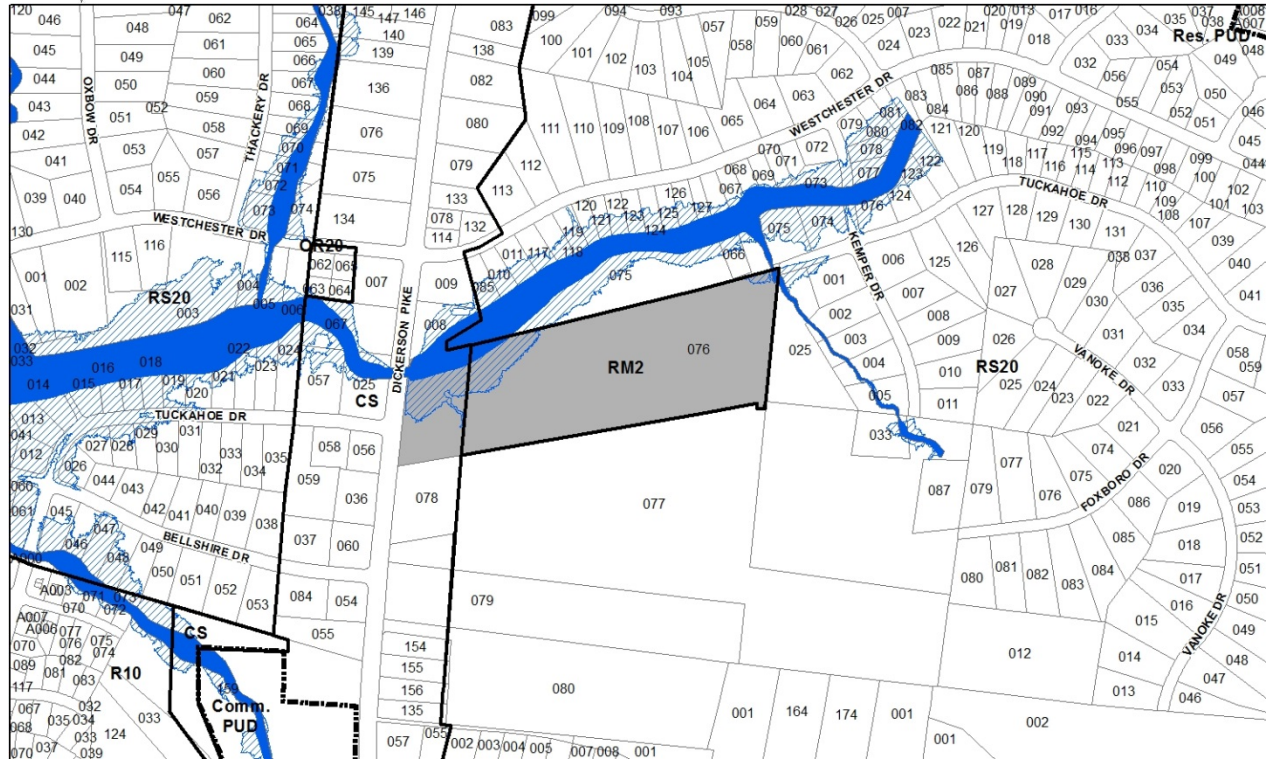
Metro Planning Commission Meeting of 07/27/2017



2017SP-044-001
SAWYER BROWN SP
Map 142, Parcel(s) 029.02, 029, 252
06, Bellevue
22 (Sheri Weiner)



Metro Planning Commission Meeting of 07/27/2017



2017SP-056-001
BUFFALO TRAIL APARTMENTS SP
Map 041, Parcel(s) Part of Parcel 076
02, Parkwood-Union Hill
08 (Nancy VanReece)



Project No. Specific Plan 2017SP-056-001
Project Name Buffalo Trail Apartments SP
Council District 02- VanReece
School District 3- Speering
Requested by Littlejohn Engineering and Associates (S&ME, Inc.), applicant; Harold, Shirley, and Judy Reasonover, owners.

Deferrals This item was deferred at the June 22, 2017, and July 13, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Zone change to permit 260 multi-family residential units.

Preliminary SP

A request to rezone from Commercial Service (CS) and Multi-Family Residential (RM2) to Specific Plan-Residential (SP-R) zoning on a portion of property located at 3711 Dickerson Pike, (18.20 acres), to permit 260 multi-family residential units.

Existing Zoning

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

Multi-Family Residential 2 (RM2) is intended for single-family, duplex, and multi-family dwellings at a density of two dwelling units per acre.

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.

PARKWOOD-UNION HILL COMMUNITY PLAN

T3 Suburban Mixed Use Corridor policy is intended to enhance suburban 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 suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.



Metro Planning Commission Meeting of 07/27/2017

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

Conservation policy 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.

Consistent with Policy?

Yes. Policy areas on this site support the proposed residential uses of the SP. Conservation policy on the site consists of North Fork Ewing Creek which will be preserved by this development. The applicant is not proposing building structures within the floodway or the 100-year floodplain. This development does provide a 75-foot greenway conservation easement. Suburban Mixed Use Corridor policy encourages a pedestrian realm consisting of sidewalks and bikeways that are designed and operated to enable safe, attractive, and comfortable access and travel for all users. This is accomplished by providing onsite sidewalk improvements along site frontage and offsite sidewalk improvements south to an existing school bus stop and an existing public transit bus stop. T3 Suburban Neighborhood Evolving policy encourages increased housing diversity, higher density and greater connectivity than classic suburban development which this SP provides. This development provides increased housing choice by introducing multi-family housing along a major corridor in an area that consists primarily of single-family residential development. This SP serves as a transition between more intense commercial uses along Dickerson Pike and single-family residential uses east of the site.

PLAN DETAILS

The site is located at 3711 Dickerson Pike, 455 feet south of Westchester Drive and on the east side of Dickerson Pike. Existing site conditions include a single-family residential structure and mostly vacant land. Surrounding land uses include single-family residential uses east of the site in the Hedge Hill and Kemper Heights subdivisions; commercial uses north, south and west of the site along Dickerson Pike. North Fork Ewing Creek is located at the northwestern portion of the site.

The proposed Specific Plan includes 260 multi-family residential units, a leasing office/clubhouse and a pool. The development consists of two and three bedroom units housed within 10 garden style structures. Five of the structures will be three stories in height with the remaining five structures consisting of a three to four story split. The leasing office/clubhouse is located at the southwestern portion of the site along the Dickerson Pike frontage. The development includes a total of 475 parking spaces 11 of which are ADA accessible spaces. Surface parking will be accessed from a singular access point on Dickerson Pike at the western portion of the site that includes a gated entrance. A secondary access point, for emergency access only, is located at the northeastern portion of the site connecting to Tuckahoe Drive. This plan incorporates useable open space areas



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such as the dog park and open space between Building A and Building B. The plan provides open space for stormwater mitigation adjacent to Building C and west of Building A.

The site has an internal network of sidewalks and crosswalks connecting the principal entry points of each building to public sidewalks on Dickerson Pike. All residential units will have pedestrian access throughout the site via shared sidewalks and a pedestrian connection to Dickerson Pike. All internal sidewalks shall be a minimum of five feet in width. The internal sidewalk network also connects each building to open space and site amenities such as the dog park adjacent to Building D, open space between Building A, Building B and Building C, and the pool next to the leasing office.

Currently, the east side of Dickerson Pike near the site lacks sidewalks. New sidewalks will be installed, according to standards of the Major and Collector Street Plan which requires sidewalks with a minimum width of 12 feet and a planting strip with a minimum width of 8 feet. In addition to sidewalk improvements along site frontage, sidewalk improvements will extend south to the existing Metropolitan Nashville Public Schools (MNPS) bus stop and the existing Nashville Metropolitan Transit Authority (MTA) bus stop.

Architectural standards are included on the plan and elevations will be provided with the final site plan. Standards include façade requirements.

ANALYSIS

The SP application is consistent with Conservation, T3 Suburban Mixed Use Corridor and T3 Neighborhood Evolving policy areas. This proposed SP will provide 260 multi-family residential units which will provide an additional housing option within the immediate area. The layout of this development is consistent with the suburban character of the established development pattern. Site users will have access to existing transit service on Dickerson Pike. This development will improve the existing sidewalk network within the area by installing new sidewalks consistent with standards of the Major and Collector Street Plan. New sidewalks will provide residents of this proposed development with pedestrian access to Dickerson Pike as well as to the existing MNPS bus stop and the existing MTA bus stop south of the site. This development will also serve as an appropriate transition area between the single-family land uses east of the site and the more intense commercial uses along Dickerson Pike. This development proposes the preservation of an existing floodway in North Fork Ewing Creek. By not developing near the floodway or in the floodplain, North Fork Ewing Creek, an environmentally sensitive area, will not be disturbed.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

MADISON SUBURBAN UTILITY DISTRICT

Approve



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WATER SERVICES

Approve with conditions

The below comments apply to public sewer issues only. Madison Suburban Utility District provides this site with water:

- Approved as a Preliminary SP only. If required for abandonment/relocation purposes, 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.
- Comply with MPW Traffic Engineer conditions of approval.
- Roadside cross section is to include ST-200 curb and gutter along the existing edge of pavement.
- Prior to Final SP, coordinate with MPW on the final design of the sidewalk, especially at the crossing over North Fork Ewing Creek.
- Additional comments may be forthcoming pending TIS approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions.

- In accordance with the findings of the TIS, developer shall construct the following roadway improvements.
- The primary site access should be aligned with the eastbound approach of Tuckahoe Drive and designed to include two exiting lanes and one entering lane. The exiting lanes should be striped as a left turn lane and a shared through/right turn lane.
- Based on the Intersection Channelization Design Guide (NCHRP 279), a right turn lane shall be provided for the northbound approach of Dickerson Pike at the primary site access.
- The right turn lane should be designed to include a minimum of 75 feet of storage and 150 feet of taper. The total storage and taper should be designed according to AASHTO guidelines or as approved by Metro Nashville.
- Sidewalks should be provided along the property frontage on the east side of Dickerson Pike extending approximately 250 feet to the north and 100 feet to the south of the proposed site access. Furthermore, the sidewalk should continue south along the length of the property adjacent to the LDG Dickerson Pike project for approximately 410 feet. The sidewalk will be terminated at a point approximately 50 feet north of the existing MTA bus stop on Dickerson Pike. The developers should coordinate with MTA in order to install a new bus shelter and relocate the existing bus stop approximately 50 feet north to the corner of this property.
- Prior to final SP approval, Developer shall provide additional traffic analysis to identify an appropriate pedestrian crossing location on Dickerson Rd in order to reach the bus stop on the west side of Dickerson Rd. Developer shall provide appropriate crossing design plans which may consider a Hawk signal and/or appropriate pedestrian signage.



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- Crosswalk Plans shall be submitted to MPW traffic engineer for approval. Developer shall work with MTA to relocate inbound bus stop if appropriate.
- The proposed site access drive should be designed to provide a minimum distance of 150 feet from the stop line on the site access drive to the edge of the travel lane on the nearest internal road or any gated entrance to the development.
- For a speed of 45 mph, the design value for intersection sight distance for a motorist turning right from a stop is 430 feet. Therefore, it is desirable to provide a minimum of 430 feet looking to the south of site access onto Dickerson Pike. For a speed of 45 mph, the design value for intersection sight distance for a motorist turning left from a stop onto a five-lane roadway is 565 feet. Therefore, it is desirable to provide a minimum of 565 feet looking to the north of the site access onto Dickerson Pike.
- Through discussions with the Metro Nashville Planning Department it is understood that the Planning Department would like a pedestrian crosswalk installed for pedestrians to cross Old Hickory Boulevard at Arta Drive / Nesbitt Drive to access Cedar Hill Park. At this location, Old Hickory Boulevard has a posted speed limit of 45 MPH, a pavement width of approximately 73 feet, and a possible sight distance issue associated with a vertical curve located east of this intersection. As a result of these factors, the installation of a crosswalk at this location would not be recommended due to safety concerns.

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)	3.0	0.6	78,408 SF	5811	134	542

Maximum Uses in Existing Zoning District: **RM2**

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)	15.2	-	30 U	306	19	35

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)	18.2	-	260 U	1700	132	161

Traffic changes between maximum: **CS, RM2 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-4417	-21	-416

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? 260. 100%.



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3. How will you enforce the affordability requirements? The developer will have a LURA (Land Use restriction Agreement) in place to require affordable housing for 30 years at the development.
4. Have any structures been demolished in the last 12 months? None.

STAFF RECOMMENDATION

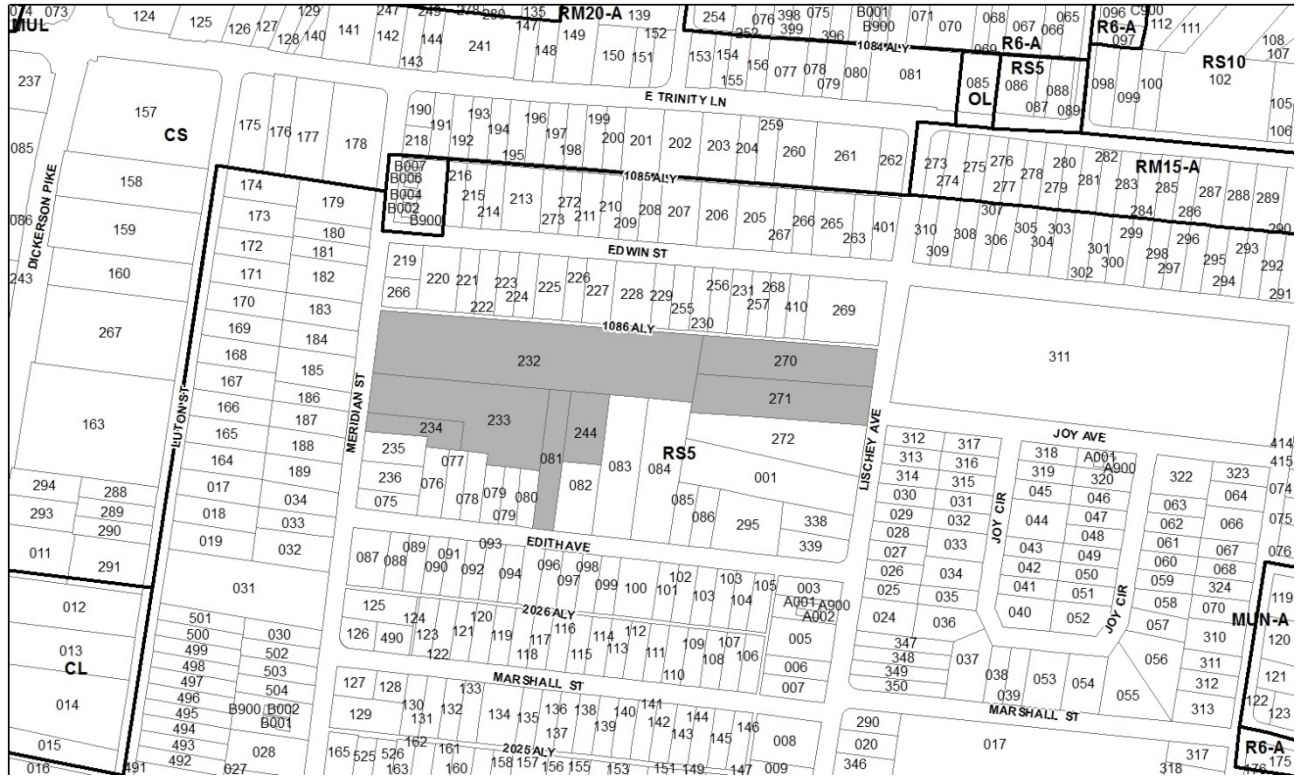
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to a maximum of 260 multi-family residential units.
2. All internal sidewalks shall be a minimum of five feet (5') in width.
3. Sidewalks 12 feet in width and a grass strip 8 feet in width shall be installed along site frontage on Dickerson Pike.
4. Applicant shall extend off-site sidewalk improvements south to existing Metro Nashville Public Schools bus stop. Sidewalks shall be 12 feet in width with a grass strip 8 feet in width.
5. Developer shall work with the local transit authority to relocate existing public bus stop further north along Dickerson Pike and to provide a new bus shelter with seating. If not possible, developer shall extend off-site sidewalk improvements to the existing MTA bus stop located at Dickerson Pike and Bellshire Drive. Improvements shall include sidewalks 12 feet in width, a grass strip 8 feet in width and a bus shelter with seating.
6. Provide shared access agreement between the developer and adjacent church property regarding emergency access point.
7. Provide elevations and details of retaining walls with Final SP submittal. Provide landscape screening for visible retaining walls.
8. Comply with all conditions of Public Works and Traffic and Parking.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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. 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.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2017SP-066-001

1801 MERIDIAN SP

Map 071-07, Parcel(s) 232-234, 244

Map 071-08, Parcel(s) 270-271

Map 071-11, Parcel(s) 081

05, East Nashville

05 (Scott Davis)



Project No. Specific Plan 2017SP-066-001
Project Name 1801 Meridian SP
Council District 05 – S. Davis
School District 5 – Buggs
Requested by Smith Gee Studio, applicant; Dennis Wood, owner.

Deferrals This item was deferred at the July 13, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Defer to the August 10, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit up to 158 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan – Mixed Residential (SP-MR) zoning on properties located at 1707, 1711 and 1801 Meridian Street, 315 Edith Avenue and Edith Avenue (unnumbered), 1808 and 1810 Lischey Avenue, approximately 175 feet south of Edwin Street (8.44 acres), to permit up to 158 multi-family residential units.

Existing Zoning

Single-Family Residential RS5 requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 54 units based on acreage only. The actual number of achievable lots would be subject to compliance with the standards of the Metro Subdivision Regulations and may be fewer.*

Proposed Zoning

Specific Plan-Mixed 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 a mixture of housing types.

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



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Proposed Site Plan



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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 T4 NE policy is a residential policy intended to enhance urban neighborhoods with more housing choices and opportunities for improved pedestrian, bicycle, and vehicular connectivity. The proposed SP is consistent with the policy. The site has frontage on Lischey Avenue, a collector, and Meridian Street, both of which are served by existing, regular transit service. The proposal includes a new street and public alley connecting Lischey and Meridian, to complete the grid street network pattern in the surrounding neighborhood. Although the street interior to the development will be private, the sidewalks along it will be public, to provide an additional pedestrian connection and activate the streetscape within the development. Sidewalks connecting the site to the surrounding transit stops on Lischey and Meridian are also included on the plan. The proposal will integrate 158 multi-family units in townhomes and stacked flats into the neighborhood, activating the Lischey and Meridian frontages along with additional housing choices and additional riders to support the existing transit service.

PLAN DETAILS

The site consists of seven parcels located between Edith Avenue and Edwin Street in East Nashville. The site is bounded to the east by Lischey Avenue and by Meridian Street to the west. Alley #1086, which is currently unbuilt, forms the northern boundary of the site. The site is 8.44 acres in size. The existing zoning allows for single-family residential uses. The largest parcel within the site is currently developed as a mobile home park. Two of the parcels within the site are vacant. The remaining parcels contain existing single-family dwellings.

The proposed plan includes 158 multi-family residential dwelling units in townhomes and stacked flat buildings. A total of 44 townhomes are depicted on the site plan, all located in the interior of the site, with 33 of the units oriented toward the access drive. The remaining townhomes are oriented toward interior open spaces. The remaining 110 units are located in five stacked flat buildings. One of the stacked flat buildings will front Lischey Avenue and two will front Meridian Street. The remaining two stacked flat buildings front the access drive through the interior of the site.

Vehicular access is through a proposed private drive connecting Lischey Avenue and Meridian Street and from a public alley along the northern boundary of the site, which will be improved to Public Works standards. The proposed private drive includes two, 12-foot travel lanes with eight feet of intermittent, on-street parking in 56 feet of right-of-way. A total of 307 parking spaces are provided within the development. Parking includes a mix of garages within the townhome units, surface parking lots located behind or beside the multi-family buildings, and on-street parking along the private drive. All of the townhome units are rear-loaded.

A five-foot sidewalk and five-foot planting strip are proposed along the private drive. Although the street is private, the sidewalks will be located within a pedestrian access easement to allow for public sidewalk access. A 6-foot sidewalk and 6-foot planting strip, consistent with the Major and Collector Street Plan requirements, are provided along the property frontage on Lischey Avenue. A 5-foot sidewalk and 8-foot planting strip are provided along the property frontage on Meridian Street. The plan includes crosswalk improvements at the intersection between the private drive and Meridian Street on the west and the intersection of the private drive, Lischey Avenue, and Joy



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Avenue on the east. Off-site sidewalk improvements connecting the development to nearby transit stops on Lischey and Meridian are also proposed. Sidewalks are provided interior to the development, connecting all units to the public sidewalks along the access drive.

The SP includes architectural standards requiring that buildings avoid uninterrupted, blank facades through the incorporation of a change in building material or articulations every 30 linear feet. Standards for porch depth, window orientation, and prohibited materials are also included. In addition to the architectural standards, character imagery for the townhomes and stacked flat buildings is provided, along with a site section showing the orientation of the units relative to the central access drive and open spaces. The townhomes will be a maximum of three stories in 50 feet, with both two and a half and three story units proposed. The stacked flat buildings will be a maximum of 3 stories in 50 feet. A total of 16,000 square feet of active open space and 32,000 square feet of passive open space are incorporated throughout the plan, including along the Lischey Avenue and Meridian Street frontages, between the multi-family buildings in the southwest portion of the site, and between the townhome units along the northern site boundary. A type A-2 landscape buffer yard is provided along the southern boundary of the site.

ANALYSIS

The policy supports infill development to produce a different character that includes increased housing diversity. The plan includes townhomes and stacked flats to provide a variety of housing choices within the site. Three of the stacked flats buildings will be oriented toward Lischey Avenue and Meridian Street with architectural elements to help activate the pedestrian realm and establish a presence along the street in this evolving area. The development includes a private drive with public sidewalks, which will create another east-west connection for pedestrians in the neighborhood. The plan also includes sidewalk connections and pedestrian improvements to enhance the pedestrian network and provide better access to existing transit service along Lischey and Meridian.

In order to ensure that units oriented toward the private drive and associated public sidewalks address the street and activate the pedestrian realm, staff recommends conditions that require elevations for all façades facing a public street or private drive incorporate glazing, entrances, porches, stoops, or other similar architectural elements. Staff also recommends conditions requiring that off-site sidewalk improvements to connect the development to existing transit stops extend from the public sidewalks along the development all the way to the transit stop.

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. Public water and sanitary 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

Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate recycling container within the dumpster enclosures.
- ROW dedication, to the back of the proposed sidewalk, is to be dedicated prior to MPW sign off on the building permit.
- A ground mounted sign that reads, “Now Entering Private Property” is to be installed at the driveway connections to Lischey and Meridian
- Indicate installation of pedestrian connection to transit stops on Meridian and Lischey.
- Comply with TIS conditions of approval, may necessitate revisions to the plan.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- Meridian Street at Proposed Public Alley
 - The alley intersection access should be a Metro Public Works standard concrete driveway ramp (ST-324) with a width of 26 feet of pavement to allow for one egress lane (13 feet) and one ingress lane (13 feet).
- Meridian Street at Proposed Street A
 - The private drive intersection access should be a Metro Public Works standard concrete driveway ramp (ST-324) with a width of 26 feet of pavement to allow for one egress lane (13 feet) and one ingress lane (13 feet).
- Lischey Avenue at Proposed Public Alley
 - The alley intersection access should be a Metro Public Works standard concrete driveway ramp (ST-324) with a width of 26 feet of pavement to allow for one egress lane (13 feet) and one ingress lane (13 feet).
- Lischey Avenue at Proposed Street B / Joy Avenue
 - The private drive intersection access should be a Metro Public Works standard concrete driveway ramp (ST-324) with a width of 26 feet of pavement to allow for one egress lane (13 feet) and one ingress lane (13 feet).
- Dickerson Pike at Trinity Lane
 - Crosswalk markings across the south leg of the intersection should be refurbished by developer.
 - Countdown pedestrian signal heads should be installed by the developer at this intersection for each crosswalk. The existing pedestrian push buttons meet standards.
 - The five-signal head backplates at this intersection all need to be replaced due to damage. There are a total of four backplates that should be replaced by the developer at this intersection.
 - Developer shall prepare and submit signal plan and pavement marking plan to MPW traffic engineer for approval prior to final SP approval.



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- Proposed Public Alley
 - The proposed alley should be designed with Metro Public Works standard alley section (ST-263) and must be accessible to both sides of the alley.
- Proposed Street A / Proposed Street B
 - The proposed road access to the site should be designed as a typical layout with flush pavement, curb radii, and concrete curb ramps.
- Parking
 - Provide parking per metro planning and metro code.

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)	8.44	8.71 D	73 U	779	61	81

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)	8.44		158 U	1082	82	105

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+85 U	303	21	24

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

Defer to the August 10, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval from all reviewing agencies are received, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

1. Uses within the SP shall be limited to a maximum of 158 multi-family residential units.
2. If there is adequate right-of-way, the existing sidewalk on the west side of Meridian Street shall be improved to a 5-foot sidewalk and 4-foot planting strip from the point opposite the northern project boundary to Edith Avenue to provide access to the transit stop at Meridian Street and



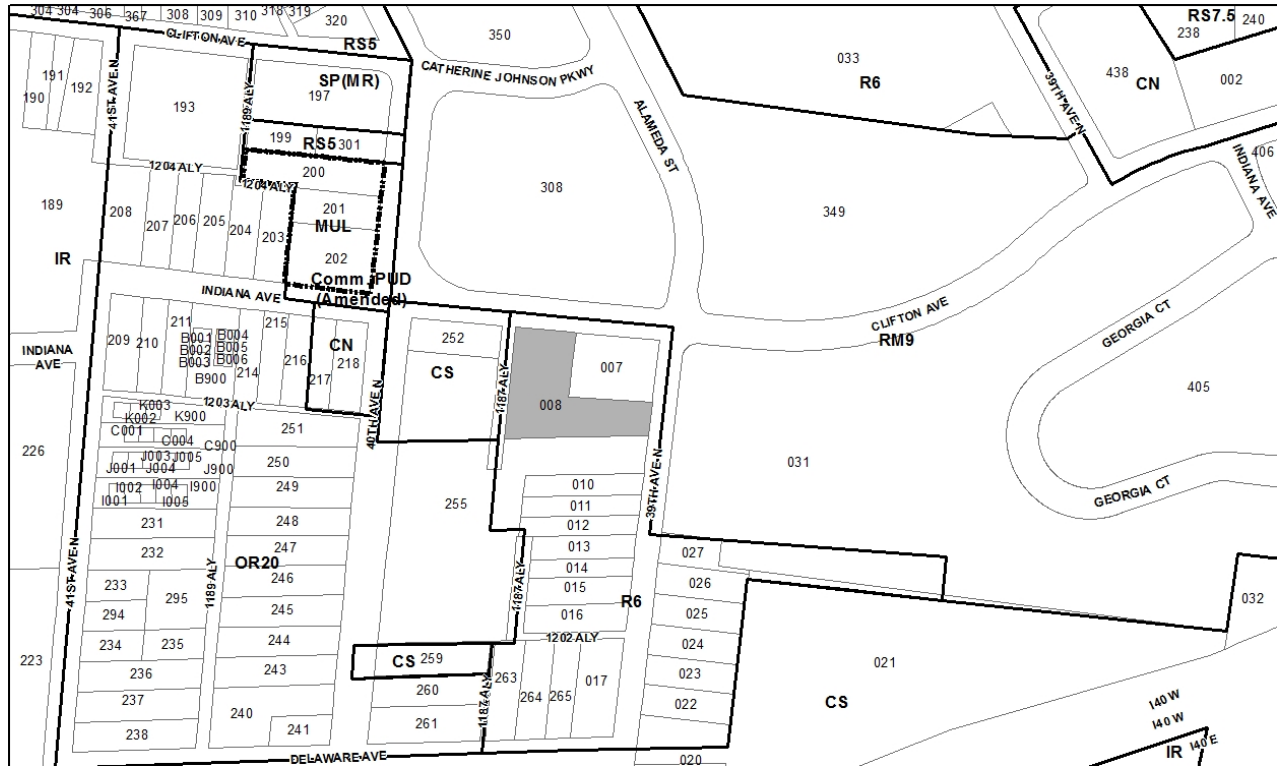
Metro Planning Commission Meeting of 07/27/2017

Edith Avenue. Determination of requirement and final design shall be determined and approved by Planning and Public Works prior to approval of a final site plan.

3. If there is adequate right-of-way, the existing sidewalks on both sides of Lischey Avenue shall be improved to meet the Major and Collector Street Plan Standard of a 6-foot sidewalk and 6-foot planting strip from the project frontage north to Edwin Street from the project frontage south to Edith Street to provide access to the transit stops located at Lischey and Edwin and immediately south of Lischey and Edith. Determination of requirement and final design shall be determined and approved by Planning and Public Works prior to approval of a final site plan.
4. Building elevations consistent with the conceptual section and character imagery depicted in the Preliminary SP plan shall be provided with the Final SP. Elevations for all façades fronting a public street (not including public alleys) or private drive shall incorporate, glazing, entrances, porches, stoops, or other elements to ensure that the façade addresses the street and activates the public realm.
5. Comply with all conditions of Metro Public Works and Traffic and Parking.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. The final site plan shall 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.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2017S-120-001

SOUTHSIDE OF 39TH AVENUE, EAST SIDE OF CLIFTON STREET RESUB
LOTS 15 AND 16

Map 092-09, Parcel(s) 008

08, North Nashville

21 (Ed Kindall)



Project No. Final Plat 2017S-120-001
Project Name Southside of 39th Avenue, East Side of Clifton Street Resub Lots 15 and 16
Council District 21 – Kindall
School District 1 – Gentry
Requested by William B. Perkins, applicant; Woodbine Community Organization WCO Inc., owner.

Deferrals This item was deferred from the July 13, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 621 39th Avenue North, at the southwest corner of 39th Avenue North and Clifton Avenue, zoned One and Two-Family Residential (R6) (0.59 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 4 lots, based on the acreage only. The Codes Department has determined that no new lots would be duplex eligible.*

NORTH NASHVILLE COMMUNITY PLAN

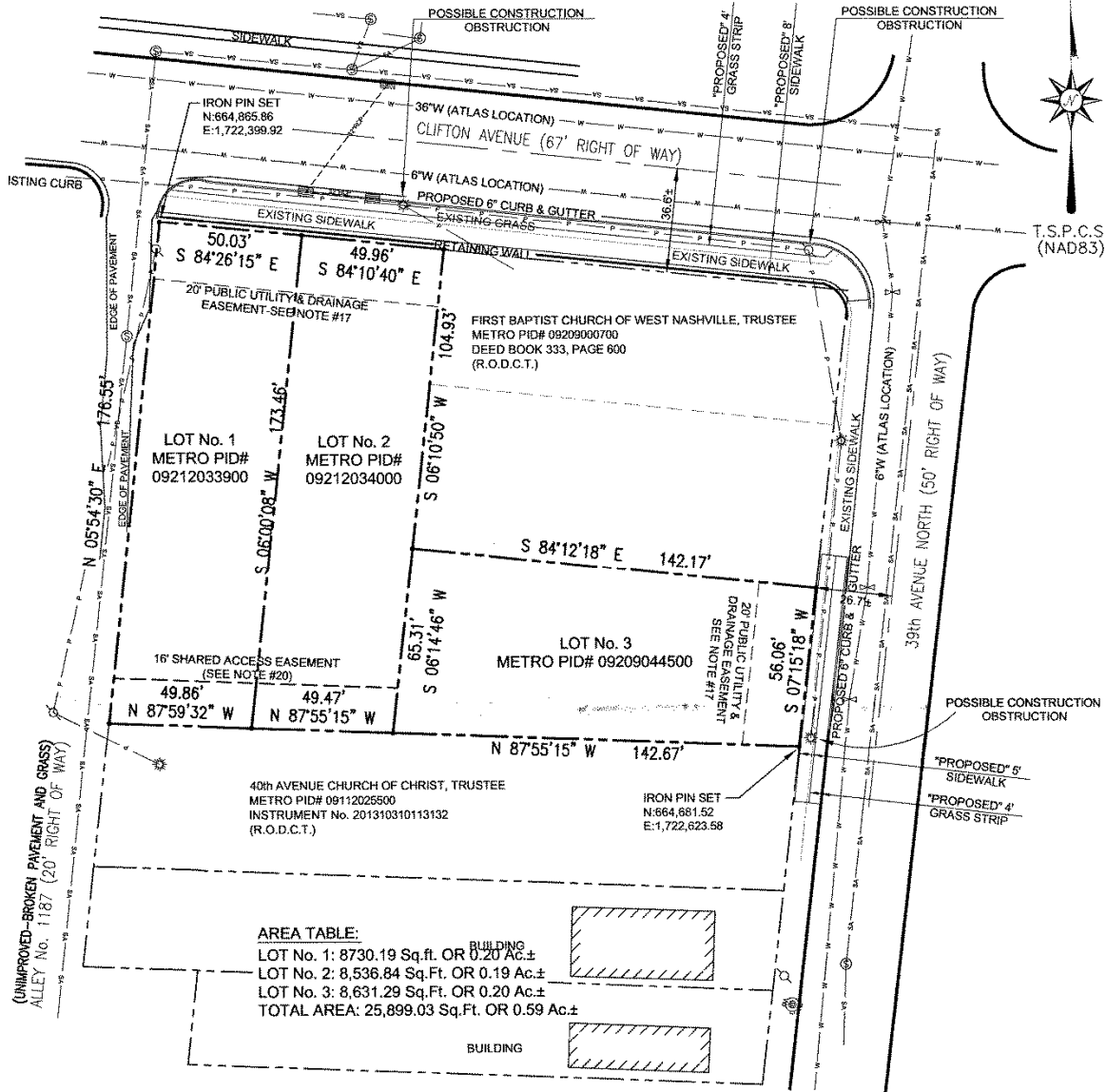
T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels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

PLAN DETAILS

This request is for final plat approval to create three lots on property located at the southwest corner of 39th Avenue North and Clifton Avenue. The site is approximately 25,899 square feet (0.59 acres) and is vacant. The proposed plat would subdivide one parcel into three lots as follows:



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Proposed Subdivision



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- Lot 1: 8,730.19 SF (0.20 acres) and 50.03 feet of frontage on Clifton Avenue
- Lot 2: 8,536.84 SF (0.17 acres) and 49.96 feet of frontage on Clifton Avenue
- Lot 3: 8,631.29 SF (0.20 acres) and 56.06 feet of frontage on 39th Avenue North

A partially constructed alley is located off of Clifton Avenue, west of Lot 1. If the plat is approved, access for all new lots is limited to this alley.

ANALYSIS

The land use policy for the subject property is T4 Urban Mixed Use Neighborhood (T4 MU), which is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations.

Zoning Code

Proposed lots meet the minimum standards of the R6 zoning district.

Street Frontage

Proposed lots have frontage on a public street.

Agency Review

All review agencies recommend approval.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Alley construction documents shall be submitted and approved by MPW prior to the application of Bond and the recording of the final plat.

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Lots 1, 2, and 3 shall have alley access only through a shared access easement a maximum of 16 feet wide.
2. Remove Note #21.
3. Modify Note #11: Parcel numbers shown thus (xx) refer to Tax Map 092-09.
4. Add note: This site is in the R6 zoning district and is also in the Urban Zoning Overlay.



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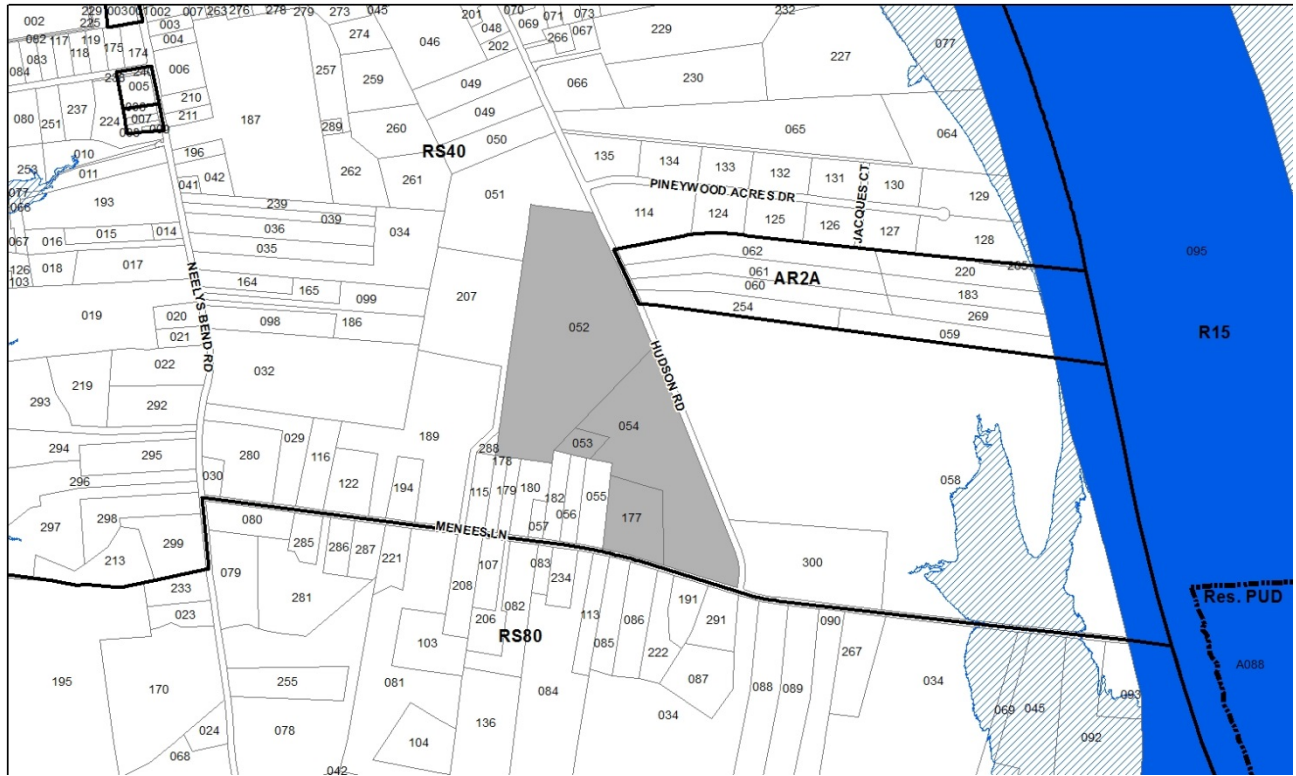
5. On the face of the plat, remove “proposed 5’ sidewalk” and “proposed 4’ grass strip.” Dimension the existing sidewalks on Clifton Avenue and 39th Avenue North.
6. All requirements of the Public Works Department shall be met prior to recording of the final plat.
7. The building permit site plan shall 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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2017Z-041PR-001

Map 063, Parcel(s) 052 – 054, 177

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, April 27, 2017, May 11, 2017, and June 8, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation Approve.

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 1890 Hudson Road and Hudson Road (unnumbered) and Menees Lane (unnumbered), at the northwest corner of Hudson Road and Menees Lane (64.12 acres).

Existing Zoning

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 59 units, however, the requirements of the Metro Subdivision Regulations for Rural Character subdivisions would apply. The actual number of achievable units would vary based on site layout and surrounding context, but is likely fewer.*

Proposed 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 32 lots with 8 duplex lots for a total of 40 units. However, the requirements of the Metro Subdivision Regulations for Rural Character subdivisions would apply. The actual number of achievable units would vary based on site layout and surrounding context, but is likely fewer.*

MADISON COMMUNITY PLAN

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

T2 Rural Maintenance (T2 RM) is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional



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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.

Consistent with Policy?

The proposed zone change is consistent with policy. The property consists of four parcels that are currently vacant. Small wetland areas, streams and associated buffers are present in the northeast and southwest corners of the property, as indicated by the presence of Conservation policy. The existing zoning, RS40, would permit a large-lot suburban residential development pattern. The proposed zoning, AR2a, is more consistent with the intent of the policy, which is to preserve rural character and not to create a holding or transitional zone for future urban development. AR2a permits a maximum density of one dwelling unit per two acres, and any future subdivision of this property would be subject to the Rural Character standards of the Metro Subdivision Regulations. The proposed zoning, along with the rural subdivision regulations, will ensure the protection of sensitive environmental features identified by the presence of Conservation policy, and will help achieve the intent of the T2 RM zoning district.

ANALYSIS

The site consists of parcels located at the intersection of Hudson Road and Menees Lane, east of Neelys Bend Road. All four parcels are currently vacant. The surrounding land use pattern consists primarily of single-family residential uses and vacant land. The requested zoning, AR2a, would permit low-density residential development; however, it would also allow for agricultural and related accessory and support uses as an alternative to residential development. These uses are consistent with the goals of the policy to preserve rural character, including protection of viewsheds, sensitive environmental features, and farmland. The Rural Character subdivision regulations would apply to any future subdivision of this property, ensuring that the arrangement of lots is consistent with the lot pattern of the surrounding area and avoids disturbance of sensitive environmental features.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

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)	61	1.08 D	65 U	700	56	73

Maximum Uses in Proposed 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)	61	0.5 D	30 U	288	23	31

Traffic changes between maximum: **RS40 and AR2a**

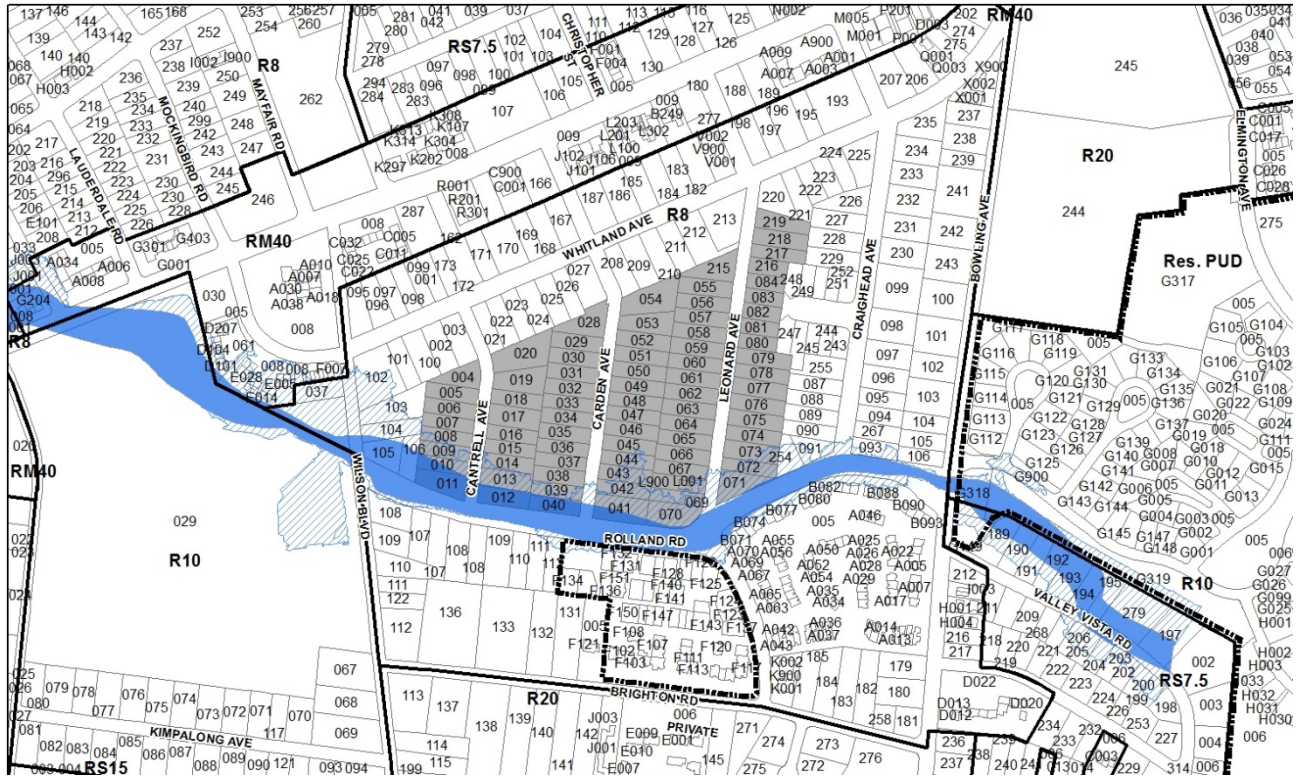
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-35 U	-412	-33	-42

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T2 Rural Maintenance policy.



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2017Z-079PR-001

Various Maps, Various Parcels

10, Green Hills - Midtown

24 (Kathleen Murphy)



Project No. **Zone Change 2017Z-079PR-001**
Council Bill No. BL2017-822
Council District 24 – Murphy
School District 8 – Pierce
Requested by Councilmember Kathleen Murphy, applicant; various property owners.

Deferrals This item was deferred at the July 13, 2017, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST
Zone change from R8 to RS7.5.

Zone Change
 A request to rezone from One and Two-Family Residential (R8) to Single-Family Residential (RS7.5) for various properties along Cantrell Avenue, Carden Avenue and Leonard Avenue, approximately 245 feet west of the intersection of Craighead Avenue and Rolland Road (23.09 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
Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

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



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Consistent with Policy?

Both the existing R8 and the proposed RS7.5 zoning districts are consistent with the T4 NM policy, depending on locational characteristics. The policy does not support one single-residential type, but can support single-family, two-family as well as multi-family, depending on the context. The intent of the policy is to ensure that established residential areas develop in a manner consistent with the overall development pattern. The policy does recognize that some change will occur over time, but any change should not disrupt the overall established development pattern.

ANALYSIS

The area proposed to be rezoned contains single-family and two-family residential dwellings. The Whitland Avenue Neighborhood Conservation District is located on the northern boundary of the zone change area. A proposal to apply a Neighborhood Conservation District to a portion of the area included in this zone change proposal is currently under review. A stream borders the zone change area to the south. The presence of sensitive environmental features such as streams and floodplains is indicated by the Conservation land use policy applicable to portions of the zone change area.

NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, address the overall affordability of housing, and to respond to demographic shifts that are driving changes in housing preferences. Both NashvilleNext and the Green Hills – Midtown community plan specific to this area call for housing diversity that is tailored to the context and existing character of the area, which consists primarily of single-family homes with a few two-family dwellings. Staff is recommending removal of several properties from the zone change as depicted in the map below in order to preserve opportunities for integration of diverse housing types into the neighborhood. There are two legal duplexes within the neighborhood, which staff recommends be removed from the zone change to minimize creation of nonconformities, as well as one property that is currently vacant. Staff also recommends removing eight additional parcels that, during community outreach conducted by the Council Member, have identified as either an existing duplex or triplex or as desiring to opt-out of the zone change. The substitute map below represents an appropriate balance of housing types for this location. A majority of the parcels staff recommends removing from the zone change are outside areas designated as Conservation due the presence of a stream and associated floodway, floodplain, and buffers. Development of any properties partially or completely within streams, floodway, floodplain, and associated buffers would be governed by the provisions of the Metro Stormwater Regulations. Staff's recommendation is intended to balance preservation of the existing development pattern with the General Plan goals for housing diversity.

Substitute Ordinance No. BL2017-822

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



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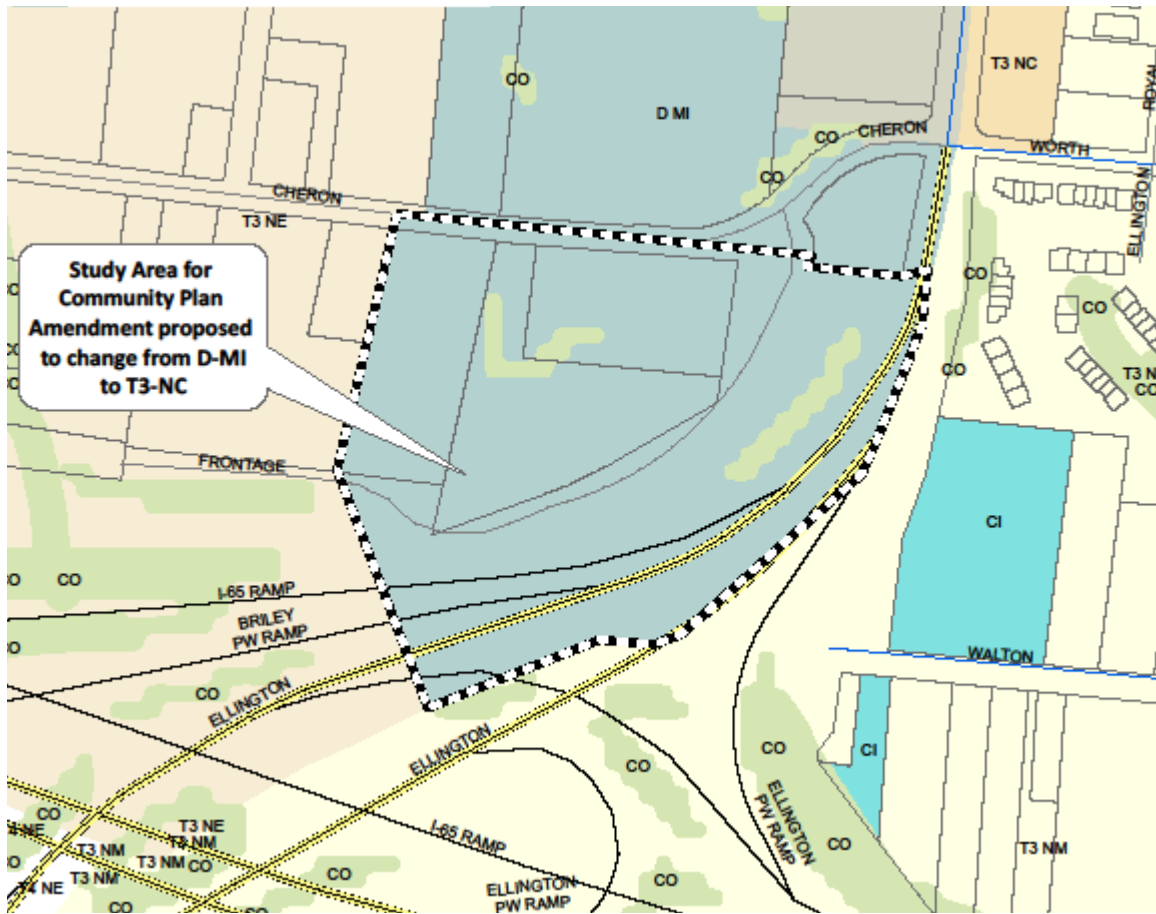
*Hatched parcels indicate those staff recommends be removed from the zone change.

STAFF RECOMMENDATION

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



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2017CP-004-002

MADISON COMMUNITY PLAN AMENDMENT

Map 051Parcel(s) 083.02, 082

4, Madison

8 (VanReece)



Project No.	Minor Plan Amendment 2017CP-004-002
Project Name	Madison Community Plan Amendment
Council District	08 – VanReece
School District	3 – Speering
Requested by	Auburn Partners, applicant; Gerald Clifton, Marjorie Sharer, and S&S Legacy Partners, property owners.
Staff Reviewer	Sanders
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Madison Community Plan to change the policy.

Minor Plan Amendment

A request to amend the Madison Community Plan by amending the Community Character Policy to change from District Major Institutional (D-MI) to T3 Suburban Neighborhood Center (T3-NC) Policy on property located at Briarville Road (unnumbered) and Cheron Road (unnumbered) zoned R10 (approximately 4.39 acres).

MADISON COMMUNITY PLAN

Current Policy

District Major Institutional (D-MI) is intended to preserve, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities. Appropriate ancillary activities within D-MI areas vary according to the primary use and may include different types of residential development, offices, and small scale convenience services supported mainly by the primary institutional activity.

Proposed Policy

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.

BACKGROUND

The community plan amendment was requested in anticipation of submittal of a rezoning application. Approval of this request would establish a policy that could support a mixed use development.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is minor. Planning staff is not required to hold a community meeting for this minor plan amendment.



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ANALYSIS

The subject properties are located near Briarville Road (an arterial boulevard), Briley Parkway (expressway), and Interstate 65, which disconnect this area from the surrounding neighborhoods and services to the west and south. A bus stop is located approximately 300 feet north of the intersection of Cheron Road and Briarville Road, and sidewalk existing on both sides of Briarville Road with exception of a missing segment along the west side from Cheron Road to the bus stop. Surrounding policy areas include T3 Suburban Neighborhood Evolving (T3 NM), District Employment Concentration (D EC), and District Major Institutional (D MI).

Nossi College of Art is located on the north side of Cheron Road, which is a growing design school with limited campus services for students and employees. Nonresidential services in the surrounding area are limited to a gas station/convenience store, medical offices, and a café (0.5-mile from the subject property). The closest concentration of neighborhood services and daily goods are located at Gallatin Pike and Due West Avenue, approximately 1.5 miles northeast of the subject property.

Given its proximity to an arterial boulevard and expressway, a bus stop, multiple institutional uses, and the surrounding policy areas, and the lack of supporting services for the surrounding residents and institutions, staff finds that the proposed amendment would be a suitable location for achieving the intent of a neighborhood center. It further supports the ability to create a neighborhood in which residents can live, work, learn, and play.

STAFF RECOMMENDATION

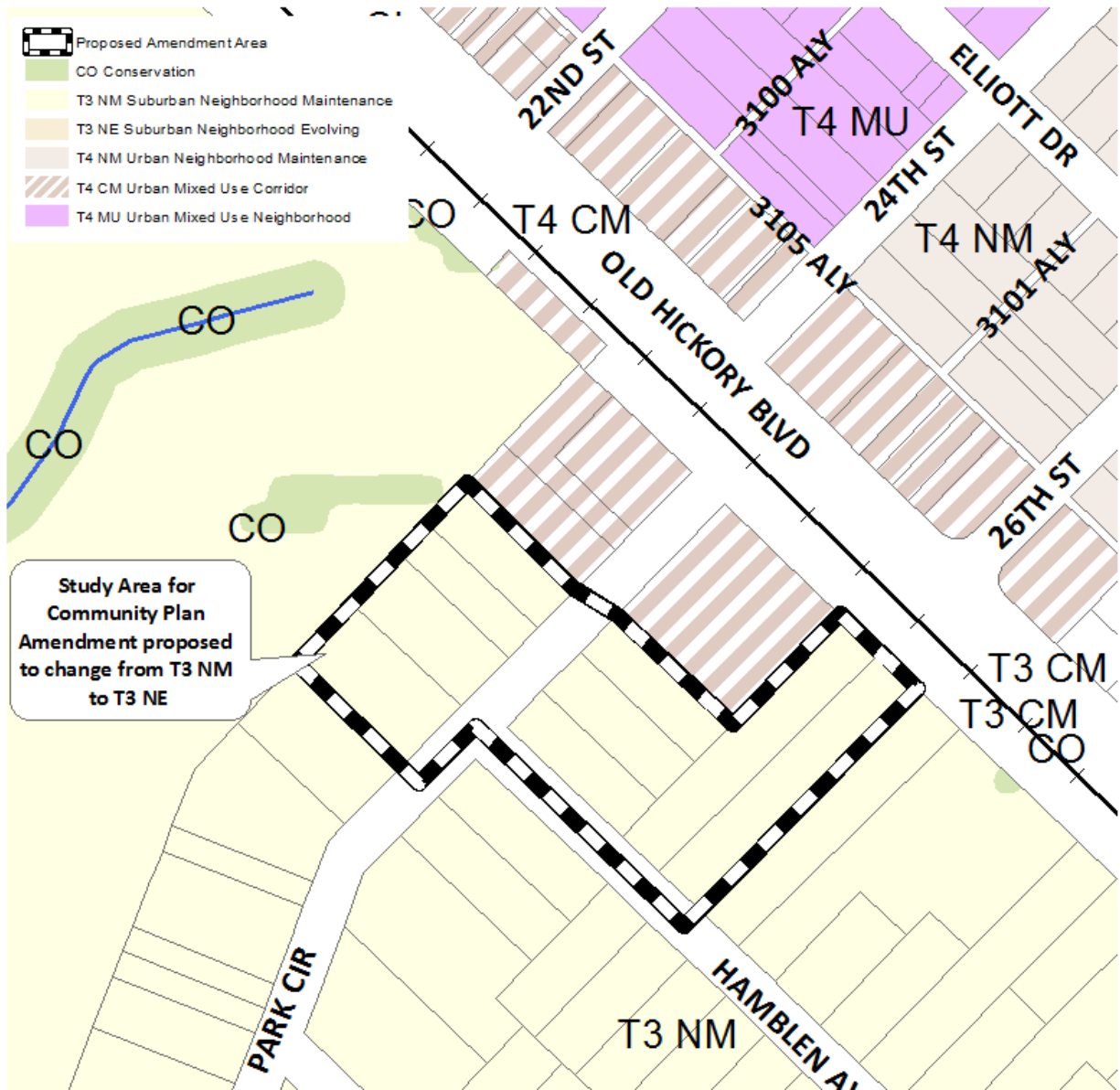
Staff recommends approval of the amendment request.



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2017CP-014-001

DONELSON/HERMITAGE/OLD HICKORY COMMUNITY PLAN
AMENDMENT

Map 053-11, Parcel(s) 025-028, 033-037

14, Old Hickory

11 (Larry Hagar)



Project No.	Major Plan Amendment 2017CP-014-001
Project Name	Old Hickory Community Plan Amendment
Council District	11 – Hagar
School District	4 – Shepherd
Requested by	Team Wilson, applicant; Temple Baptist Church and Nathan Melton, owners.
Staff Reviewer	Sanders
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend Old Hickory Community Plan to change the policy.

Major Plan Amendment

A request to amend the Old Hickory Community Plan by amending the Community Character Policy to change from T3 Neighborhood Maintenance to T3 Neighborhood Evolving on properties located at 101 and 103 Hamblen Road, 104 and 106-110 Park Circle, and unnumbered Park Circle, zoned RS7.5.

OLD HICKORY COMMUNITY PLAN

Current Policy

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.

Proposed Policy

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. It is 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 existing developed character, such as the street network, block structure, and proximity to centers and corridors.

BACKGROUND

Temple Baptist Church owns the majority of the properties within the study area. The community plan amendment is requested with the expectation of submitting an application to rezone a portion of the study area to allow for additional housing options in the neighborhood.



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COMMUNITY PARTICIPATION

Prior to submitting an application, the development team held one community meeting in January 2017 to present their ideas for redeveloping the Temple Baptist Church site, located at 108 Park Circle, in order to provide new housing choice in the neighborhood. Staff did not attend the meeting.

A staff-led community meeting was also held on Tuesday, July 11, 2017, with property owners, the area Councilmember, and approximately 65 people in attendance. Many attendees expressed support for the Community Plan amendment, as reflected in the comment forms submitted to staff. The majority of questions and comments were related to the future rezoning and development of the property, with particular attention to the design of future development, stormwater, parking, and traffic.

ANALYSIS

Given its proximity to an arterial boulevard (Old Hickory Boulevard), the T4 Urban Mixed Use Corridor and T4 Urban Mixed Use Neighborhood policy areas, the proposed amendment area would be a suitable location for T3 Suburban Neighborhood Evolving to provide additional housing options to support and enhance the adjacent T4 Urban Mixed Use areas. The area is large enough to support a well-designed transition between two policy areas.

STAFF RECOMMENDATION

Staff recommends approval.



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NO SKETCH



Project Nos.	Text Amendment 2017Z-013TX-001
Project Name	Rope Lighting
Council Bill No.	BL2017-704
Council District	Countywide
School District	Countywide
Requested by	Councilmember Tanaka Vercher
Staff Reviewer	Milligan
Staff Recommendation	<i>Withdraw.</i>

APPLICANT REQUEST

Amend the Zoning Code pertaining to rope lighting.

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



NO SKETCH



Project Nos. Text Amendment 2017Z-017TX-001
Project Name Jackson Law Title 17 Amendment
Council Bill No. BL2017-799
Council District Countywide
School District Countywide
Requested by Councilmember Nick Leonardo

Staff Reviewer Milligan
Staff Recommendation Approve.

APPLICANT REQUEST

Amend the Zoning Code pertaining to Council approval of waste management uses.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Title 17 of the Metro Zoning Code as follows:

Section 17.08.030 (District land use tables):

	AG and AR2a	MUI and MUI-A	IWD	IR	IG
Waste Management Uses					
Construction/demolition landfill	SE PC	SE PC	PC	PC	PC
Sanitary landfill	SE PC		SE PC	SE PC	SE PC

Section 17.16.110.A is amended by adding subsection A.6:

17.16.110 - Waste management uses.

(Refer to zoning district land use table)

A. Construction/Demolition Landfill.

1. Lot Size. The minimum lot area shall be one acre.
2. Street Standard. Driveway access can be from any local street, provided that street is not bounded by any residential zoning district from the driveway access point to the street's intersection with a collector or arterial street or a street designated on the major street plan.
3. Setback. All buildings, structures, storage containers and areas, and vehicle loading/unloading areas shall be located a minimum of one hundred feet from any property line, two hundred fifty feet from any residential zoning district boundary, and five hundred feet from any residential structure, and further, the facility shall not be located less than two thousand feet from the property line of any school or park.
4. Landscape Buffer Yard. Along all adjacent residential zone districts and districts permitting residential use, screening in the form of landscape buffer yard Standard D



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shall be applied. In addition, the entire facility shall be enclosed by a chain-link-type fence constructed in conformance with Section 16.24.330 of the Metropolitan Code at least eight feet in height. The fence shall be patrolled each day to remove all windblown debris captured by the fence.

5. Recycling Facility. If located on the same lot as the construction/demolition landfill, a recycling facility shall be permitted as an accessory use provided it accepts construction/demolition waste only. The provisions of Section 17.16.110.D. shall not apply to an accessory use.

- a. All loading, unloading, compacting, sorting, processing or storage shall take place within a completely enclosed building.

6. Approval of the Metropolitan Council. Approval by the Metropolitan Council in accordance with Tennessee Code Annotated § 68-211-701, et. Seq. shall be required.

Section 17.16.110 is amended by adding section E:

E. Sanitary Landfill

1. Lot Size. The minimum lot area shall be one hundred acres.
2. Setback. All buildings, structures, storage containers and areas, and vehicle loading/unloading areas shall be located a minimum of one hundred feet from any property line, two hundred fifty feet from any residential zoning district boundary, and five hundred feet from any residential structure, and further the facility shall not be located less than two thousand feet from the property line of any school or park.
3. Landscape Buffer Yard. Along all residential zone districts and districts permitting residential use, screening in the form of landscape buffer yard Standard D shall be applied along common property lines.
4. Street Standard. At a minimum, driveway access shall be from a collector street. The collector street shall not be bounded by any residential zoning district from the driveway access point to the street's intersection with an arterial. A traffic impact study shall demonstrate that traffic generated to/from the site will only use streets where the existing level of service (LOS) is "D," and it is forecasted to remain at a LOS D or better with the proposed landfill traffic
5. Approval of the Metropolitan Council. Approval by the Metropolitan Council in accordance with Tennessee Code Annotated § 68-211-701, et seq. shall be required.

Section 17.16.210.A and 17.16.210.B are deleted in their entirety. These sections deal with special exceptions for construction/demolition landfills and sanitary landfills, which will no longer be required with the amendment.

Section 17.40.280 is amended as follows:

The metropolitan board of zoning appeals shall hear and decide requests for special exceptions in accordance with the provisions of this Zoning Code. Special exceptions shall be regulated in a manner consistent with Section 13-7-206, Tennessee Code Annotated. The specific location of a ~~sanitary landfill~~, asphalt plant, ~~waste transfer facility~~, airport runway, hazardous operation and wastewater treatment facility shall first be approved by a resolution



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adopted by the metropolitan council prior to the public hearing by the board of zoning appeals. If the metropolitan council does not approve or disapprove the specific location, upon finding that the proposed use is consistent or not consistent with the conditions specified in Chapter 17.16, Article III, within sixty days of the date of notification by the zoning administrator to the council and the district councilmember that such an application has been filed, council approval shall be waived and the board of zoning appeals may proceed to consider the application.

ANALYSIS

In April 2017, the Metro Council adopted BL2016-484 which applied the provisions of Tennessee Code Annotated, Title 68, Chapter 211, Part 7 to the approval of landfills within Davidson County. This section of TCA is commonly known as the Jackson Law and allows the Council to make determinations concerning the approval of new landfills, lateral expansions of existing landfills, or a change in landfill classification. A public notice and hearing process is required at Council and TCA outlines the criteria on which applications must be reviewed.

The proposed amendments to the Metro Zoning Code are to bring the provisions in line with the Jackson Law.

ZONING ADMINISTRATOR RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval.

ORDINANCE NO. BL2017-799

An ordinance amending Title 17 of the Metropolitan Code of Laws, Zoning Code, pertaining to construction/demolition landfills and sanitary landfills (Proposal No. 2017Z-017TX-001).

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. Section 17.08.030 (District land use tables) of the Metropolitan Code of Laws is hereby amended by deleting under Waste Management Uses, "Construction/demolition landfill" as a use permitted with a Special Exception (SE) in the AG, AR2a, MUI and MUI-A districts and replacing it as a use Permitted with Conditions (PC) in the AG, AR2a, MUI and MUI-A districts.

Section 2. That section 17.08.030 (District land use tables) of the Metropolitan Code of Laws is hereby further amended by deleting under Waste Management Uses, "Sanitary Landfill" as a use permitted with a Special Exception (SE) in the AG, AR2a, IWD, IR and IG districts and replacing it as a use Permitted with Conditions (PC) in the AG, AR2a, IWD, IR and IG districts.



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Section 3. Section 17.16.110.A (Construction/Demolition Landfill) is hereby amended by adding the following as subsection A.6:

A. Construction/Demolition Landfill.

6. Approval of the Metropolitan Council. Approval by the Metropolitan Council in accordance with Tennessee Code Annotated § 68-211-701, et seq. shall be required.

Section 4. Section 17.16.110 is hereby amended by adding the following section E:

E. Sanitary Landfill

1. Lot Size. The minimum lot area shall be one hundred acres.

2. Setback. All buildings, structures, storage containers and areas, and vehicle loading/unloading areas shall be located a minimum of one hundred feet from any property line, two hundred fifty feet from any residential zoning district boundary, and five hundred feet from any residential structure, and further the facility shall not be located less than two thousand feet from the property line of any school or park.

3. Landscape Buffer Yard. Along all residential zone districts and districts permitting residential use, screening in the form of landscape buffer yard Standard D shall be applied along common property lines.

4. Street Standard. At a minimum, driveway access shall be from a collector street. The collector street shall not be bounded by any residential zoning district from the driveway access point to the street's intersection with an arterial. A traffic impact study shall demonstrate that traffic generated to/from the site will only use streets where the existing level of service (LOS) is "D," and it is forecasted to remain at a LOS D or better with the proposed landfill traffic.

5. Approval of the Metropolitan Council. Approval by the Metropolitan Council in accordance with Tennessee Code Annotated § 68-211-701, et seq. shall be required.

Section 5. Section 17.16.210.A (Construction/Demolition Landfill) and 17.16.210.B are hereby amended by deleting the sections in their entirety and renumbering subsequent sections as necessary.

Section 6. Section 17.40.280 (Authority Special Exception Uses) is hereby amended by deleting the section in its entirety and replacing with the following:

17.40.280 - Authority

The metropolitan board of zoning appeals shall hear and decide requests for special exceptions in accordance with the provisions of this Zoning Code. Special exceptions shall be regulated in a manner consistent with Section 13-7-206, Tennessee Code Annotated. The specific location of an asphalt plant, airport runway, hazardous operation and wastewater treatment facility shall first be approved by a resolution adopted by the metropolitan council prior to the public hearing by the board of zoning appeals. If the metropolitan council does not approve or disapprove the specific location, upon finding that the proposed use is consistent or not consistent with the conditions specified in Chapter 17.16, Article III, within sixty days of the date of notification by the zoning administrator to the council and the district councilmember that such an application has been filed, council approval shall be waived and the board of zoning appeals may proceed to consider the application.



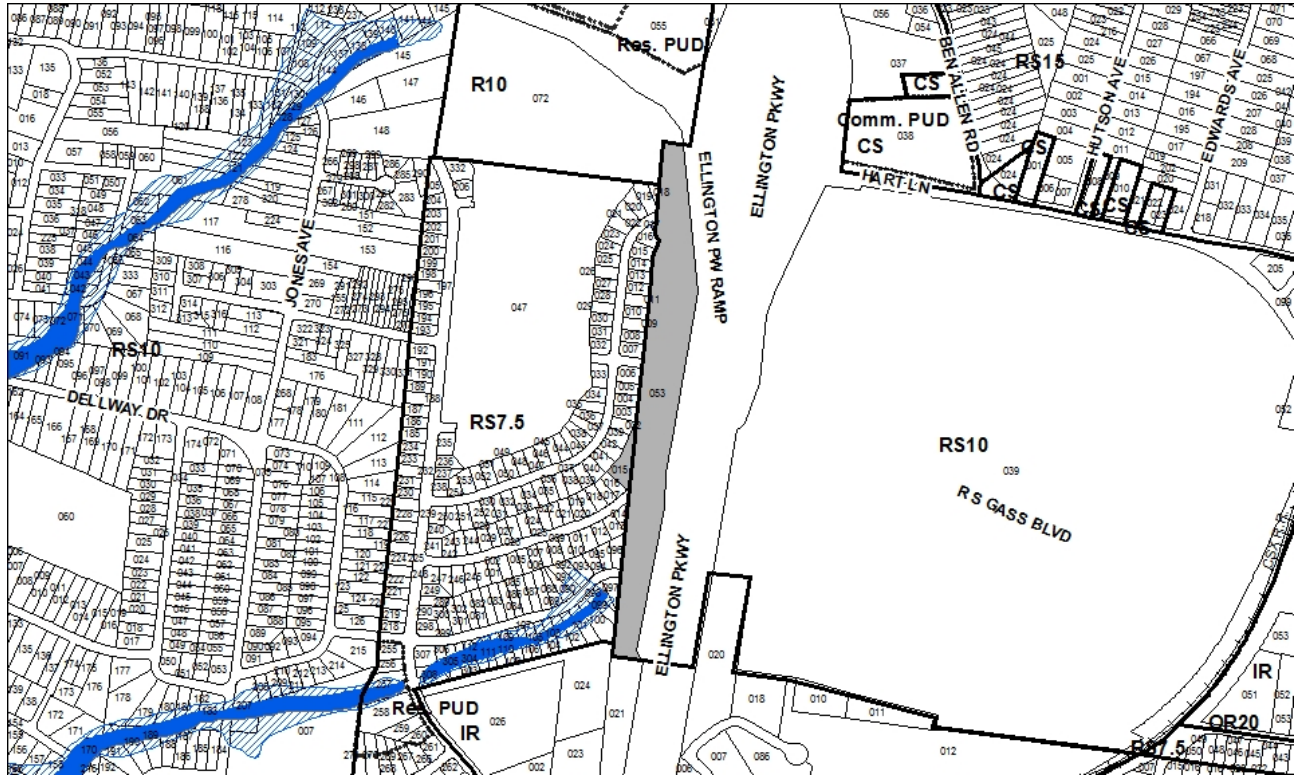
Metro Planning Commission Meeting of 07/27/2017

Section 7. That this Ordinance shall take effect five (5) days from and after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Nick Leonardo



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2016SP-040-001

BETHWOOD COMMONS SP

Map 061, Parcel(s) 053

Map 072-01, Parcel(s) 015

05, East Nashville

05 (Nancy VanReece)



Project No. Specific Plan 2016SP-040-001
Project Name Bethwood Commons SP
Council District 23 – VanReece
School District 3 – Speering
Requested by Dale & Associates, Inc., applicant; Upside, LLC, owner.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the August 10, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Zone change to permit 77 residential units

Zone Change

A request to rezone from Single-Family Residential (RS10) and Single-Family Residential (RS7.5) to Specific Plan-Mixed Residential (SP-MR) zoning for property located at 2634 Bethwood Drive and Allenwood Drive (unnumbered), at the terminus of Allenwood Drive (14.04 acres), to permit up to 75 multi-family residential units and 2 single-family units, for a total of 77 units

Existing Zoning

Single Family Residential (RS7.5) 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.

Single Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 49 units. The total number of lots may be decreased based on application of the Subdivision Regulations.*

Proposed Zoning

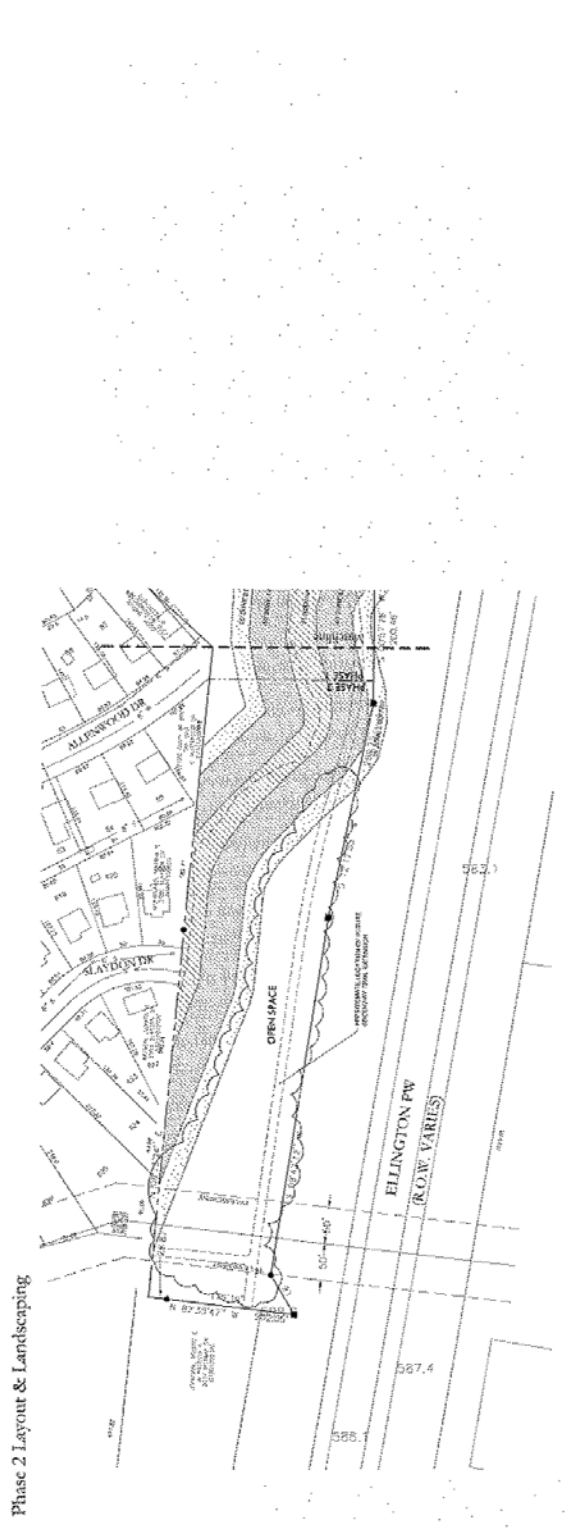
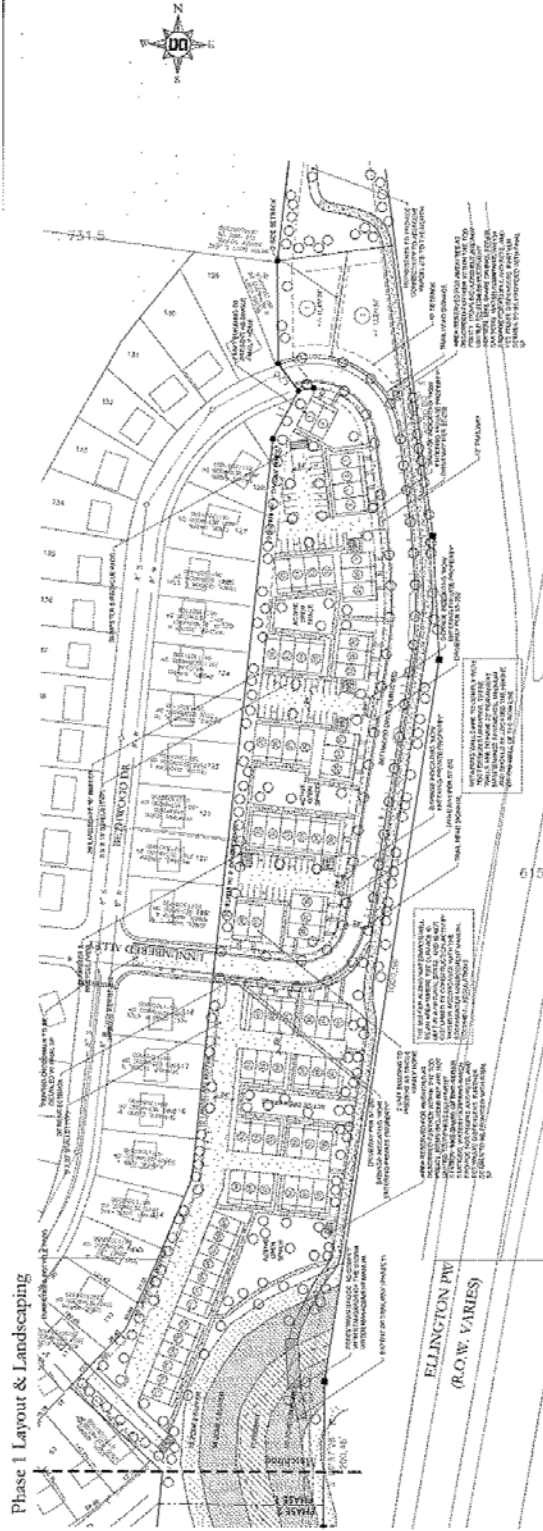
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.

EAST NASHVILLE COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



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Proposed Site Plan



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

Special Policy (05-T3-NE-01) is intended to encourage active transportation in an area that is underserved with connections and circulation options, such as trails, bike paths, and sidewalks. Trail Oriented Development is a design concept that takes advantage of and leverages infrastructure that supports active ways of getting around.

Consistent with Policy?

Yes. The proposed residential development is consistent with the Conservation policy, T4 Urban Neighborhood Evolving policy and the Trail Oriented Development special policy. The Conservation area consists of a stream buffer along the southern portion of this site. The proposed development does not impact the stream buffer. The proposal is surrounding by single-family residential along the western property line. The proposed plan provides a transition from the existing single-family units by providing single-family lots and two-family units adjacent to the existing single-family residential units. The proposed plan includes a 12 foot wide trail along the eastern side of the site. Trail Oriented Development supports the trail and the trail amenity areas included with the plan.

PLAN DETAILS

The site is located east of Bethwood Drive and west of Ellington Parkway and is approximately 14.04 acres in size. The site is approximately 2,700 feet in length and is currently vacant.

Site Plan

The plan proposes 77 residential units consisting of two single-family lots, two two-family buildings that will present as one single-family homes, and townhomes. The proposed single family homes will be 2 stories within 30 feet. The two-family homes and townhomes will be 2.5 stories within 35 feet. All proposed units are located north of the stream buffer. Open space is provided in and throughout the proposed plan including a large active open space along the stream buffer. Most of the proposed units orient the open space, while some units orient to the new street.

Bethwood Drive will be extended to provide public street access to the site. There is an unbuilt street perpendicular to Bethwood Drive. The proposed plan will construct a new street within existing right-of-way to provide additional connectivity. A private drive will extend from the public street to provide access to units south of the new public street. Parking will be provided within unit garages and surface parking. The proposed plan meets Metro Zoning Code requirements for parking.



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A 12 foot wide trail is proposed along the eastern side of the site. The trail extends from the northern property line and crosses the stream buffer with a pedestrian bridge. A trail easement continues south of the stream buffer to the southern property line. Two amenity areas are located along the new trail. The amenity areas may include fitness equipment stations, bike share or bike repair stations, water fountains and pet waste disposal facilities. The Final SP plan will provide specific details. Internal sidewalks are proposed throughout the site. All sidewalks shall be a minimum width of five feet. All grass strips shall be a minimum width of four feet.

ANALYSIS

The proposed residential uses at this location are consistent with the T4 Neighborhood Evolving policy and Trail Oriented Development Special policy. The proposal works with the site and stays out of the stream buffer. Additional connectivity in the form of public streets and a multi-use trail are proposed to further the intent of the policy and special policy. Sidewalks will be installed throughout the development and a crosswalk will be installed from new public road to cross Bethwood to provide pedestrian connectivity to park west of Bethwood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Returned

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve 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.
- The Installation of a permanent turn around may be required with the future phase at the terminus of Slaydon Drive.

TRAFFIC AND PARKING RECOMMENDATION

Approve



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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)	13.5	4.3 D	58 U	630	51	66

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	.53	5.8 D	3 U	29	3	4

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)	10.7	-	77 U	609	43	62

Traffic changes between maximum: **RS7.5, RS10 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 19 U	-50	-11	-8

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? The market of the area and the project's design lead to an intent to provide Workforce Housing. However, the pro forma is still in the works and this item is continued to be discussed and analyzed with the entire design team. At this point in time, it is anticipated that workforce housing will be provided within this development but has not yet been completely vetted or determined.
2. If so, how many and what is the percentage of the entire development? See above response.
3. How will you enforce the affordability requirements? Not yet determined.
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends deferral to the July 27, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received from all reviewing agencies, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Permitted land uses shall be limited to a maximum of 75 multi-family units and 2 single-family residential units.
2. Should the project develop in Phases, the construction of the trail should be completed with the 1st phase and prior to the use and occupancy permit for the 30th unit.
3. A 12 foot wide trail shall be installed south of the stream buffer to the southern property line.
4. A "Public Access Trail Easement" shall be dedicated along the entire trail.



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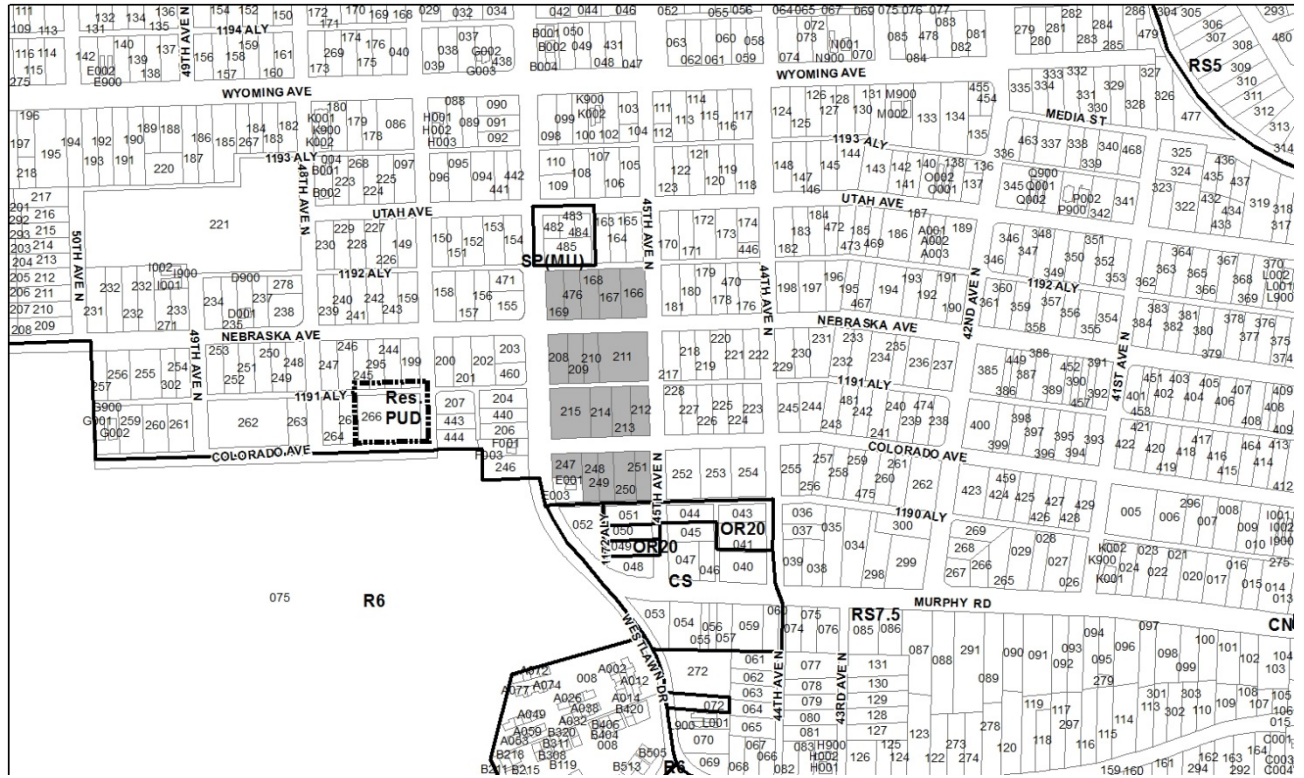
5. A 5 foot wide sidewalk and a 4 foot wide grass strip shall be installed along the western side of Bethwood Drive extension.
6. A 5 foot wide sidewalk and a 4 foot wide grass strip shall be installed along single-family Lot 1 and Lot 2 and transition into the proposed trail. Bethwood Drive extension.
7. The following design standards shall be added to the plan:
 - a. Building façades fronting a street or open space shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
 - b. Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
 - c. EIFS, vinyl siding and untreated wood shall be prohibited.
 - d. Porches shall provide a minimum of six feet of depth.
8. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
9. 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-A zoning district for the residential units and the ON zoning district for the existing recreational center / personal care service facility as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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. 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.
12. 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.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



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2017NHC-003-001
 BOWLING HOUSE - NEIGHBORHOOD CONSERVATION OVERLAY
 Map Various, Parcel(s) Various
 07, West Nashville
 24 (Kathleen Murphy)



Project No. Neighborhood Conservation Overlay
2017NHC-003-001

Project Name Bowling House Neighborhood Conservation
Overlay

Council Bill No. BL2017-814
Council District 24 - Murphy
School District 9 - Frogge
Requested by Councilmember Kathleen Murphy, applicant; various
property owners.

Staff Reviewer Napier
Staff Recommendation *Approve.*

APPLICANT REQUEST

Apply Neighborhood Conservation Overlay.

Neighborhood Conservation Overlay

A request to apply a Neighborhood Conservation Overlay District on various properties along Colorado and Nebraska Avenue, approximately 190 feet southeast of the intersection of Utah Avenue and 46th Avenue North, zoned Single-Family Residential (RS7.5), (4.5 acres).

Existing Zoning

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

Proposed Overlay

Neighborhood Conservation Zoning Overlay Districts (NCZO) are geographical areas that possess a significant concentration, linkage or continuity of sites, buildings, structures or objects that are united by past events or aesthetically by plan or physical development.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

The Neighborhood Conservation Overlay District is intended to preserve historic structures within the Bowling House Neighborhood through the implementation of development and design guidelines by the Metro Historic Zoning Commission and staff.

WEST NASHVILLE COMMUNITY PLAN

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



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Consistent with Policy?

Yes. All policies encourage the preservation and protection of historic features. The proposed Bowling House – Neighborhood Conservation Overlay District will aid implementation of the design principles provided for the land use policy.

REQUEST DETAILS

The properties to be included in the proposed Bowling House Neighborhood Conservation Zoning Overlay are generally located east of 46th Avenue North, south of Utah Avenue, north of Murphy Road, and west of 45th Avenue North. The area consists primarily of single-family residential with some two-family residential uses. This area also includes a few multi-family, civic, and commercial uses.

Metro Historical Commission staff prepared the following background information, which refers to the application for the Bowling House Neighborhood Conservation Overlay:

Metro Historic Zoning Commission staff recommendation

Applicable Ordinance:

Article III. Historic Overlay Districts

17.36.120.A. Historic Districts Defined. Historic Preservation and Neighborhood Conservation Districts. These districts are defined as geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meet one or more of the following criteria:

1. The district is associated with an event that has made a significant contribution to local, state or national history; or
2. It includes structures associated with the lives of persons significant in local, state or national history; or
3. It contains structures or groups of structures that embody 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 that represent a significant and distinguishable entity whose components may lack individual distinction; 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.

Background:

The properties considered for the Neighborhood Conservation Zoning Overlay are zoned RS7.5.

The MHZC first met with multiple property owners and Councilmember Murphy on May 25, 2017 at 4507 Nebraska Avenue to discuss procedure and possibilities. Councilmember Murphy hosted a second public informational meeting on June 26, 2017 at the West Precinct.



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The Bowling House District is a part of the greater Sylvan Park neighborhood. It is eligible for listing in the National Register of Historic Places due to its association with the first homes constructed in the district, including the home that gave the neighborhood its name, Sylvan Park, and its proximity to the old streetcar line which made the development of the neighborhood possible. Staff finds the district to meet criterion 1 because of this significance.

Contributing buildings on these two streets date from 1906 to 1945 and include excellent examples of styles and forms from the early twentieth century such as Colonial Revival styles and bungalow and minimal traditional forms. The two streets retain a high degree of historic integrity with 78% contributing properties. For these reasons, staff finds the district to meet criterion 3.

Staff suggests the Commission recommend to Metro Council a Neighborhood Conservation Zoning Overlay for the Bowling House District finding the properties to meet the criteria of section 17.36.120.A.1 and 3 of the ordinance and recommends adoption of the draft design guidelines finding it meets the requirements of the Secretary of Interior Standards..

Analysis and Findings:

The Bowling House District is a part of the greater Sylvan Park neighborhood. It is eligible for listing in the National Register of Historic Places due to its association with the first homes constructed in the district, including the home that gave the neighborhood its name, Sylvan Park, and its proximity to the old streetcar line which made the development of the neighborhood possible. Staff finds the district to meet criterion 1 because of this significance.

Contributing buildings on these two streets date from 1906 to 1945 and include excellent examples of styles and forms from the early twentieth century such as Colonial Revival styles and bungalow and minimal traditional forms. The two streets retain a high degree of historic integrity with 78% contributing properties. For these reasons, staff finds the district to meet criterion 3.

Recommendation:

Staff recommends to Metro Council a Neighborhood Conservation Zoning Overlay for the Bowling House District finding the properties to meet the criteria of section 17.36.120.A.1 and 3 of the ordinance and recommends adoption of the draft design guidelines finding it meets the requirements of the Secretary of Interior Standards.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

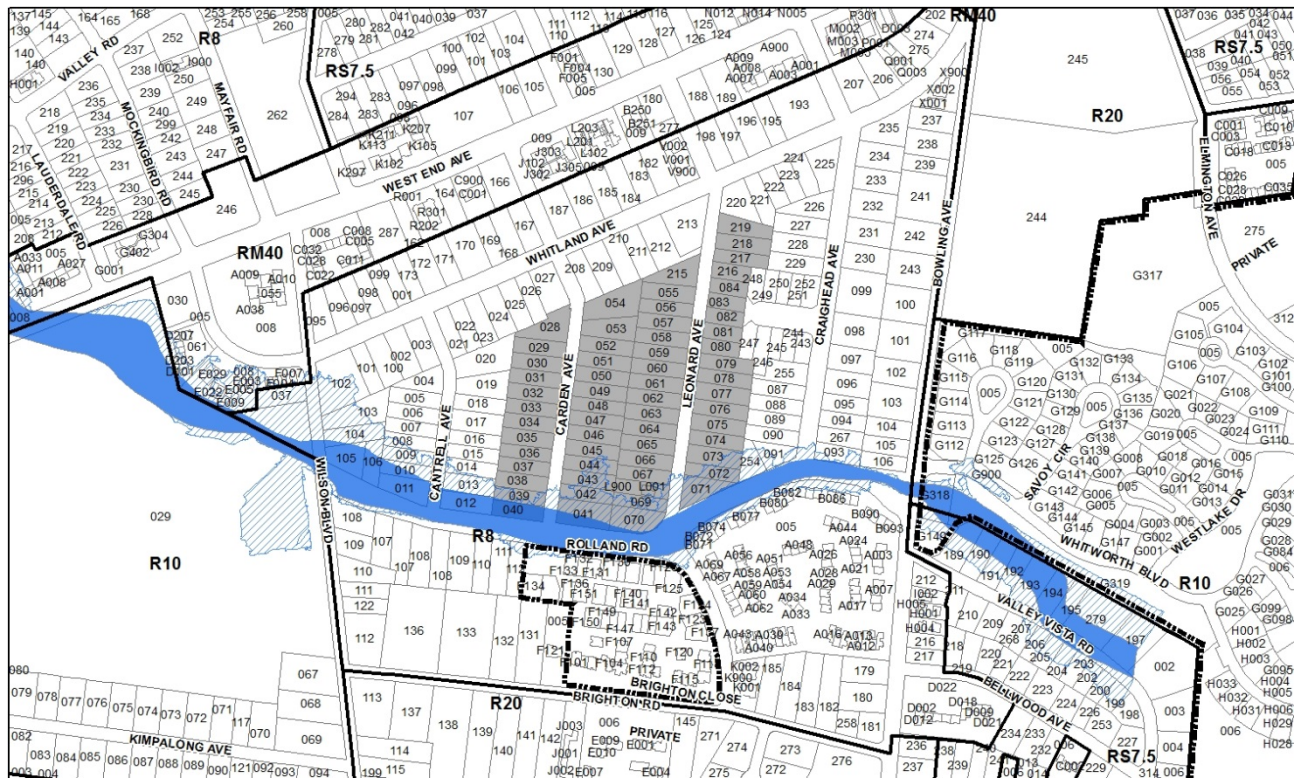
On July 19, 2017, the Metro Historic Zoning Commission recommended approval and adoption of the design guidelines for the Bowling House Neighborhood Conservation Zoning Overlay.

STAFF RECOMMENDATION

Staff recommends approval of the proposed Neighborhood Conservation Overlay.



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2017NHC-004-001

WHITLAND AREA NEIGHBORHOOD CONSERVATION OVERLAY

Map Various, Parcel(s) Various

10, Green Hills – Midtown

24 (Kathleen Murphy)



Project No.	Neighborhood Conservation Overlay 2017NHC-004-001
Project Name	Whitland Area Neighborhood Conservation Overlay
Council Bill No.	BL2017-817
Council District	24 - Murphy
School District	8 - Pierce
Requested by	Councilmember Kathleen Murphy, applicant; various property owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply Neighborhood Conservation Zoning Overlay.

Neighborhood Conservation Zoning Overlay

A request to apply a Neighborhood Conservation Overlay District on various properties along Leonard Avenue and Carden Avenue, west of Bowling Avenue, zoned One and Two-Family Residential (R8) (17.93 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 Overlay

Neighborhood Conservation Zoning Overlay (NCZO) are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

The Neighborhood Conservation Overlay District is intended to preserve historic structures within the Whitland Area through the implementation of development and design guidelines by the Metro Historic Zoning Commission and staff.

GREEN HILLS – MIDTOWN 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.



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

Consistent with Policy?

All policies encourage the preservation and protection of historic features. The proposed Whitland Area Neighborhood Conservation Overlay District will aid implementation of the design principles provided for in the land use policy.

REQUEST DETAILS

The properties to be included in the proposed Whitland Area Neighborhood Conservation Overlay are generally located south of Whitland Avenue and north of Rolland Road along Carden and Leonard Avenues. There is an existing Neighborhood Conservation Overlay District along Whitland Avenue immediately to the north. The area consists primarily of single-family residential with some two-family residential uses.

Metro Historical Commission staff prepared the following background information, which refers to the application for the Whitland Area Neighborhood Conservation Overlay:

Metro Historic Zoning Commission staff recommendation

Applicable Ordinance:

Article III. Historic Overlay Districts

17.36.120.A Historic Districts Defined. Historic Preservation and Neighborhood

Conservation Districts. These districts are defined as geographical areas which possess a significant concentration, linkage of continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meet one or more of the following criteria:

1. The district is associated with an event that has made a significant contribution to local, state or national history; or
2. It includes structures associated with the lives of persons significant in local, state or national history; or
3. It contains structures or groups of structures that embody 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 that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. It has yielded or may be likely to yield archaeological information important to history or prehistory; or
5. It is eligible for listing in the National Register of Historic Places.

Background:

Councilmember Murphy held an informational zoning meeting on May 4, 2016, where the basics of a neighborhood conservation zoning overlay were introduced along with other zoning tools at the West Precinct. She held a second meeting on May 30, 2017 at the West



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Precinct to discuss a potential overlay and downzoning. An informational meeting regarding a potential overlay was held at the McCabe Community Center on June 24, 2017.

Analysis and Findings:

The area was listed in the National Register of Historic Places in 2007 and so meets criterion 5. Staff reviewed the context to assure that there have not been changes that have taken place since 2007 that would render the area no longer eligible. The two streets proposed to be added retain a high degree of historic integrity with 78% of the buildings contributing.

As part of this expansion, Staff recommends changing the name and the period of significance in the design guidelines to meet those of the National Register nomination. Staff recommends the name of the district be revised from Whitland NCZO to the Whitland Area NCZO to be consistent with the National Register nomination and acknowledge that the overlay is no longer just one street.

The period of significance in the design guidelines (page 10, II.A.7) should be changed from “1910-1945” to “1908-1957.” The original period of significance referred only to those properties on Whitland Avenue as the overlay only initially covered that area. With the expansion of the district, the period of significance should be consistent with the National Register nomination. This change does not change the contributory status of the existing Whitland NCZO properties, as there are no properties on Whitland Avenue constructed within the later period of the recommended period of significance.

According to the National Park Service, which administers the National Register program, “period of significance refers to the span of time during which significant events and activities occurred. Events and associations with historic properties are finite; most properties have a clearly definable period of significance.”

Period of Significance is used as a guide toward determining whether or not individual properties may or may not be contributing to the historic character of the district, which is important as they are treated differently. Alterations to buildings that contribute to the historic character should be appropriate for the historic building and alterations to buildings that do not contribute need only be appropriate for the district as a whole, not necessarily the individual building. This does not mean that all homes constructed during the period of significance are automatically contributing, as date of construction is just one element that the Commission considers in determining contributory status. Historic context, historic integrity, and association are also used to determine contributory status.

Recommendation:

Staff suggests that the Commission recommend to Metro Council that the Whitland Neighborhood Conservation Zoning Overlay be expanded and recommends that the Commission adopt the current design guidelines, with the revision of the period of significance and name change; finding the properties meet the criteria of Section 17.36.120.A.5 of the ordinance.



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METRO HISTORIC ZONING COMMISSION RECOMMENDATION

On July 19, 2017, the Metro Historic Zoning Commission recommended approval and adoption of the design guidelines for the Whitland Area Neighborhood Conservation Zoning Overlay.

STAFF RECOMMENDATION

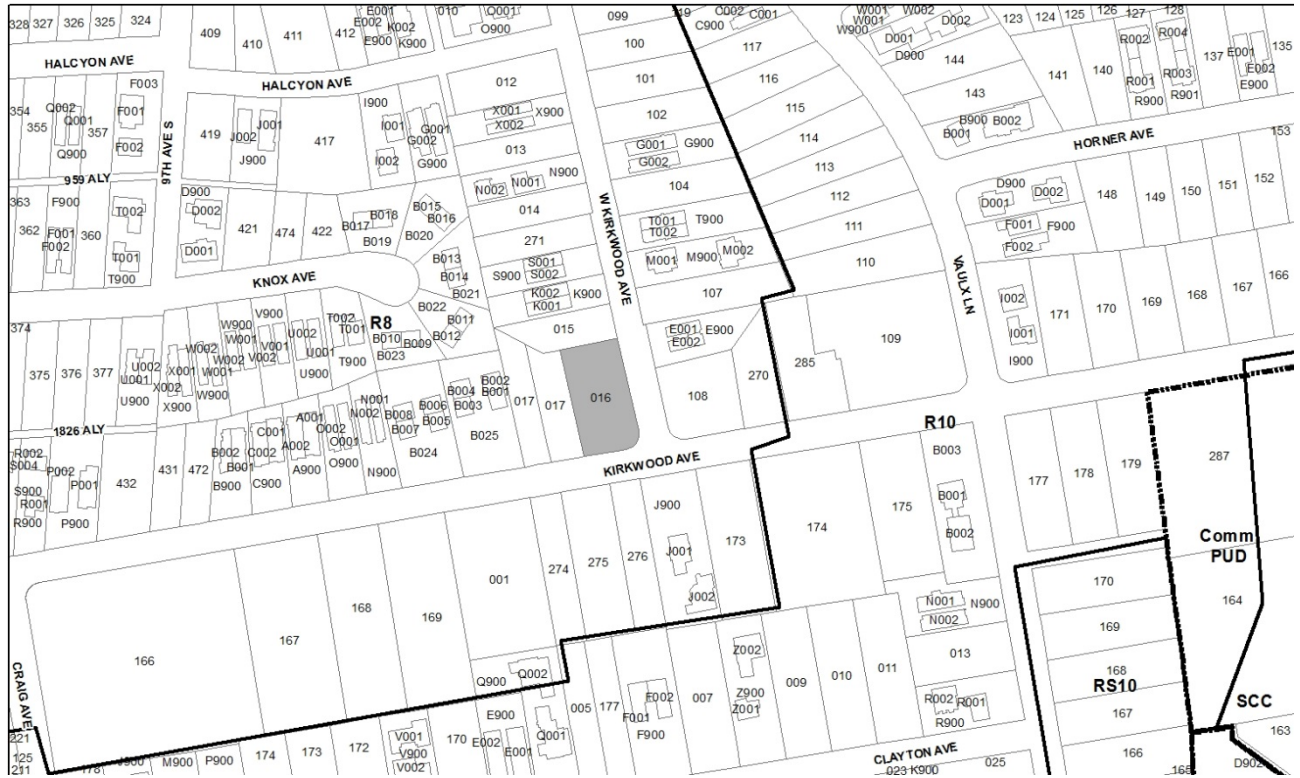
Staff recommends approval of the proposed Neighborhood Conservation Overlay.



SEE NEXT PAGE



Metro Planning Commission Meeting of 07/27/2017



2017S-147-001

AMANDA K. BERRY LAND, RESUB LOT 2 SUBDIVISION AMENDMENT

Map 118-02, Parcel(s) 016

10, Green Hills - Midtown

17 (Colby Sledge)



Project No. Final Plat 2017S-147-001
Project Name Amanda K. Berry Land, Resub Lot 2, subdivision amendment
Council District 17 - Sledge
School District 7 - Pinkston
Requested by JGLAC, GP, applicant and owner.
Staff Reviewer Birkeland
Staff Recommendation *Defer to the August 10, 2017, Planning Commission meeting.*

APPLICANT REQUEST

Amend plat to remove 30 foot setback along West Kirkwood Avenue

Amend Plat

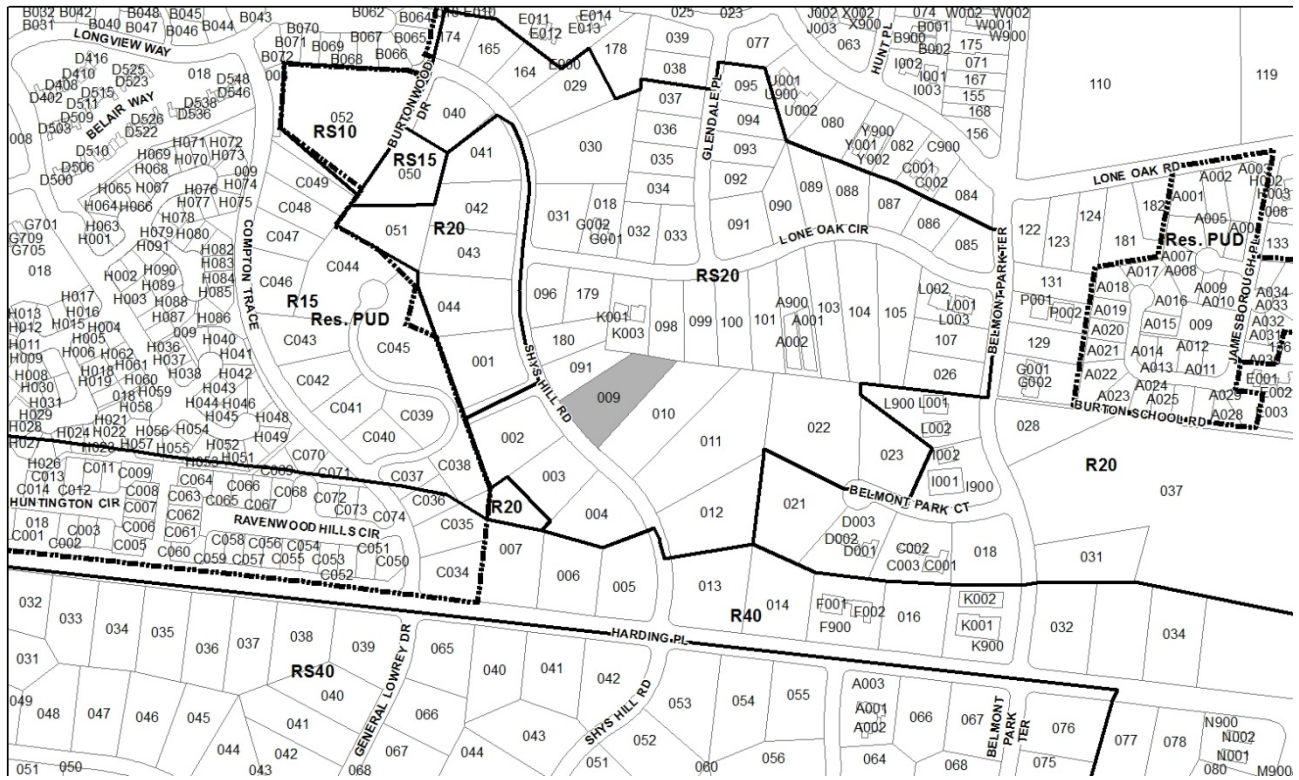
A request to amend a previously approved plat by removing the 30 foot setback facing West Kirkwood Avenue on property located at 838 Kirkwood Avenue, at the corner of West Kirkwood Avenue and Kirkwood Avenue, zoned One and Two-Family Residential (R8) (0.40 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 10, 2017, Planning Commission meeting at the request of the applicant



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2017S-150-001
SEVEN HILLS SECTION 1 RESUB OF LOT 60
Map 131-11, Parcel(s) 009
10, Green Hills - Midtown
25 (Russ Pulley)



Project No.	Final Plat 2017S-150-001
Project Name	Seven Hills Section 1 Resub of Lot 60
Council District	25 - Pulley
School District	8 - Pierce
Requested by	4 Site, Inc., applicant; Gloria Burton Hood, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 4520 Shys Hill Road, approximately 485 feet south of Lone Oak Circle, zoned Single-Family Residential (RS20), (1.14 acres).

Existing Zoning

Single-Family Residential (RS20) 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 2 lots.*

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

PLAN DETAILS

This request is for final plat approval to create two lots located at 4520 Shys Hill Road. This parcel currently contains one single-family dwelling unit on 1.14 acres.

ANALYSIS

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

Zoning Code

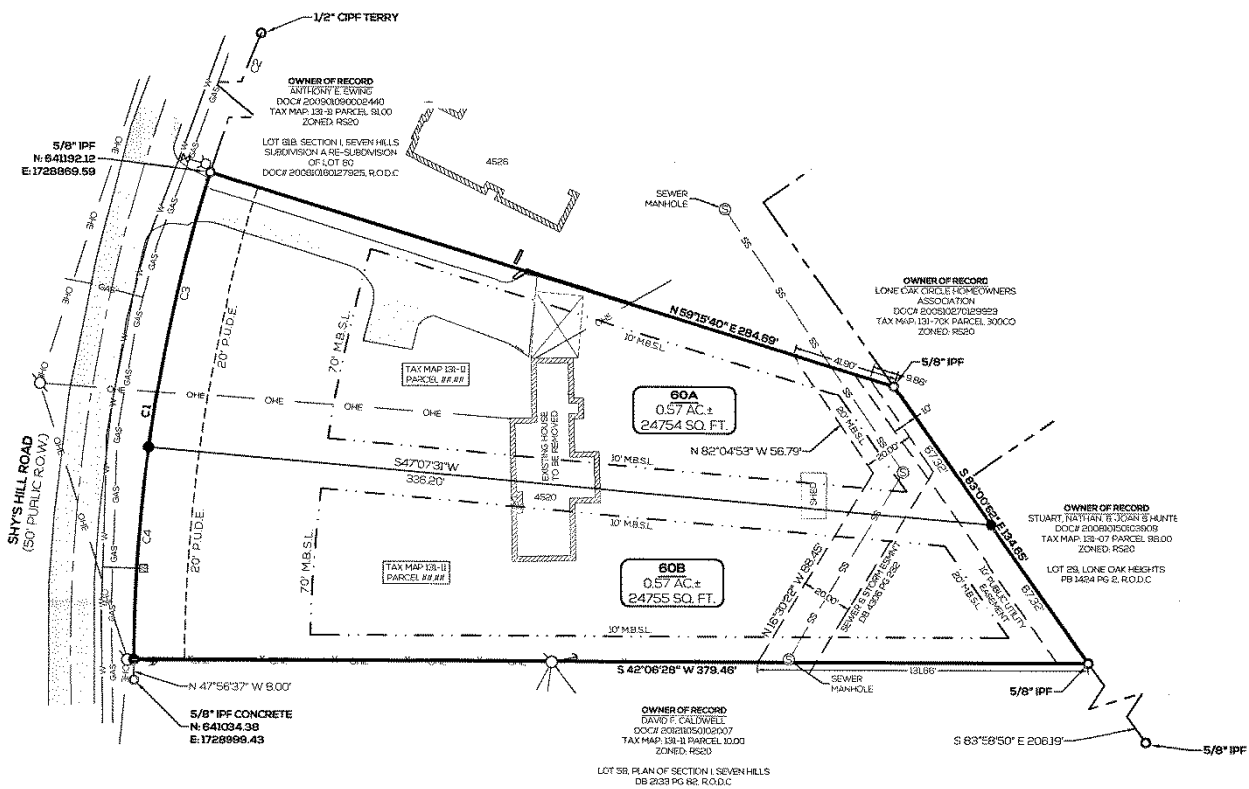
The proposed lots meet the minimum standards of the RS20 zoning district.

Street Frontage

The proposed lots have frontage on a public street.



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Proposed Final Plat



Metro Planning Commission Meeting of 07/27/2017

Community Character

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

In this instance, the lots created must be equal to or greater than 128 feet for the frontage along Shys Hill Road Street. Neither of the proposed lots meets the requirement for lot frontage.

Lot 60A Frontage	
Proposed Frontage	112.39 ft.
Minimum Frontage	128 ft.
70% Average	103.6 ft.

Lot 60B Frontage	
Proposed Frontage	84.73 ft.
Minimum Frontage	128 ft.
70% Average	103.6 ft.

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

In this instance, the lots must be equal to or greater than 41,006 square feet. The current size of the proposed lots are 24,754 square feet for Lot 60A and 24,755 square feet for Lot 60B, which does not satisfy the area requirement for lot compatibility.

Lot 60A Area	
Proposed Size	24,754 sq. ft.
Minimum Size	24,865 sq. ft.
70% Average	41,006 sq. ft.

Lot 60B Area	
Proposed Size	24,755 sq. ft.
Minimum Size	24,865 sq. ft.
70% Average	41,006 sq. ft.

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

Lot orientation: Orientation of proposed lots is consistent with the surround lot pattern.

Harmonious Development

If the proposed subdivision fails to meet subsection d of Section 3-5.2 of the Subdivision Regulations, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. The Planning Commission determines if the subdivision can provide for the harmonious development of the area.

The applicant has not proposed any additional conditions which would bring the proposed infill subdivision closer to harmony with the surrounding parcels. Staff finds that the lots resulting from the proposed final plat would not achieve harmony with the surrounding neighborhood given the lot size and frontage of the adjacent parcels.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve



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WATER SERVICES

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- On the plat show and label curb and gutter, the required grass strip, and sidewalk per Planning Department dimensions.
- Label new sidewalks “Proposed.”
- Show any above ground utilities that will conflict with said improvements. Vertical obstructions in the sidewalk are not allowed.
- Add a note stating 'Sidewalk construction plans must be submitted to and approved by Public Works prior to initiating any sidewalk work.'
- Or, pay the sidewalk in-lieu fee if applicable – coordinate with Planning.

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

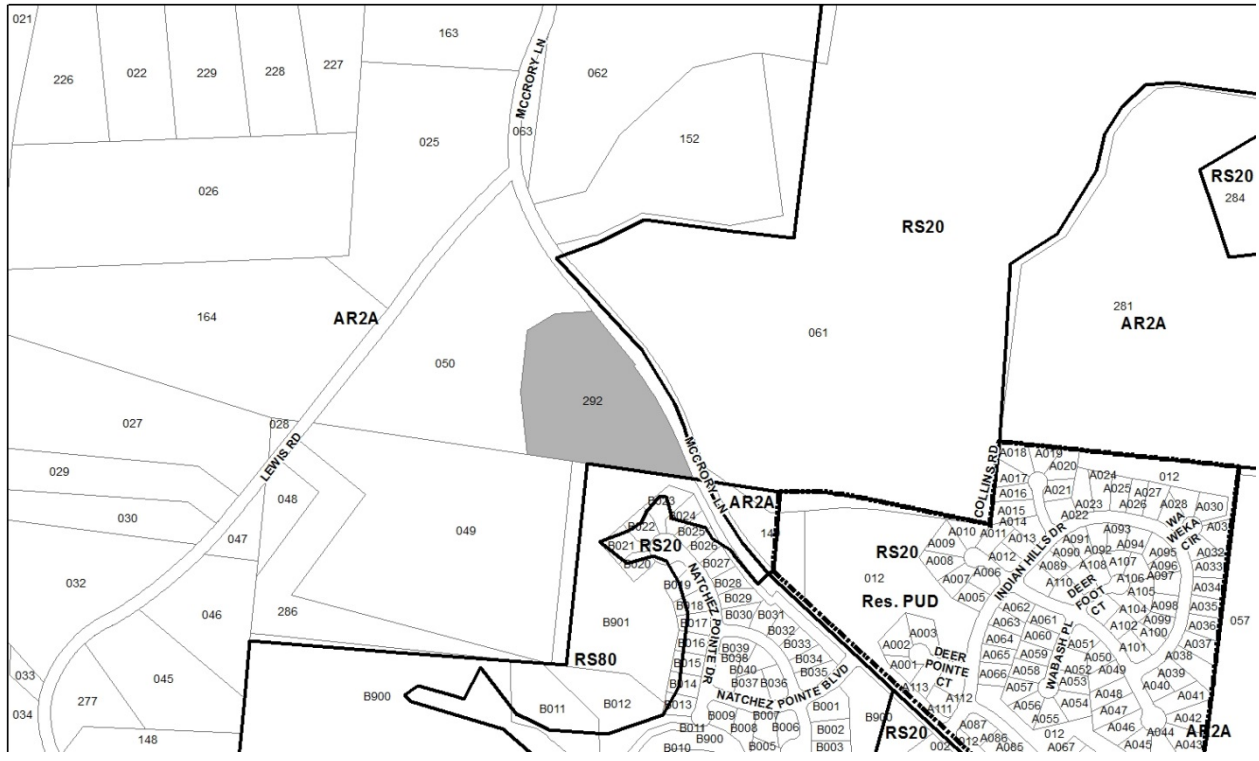
Staff recommends disapproval as the proposed final plat is not harmonious with the surrounding lot pattern.



SEE NEXT PAGE



Metro Planning Commission Meeting of 07/27/2017



2017S-158-001
NATCHEZ HILLS SUBDIVISION
Map 155, Parcel(s) 292
06, Bellevue
35 (Dave Rosenberg)



Project No. Final Plat 2017S-158-001
Project Name Natchez Hills Subdivision
Council District 35 – Rosenberg
School District 9 - Frogge
Requested by Jesse Walker Engineering, applicant; Dalamar Homes, LLC, owner.

Staff Reviewer Shepard
Staff Recommendation *Defer to the August 10, 2017, Planning Commission meeting unless recommendations of approval are received from all reviewing agencies. If recommendations of approval are received, staff recommends approval including a variance to the standard for depth of the screened area.*

APPLICANT REQUEST

Create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 8727 McCrory Lane, approximately 600 feet south of Lewis Road, zoned Agricultural/Residential (AR2a) (7.01 acres).

Existing Zoning

Agricultural/Residential 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 three lots with three duplex lots for a total of six units.*

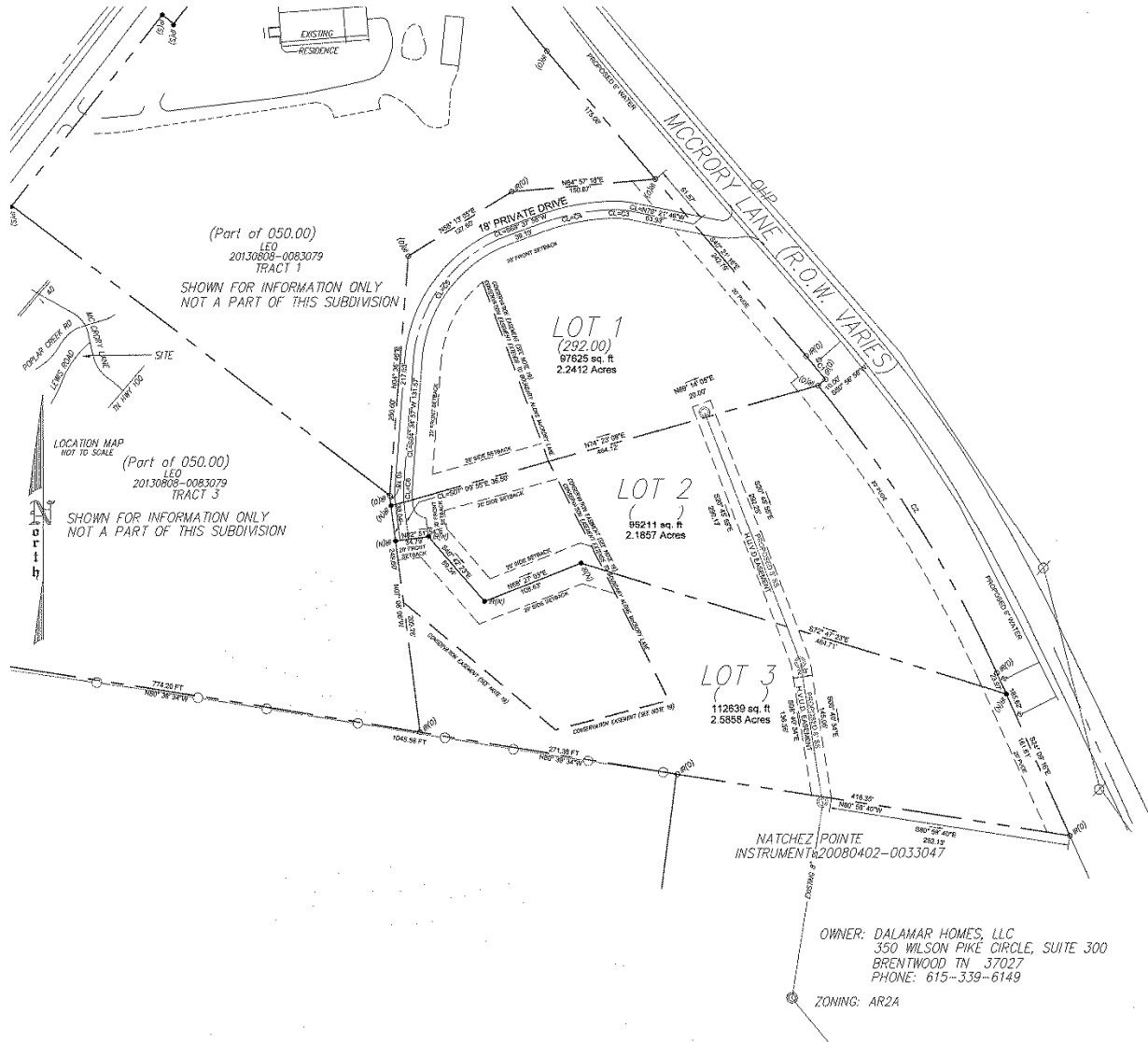
BELLEVUE COMMUNITY PLAN

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

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



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Proposed Subdivision



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PLAN DETAILS

This request is for final plat approval to create three lots on property located at 8727 McCrory Lane, where one parcel currently exists. The existing parcel has frontage on McCrory Lane and is currently vacant. The steep frontage of the property is heavily forested. An informal, unpaved access road leads to a cleared area at the western edge of the site. The property is located on the west side of McCrory Lane, approximately 500 feet south of the intersection of McCrory Lane and Lewis Road. McCrory Lane serves as a boundary between higher density development patterns east of McCrory Lane and lower density development patterns to the west. Property on the east side of McCrory Lane is located in an area of T3 Suburban Neighborhood Maintenance policy, while property on the west side is located within T2 Rural Maintenance Policy. The majority of the site and the surrounding area is designated as Conservation policy due to the presence of steep slopes.

The proposed subdivision will result in three lots fronting McCrory Lane accessed via a private drive located along the northern property boundary which curves around to provide access to all three lots from the rear. Pursuant to amendments to the subdivision regulations recently adopted by the Metro Planning Commission, sidewalks are not required with this subdivision. Any sidewalk requirements will be determined at the time of building permit pursuant to the standards of Section 17.20.120 of the Metro Zoning Ordinance.

The site is located within the Harpeth Valley Utility District (HVUD), which provides water and wastewater services to this property. HVUD has reviewed and approved the plat.

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.

Prior to design of any subdivision plan with new streets or joint access easements, Primary Conservation Land must be identified. Primary Conservation Areas include a range of sensitive environmental features, including areas over 10,000 square feet of contiguous slopes over 15 percent. Contiguous slopes over 15 percent are the principle Primary Conservation feature of this site. The majority of the property, with the exception of a limited area near the western property line, is located within slopes of 15 percent or greater. The proposed access drive and building envelopes are located to take advantage of the existing informal access drive and cleared area in order to avoid areas within slopes of 15 percent or greater, consistent with the standards in Section 4-2.3 and 4-2.4 of the Subdivision Regulations. Due to the limited area within the building envelopes, staff recommends a condition limiting each lot to single-family residential use only.

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. The frontage of the property along McCrory Lane is heavily screened by existing vegetation and topography, therefore, staff reviewed the plat against the following Screened Alternative criteria:



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a. Lot Screening

Section 4.2.5 includes conditions and standards for the screening required to minimize visibility of the proposed lots from the existing roadway network.

Lots shall be designed to minimize visibility from the existing roadway network. Preservation of existing tree stands, existing topography, natural berms, rock outcroppings, and other features that currently provide visual screening shall be prioritized as the preferred means to minimize visibility. The concept plan/final plat shall include a landscape plan stamped by a landscape architect indicating the method to minimize the visibility from the adjacent roadway network. The Planning Commission shall determine whether the proposed screening method is sufficient to achieve the purposes of screening the development within a short (2-4 year) period and may require a bond to ensure the protection or completion of this improvement. The building envelopes shall be shown on the concept plan/final plat as a means to evaluate the effectiveness of existing or proposed visual screening techniques. All existing or proposed screening areas shall be designated as Conservation Land. The depth of the screened area shall be equal to the farthest building setback of primary structures on the surrounding parcels plus 300 feet. If no surrounding parcels are developed, then the screened area shall be 500 feet from the public right of way.

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 block face, whichever is less. There are no parcels that meet the definition of surrounding. Therefore, the screened area is required to be 500 feet from the public right of way. The plat depicts a conservation easement area, to remain undisturbed, that would include the majority of the area of slopes of 15 percent or greater, as well as the existing vegetation that serves to screen the proposed building envelopes from McCrory Lane. The applicant provided a tree survey with information regarding the number, type and size of trees and other vegetation. The survey was conducted in a sample plot, approximately one acre in size, located in the southeast corner of the site which is generally representative of the variety of slope and vegetation present on the rest of the property. The survey identified 38 hackberry, hickory, oak and maple trees with a diameter breast height of six inches or greater as well as numerous smaller deciduous trees and heavy understory in the sample area. The existing vegetation provides a dense screen to minimize the visibility of the building envelopes from McCrory Lane. The designated easement area encompassing the existing vegetation is between 300 and 375 feet from the public right of way where 500 feet of depth for the screened area is required.

b. Street Lights

Not applicable to this application

c. Cluster lot option

Not applicable to this application

d. Use of Lot Screening Areas

Not applicable to this application



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Variance Request

The applicant requests a variance from Section 4.2.5.a.2 of the Subdivision Regulations to provide a screened area that extends 220-320 feet from the public right of way where 500 feet is required.

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

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

Variance Analysis

The applicant is requesting a variance under Section 1-11, which permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations.

The depth of the property to be subdivided ranges from approximately 275 feet to 675 feet. On some portions of the property, it is not possible to meet the minimum 500-foot depth of the screened area from the public right-of-way because the property is less than 500 feet deep. The building envelopes designated on the plat are located at the back edge of the property, as far from the public right-of-way as is possible. The building envelopes were also located to take advantage of the only portion of the property with contiguous slopes of less than 15 percent. Strict application of the 500-foot depth for the screened area would eliminate the building envelope on Proposed Lot 1 and would restrict the building envelopes on Proposed Lots 2 and 3.

The 500-foot depth for the screened area is required because there are no properties which meet the definition of “surrounding” with which to compare the subject parcel. If there were surrounding parcels, the required screened area depth would be the farthest setback of primary structures on surrounding parcels plus 300 feet. Buildings on developed parcels in the vicinity are generally located to take advantage of areas without steep slopes. On a majority of the parcels with frontage on either McCrory Lane or Lewis Road the less steeply sloped areas are located closer to the road, resulting in shallower building setbacks than those proposed by the building envelopes depicted on this plat. Setbacks range from approximately 30 to 120 feet along Lewis Road, and from approximately 80 to 130 feet along McCrory Lane. If the screened area depth standard were applied based on those properties, the depth of the screened area on this site would need to be



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approximately 320 to 330 feet, generally consistent with the depth of the screened area as currently proposed. Additionally, most of the developed parcels in the vicinity lack existing vegetation between the buildings and the road, making the buildings more visible from the street.

The proposed screened area extends as far from the public right-of-way as is possible while still allowing for development of the portion of the property with slopes less than 15 percent. The existing vegetation along the road will be preserved by the conservation easement placed on the screened area, helping to minimize the visibility of any structures within the building envelopes from the road. The intent of the regulation requiring the screened area is met and the granting of a variance will not be detrimental to public health, safety or welfare or injurious to other properties.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Returned for corrections

- Show ditch and pipe traversing the site and provide Public Utility and Drainage Easement in accordance with the SWMM, Vol. 1.

PUBLIC WORKS RECOMMENDATION

Returned for corrections

- Plat either the ROW or centerline dimension along McCrory Lane at the property corners. If the dimensions do not meet the MCSP requirements, dedicate the necessary ROW.

TRAFFIC AND PARKING RECOMMENDATION

Approve

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

Approve with conditions

- Add the following note to the plat: "HVUD shall be provided sufficient and unencumbered ingress at all times in order to maintain, repair, replace, or inspect any water or wastewater facilities within the property."

STAFF RECOMMENDATION

Defer to the August 10, 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 including a variance to the standard for depth of the screened area established in Section 4-2.5.a.2.a of the Metro Subdivision Regulations.

Conditions (if approved)

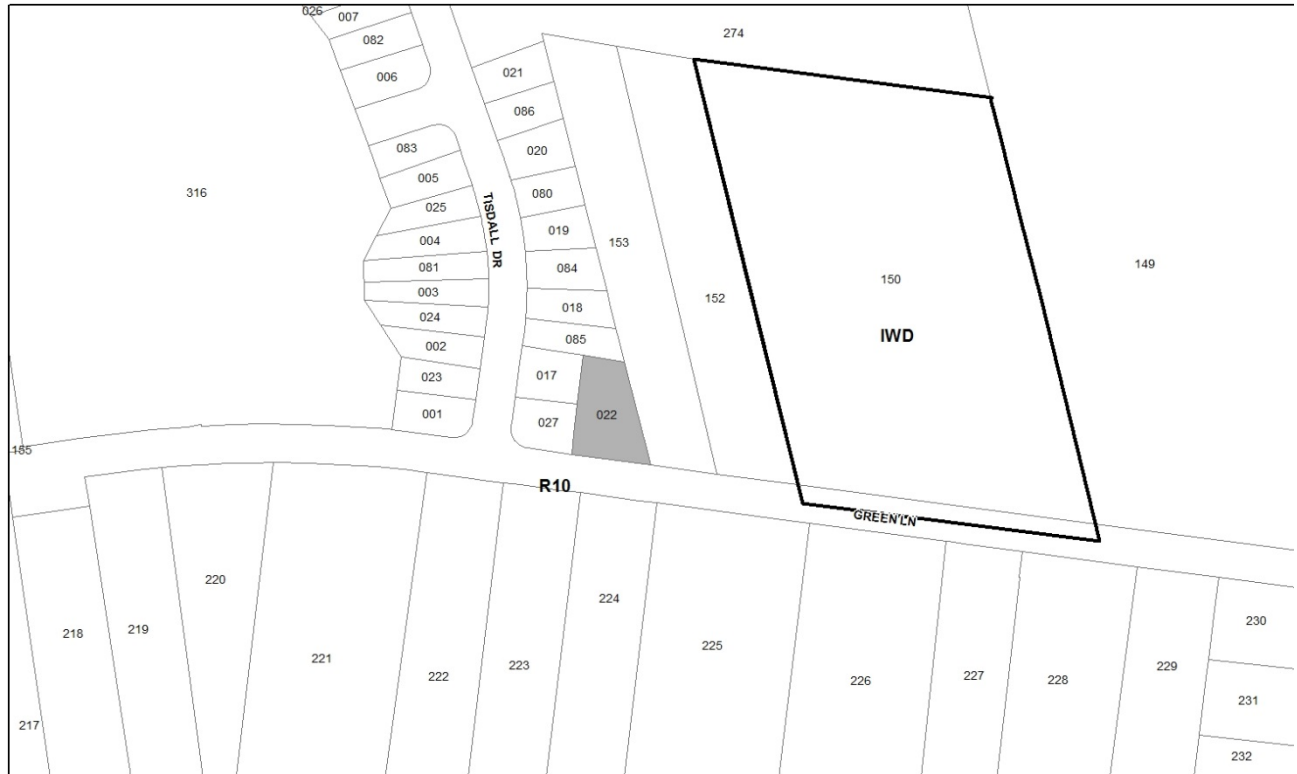
1. Prior to submittal of the mylar for recordation, a note shall be added to the plat restricting each lot to single-family residential use.



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2017S-164-001

DEER MEADOWS PHASE 1 RESUB OF A RESERVE PARCEL

Map 049-15, Parcel(s) 022

03, Bordeaux-Whites Creek

03 (Brenda Haywood)



Project No.	Final Plat 2017S-164-001
Project Name	Deer Meadows Phase 1 Resub of a Reserve Parcel
Council District	03 - Haywood
School District	1 - Gentry
Requested by	Dale & Associates, applicant; Theodore Vaughan, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Final plat approval to remove the reserve parcel status.

Final Plat

A request for final plat approval to remove the reserve parcel status on property located at 500 Green Lane, at the northeast corner of Tisdall Lane and Green Lane, zoned One and Two-Family Residential (R10) (0.23 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units. However, application of the Rural Subdivision Regulations may result in fewer units on this property. Although R10 may allow for a two-family lot, that determination is made by the Metro Codes Department.*

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.

PLAN DETAILS

This request is to remove reserve parcel status and for final plat approval on-property located at 500 Green Lane. The parcel is approximately 0.23 acres (10,152 square feet) and is vacant.



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ANALYSIS

This proposal requests removal of reserve status.

Reserve Status

Section 2-8.1 of the Subdivision Regulations establishes criteria for removing the reserve status on property. The original plat designating reserve status did not specify why the parcel was being held in reserve; therefore, the Planning Commission must approve removal. In determining whether to remove the reserve status, the Planning Commission shall consider the following:

- That the parcel fits into the character of the area and is consistent with the general plan
- That all minimum standards of the Zoning Code are met
- That the parcel has street frontage
- That the current standards of all reviewing agencies are met

Analysis

Section 2-8.d includes standards for determining whether to remove the reserve parcel status. Staff reviewed the plat against the following criterion:

Character of the area and consistency with the general plan

The subject parcel is located amongst already-developed residential properties to the east and west. The site is located on the eastern edge of the Deer Meadows subdivision, and is adjacent to two residential properties located to the east along Green Lane. The new lot would include similar frontage and setbacks consistent with adjacent parcels along Green Lane, maintaining the development pattern along blockface. Future development will be subject to contextual setbacks, consistent with Metro Zoning Requirements. Staff recommends that the proposed lot be limited to single-family use only in order to facilitate the maintenance of a harmonious development pattern.

Zoning Code

The proposed lot meets the requirements of the R10 zoning district.

Street frontage

The proposed lot has street frontage on Green Lane.

Current standards of all Reviewing Agencies

All reviewing agencies have recommended approval or approval with conditions.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve



Metro Planning Commission Meeting of 07/27/2017

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Add the following note to the new lot on the face of the plat: Lot 1 shall be limited to one single-family home. Also add this note to the General Notes section.



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Metro Planning Commission Meeting of 07/27/2017



2017Z-063PR-001
Various Maps, Various Parcels
10, Green Hills-Midtown
25 (Russ Pulley)



Project No.	Zone Change 20167Z-063PR-001
Council Bill	BL2017-812
Council District	25 - Pulley
School District	8 - Pierce
Requested by	Councilmember Russ Pulley, applicant; various property owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Disapprove as submitted. Approve with a substitute ordinance.</i>

APPLICANT REQUEST

Zone change from R10 to RS10

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning on various properties along Grandview Drive, Granny White Pike and Ackerman Court, between Lealand Lane and Granny White Pike (approximately 15.08 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.

Proposed 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.

CRITICAL PLANNING GOALS

N/A

GREEN HILLS-MIDTOWN COMMUNITY PLAN

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

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



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Consistent with Policy?

Both the existing R10 zoning district and the proposed RS10 zoning district are consistent with the T3 NM policy depending on locational characteristics. The policy does not support one single-residential type, but can support single-family, two-family as well as multi-family, depending on the context. The intent of the policy is to ensure that established residential areas develop in a manner consistent with the overall development pattern. The policy does recognize that some change will occur over time, but any change should not disrupt the overall established development pattern. Conservation policy, located on the south side of Grandview Drive and along Lealand Lane, is associated with the 100 year floodplain. Conservation policy also acknowledges a potential stream buffer that runs east-west between Grandview Drive and Graybar Lane.

ANALYSIS

The proposed RS10 zoning district would limit development in the area to be rezoned to only single-family uses. The area currently contains a diversity of housing types, including single-family and two-family homes. The existing two-family units make up approximately 38.4 percent of the area, including more established, traditional duplexes in addition to recently developed two-family units.

NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, to address the overall affordability of housing, and to respond to demographic changes that are driving changes in housing preferences. In order to ensure adequate opportunities for housing diversity, staff recommends approval of a substitute ordinance to remove parcels from the zone change area. The existing duplexes in the area promote a diversity of housing options today, and retaining the R10 zoning on those parcels allows the two-family units to continue to provide opportunities for housing diversity in the future. Most of the existing two-family parcels have consistent frontage that could likely accommodate the reconstruction of a duplex or two-family unit without disrupting the surrounding development pattern. However, one of the existing duplex lots, located on the south side of Grandview Drive, has significantly less frontage than the surrounding two-family lots. Should this lot redevelop as a two-family use, the resulting development may be inconsistent with the rhythm of the street. Therefore, staff recommends removing two-family parcels from the zone change except when the redevelopment implications of a two-family unit may impact the existing character of the block.

Staff also recommends removing larger lots located on corners where two-family dwellings could be accommodated without disrupting the surrounding development pattern or disturbing areas of sensitive environmental features, such as the floodplain. Staff's recommendation is intended to provide a balance between maintaining the existing residential character and the General Plan goals for housing diversity.

Substitute Ordinance No. 2017-812

Staff recommends disapproval as submitted and approval with a substitute to remove the following parcels from the downzoning.

Map 118-13-1-A, Parcel(s) 001-002, 900

Map 118-13-1-B, Parcel(s) 001-002, 900

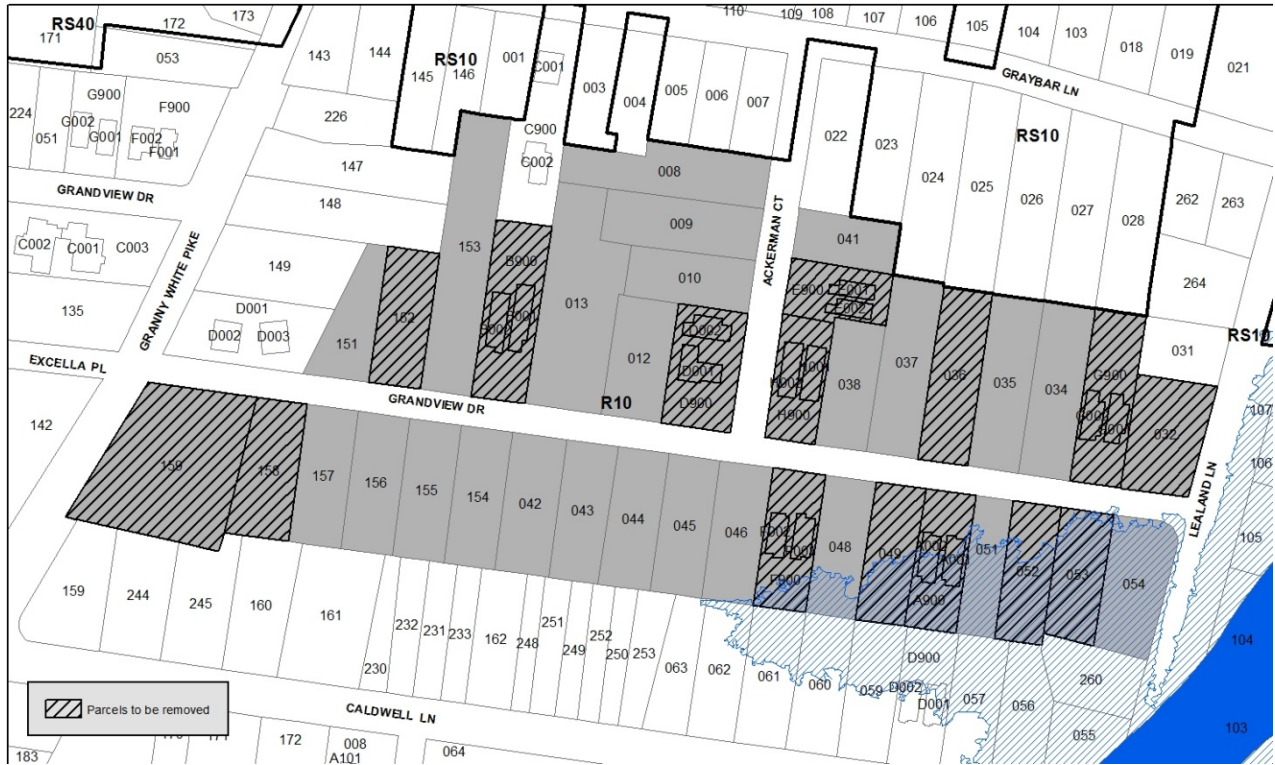
Map 118-13-1-D, Parcel(s) 001-002, 900

Map 118-13-1-E, Parcel(s) 001-002, 900



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- Map 118-13-1-F, Parcel(s) 001-002, 900
- Map 118-13-1-G, Parcel(s) 001-002, 900
- Map 118-13-1-H, Parcel(s) 001-002, 900
- Map 117-16, Parcel(s) 152, 158, 159.01
- Map 118-13, Parcel(s) 032, 036, 049, 052, 053



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

STAFF RECOMMENDATION

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



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2017Z-080PR-001

Map 070-13, Parcel(s) 140
03, Bordeaux - Whites Creek
02 (Decosta Hastings)



Project No.	Zone Change 2017Z-080PR-001
Council District	02 – Hastings
School District	1 – Gentry
Requested by	Harmony Construction, applicant; Harmony Construction Group, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS10 to OR20-A

Zone Change

A request to rezone from Single-Family Residential (RS10) to Office/Residential-Alternative (OR20-A) zoning on property located at 2000 South Hamilton Road, at the northeast corner of River Drive and South Hamilton Road (0.29 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 1 unit.*

Proposed Zoning

Office/Residential-Alternative (OR20-A) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *OR20-A would permit a maximum of 5 units.*

BORDEAUX-WHITES CREEK COMMUNITY PLAN

T3 Suburban Community Center (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.

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T3 CC policy as the site is located near the Clarksville Pike/Buena Vista Pike intersection, in close proximity to commercial uses along the Clarksville Pike corridor. The OR20-A zoning district will provide an appropriate transition to adjacent residential land uses, located in Neighborhood Evolving policy. The site is also served by high levels of connectivity, including an existing MTA bus route.



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ANALYSIS

The property is located on approximately 0.29 acres at the northeast corner of River Drive and S. Hamilton Road, approximately 300 feet southwest of Clarksville Pike. Buena Vista Pike transitions to S. Hamilton Road south of Clarksville Pike. The vacant site is generally the dividing line between lower intensity residential development to the south and more intense commercial development along Clarksville Pike to the north. North of the site, S. Hamilton Road also includes mixed commercial, residential, and office development. The OR20-A district would allow office/residential development with a maximum of 5 residential units at this site. Rezoning to OR20-A would provide an appropriate transition to the residential neighborhood located to the south. A standard "C" buffer yard is required along the perimeter of the subject parcel adjacent to the RS10-zoned properties, and a standard "A" buffer yard is required along the northern perimeter adjacent to the CL-zoned properties.

South Hamilton Road transitions from an arterial-boulevard to a local street south of the site. Sidewalks will be required with the redevelopment of this site, consistent with MCSP standards. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips that may result from the potential increase in density generated by the future development of this site.

FIRE MARSHAL 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: **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)	0.29	4.35 D	1 U	10	1	2

Maximum Uses in Proposed Zoning District: **OR20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.14	0.8	4,878 SF	36	5	5

Maximum Uses in Proposed Zoning District: **OR20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.15	-	6 U	40	4	4



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Traffic changes between maximum: RS10 and OR20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		66	8	7

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? There are no affordable units planned at this time. The development on 2000 South Hamilton will only yield 4 units. The development planned for 2006 South Hamilton will only yield 3 commercial units.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T3 Suburban Community Center policy of the Bordeaux–Whites Creek Community Plan.



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2017Z-081PR-001

Map 070-13, Parcel(s) 139
03, Bordeaux - Whites Creek
02, (DeCosta Hastings)



Project No.
Council District
School District
Requested by

Zone Change 2017Z-081PR-001
02 – Hastings
1 – Gentry
Harmony Construction, applicant; Harmony Construction Group, LLC, owner.

Staff Reviewer
Staff Recommendation

Hill
Approve.

APPLICANT REQUEST

Zone change from CL to MUL-A

Zone Change

A request to rezone from Commercial Limited (CL) to Mixed Use Limited–Alternative (MUL-A) zoning on property located at 2006 South Hamilton Road, approximately 100 feet southwest of Clarksville Pike (0.27 acres).

Existing Zoning

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

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.

BORDEAUX-WHITES CREEK COMMUNITY PLAN

T3 Suburban Community Center (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.

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T3 Suburban Community Center policy as it furthers the policy’s intent to enhance and create mixed use centers near prominent intersections. Rezoning to MUL-A will continue to concentrate development near the Clarksville Pike/Buena Vista Pike intersection while maintaining the suburban character of the overall neighborhood. The site is also served by high levels of connectivity, including an existing MTA bus route.

ANALYSIS

The properties are located on 0.27 acres on the east side of South Hamilton Road, approximately 100 feet southwest of Clarksville Pike. The site is located in an existing neighborhood with an established street network and a mixed-use character. Moderately intense commercial uses are



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located along Clarksville Pike and parts of South Hamilton Road while transitioning to predominantly residential away from the corridor. The site contains an existing single-story office building. The proposed rezoning is consistent with the existing community plan policy and the community center character of the immediate neighborhood. The Alternative zoning district proposed will foster a more pedestrian friendly environment by applying build-to zones and raised foundations for first floor residential uses. Additionally, a Standard-C landscape buffer with a minimum width of 20 feet would be required along zoning boundaries.

Sidewalks, which meet the major arterial street standards, will be required with the redevelopment of the property.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.27	0.6	11,761 SF	541	17	50

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
Multi-Family Residential (220)	0.14	-	6 U	40	4	4

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 (814)	0.13	-	5,662 SF	280	12	36

Traffic changes between maximum: **CL and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-221	-1	-10

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



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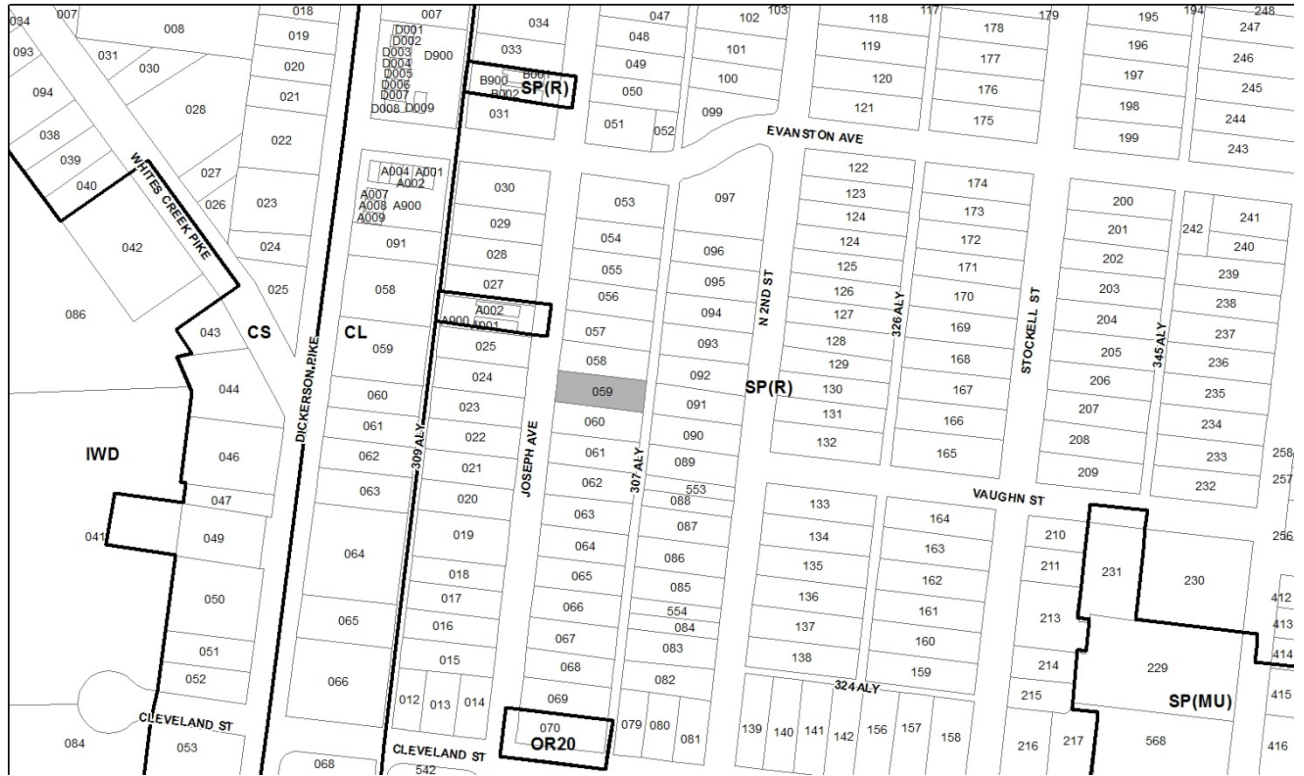
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T3 Community Center policy of the Bordeaux–Whites Creek Community Plan.



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2017Z-083PR-001
Map 082-03, Parcel(s) 059
5, East Nashville
5 (Scott Davis)



Project No.	Zone Change 2017Z-083PR-001
Council District	05 – S. Davis
School District	5 – Buggs
Requested by	Richard Roberts, applicant and owner
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Zone change from SP-R to R6

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential (R6) zoning on property located at 1005 Joseph Avenue, approximately 320 feet south of Evanston Avenue (0.16 acres), requested by Richard Roberts, applicant and owner.

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

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

ANALYSIS

The property is located mid-block along Joseph Avenue, north of Cleveland Street. The existing zoning allows single-family residential units as well as detached accessory dwelling units, if the lot



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meets certain criteria. This lot is eligible for a detached accessory dwelling unit. The neighborhood consists of primarily single-family units with some two-family residential units closer to Cleveland Street.

The proposed zoning would allow a two-family dwelling unit which is inappropriate in this area considering the existing neighborhood pattern. The Neighborhood Maintenance policy is intended to preserve the general character of the area, which mainly consists of single-family dwelling units. Two-family units may be appropriate along a corridor or at a corner in Neighborhood Maintenance policy. Bus service does not exist along Joseph Avenue but does exist along Dickerson Pike approximately 700 feet from this site. The zoning proposal would allow a two-family unit mid-block within a maintenance policy. The existing zoning allows for detached accessory dwelling units, as it is located along an alley, which provides for a mixture of residential units in the neighborhood.

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

A traffic table was not prepared as there is no anticipated change.

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

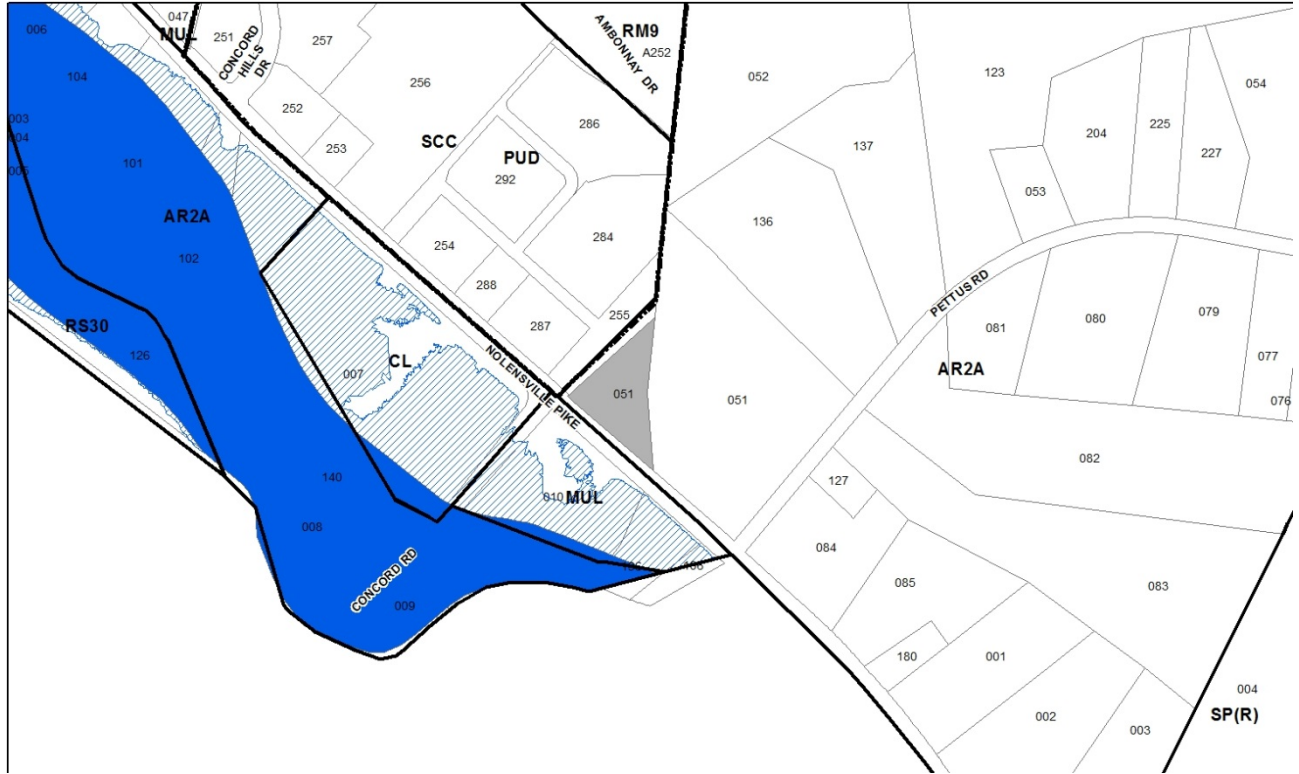
Staff recommends disapproval.



SEE NEXT PAGE



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2017Z-085PR-001
Map 181, Parcel(s) 051
12, Southeast
31 (Fabian Bedne)



Project No.	Zone Change 2017Z-085PR-001
Council District	31 – Bedne
School District	2 – Brannon
Requested by	Greg Edney, applicant; H & J Realty, owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Defer to the August 24, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from AR2a to CL

Zone Change

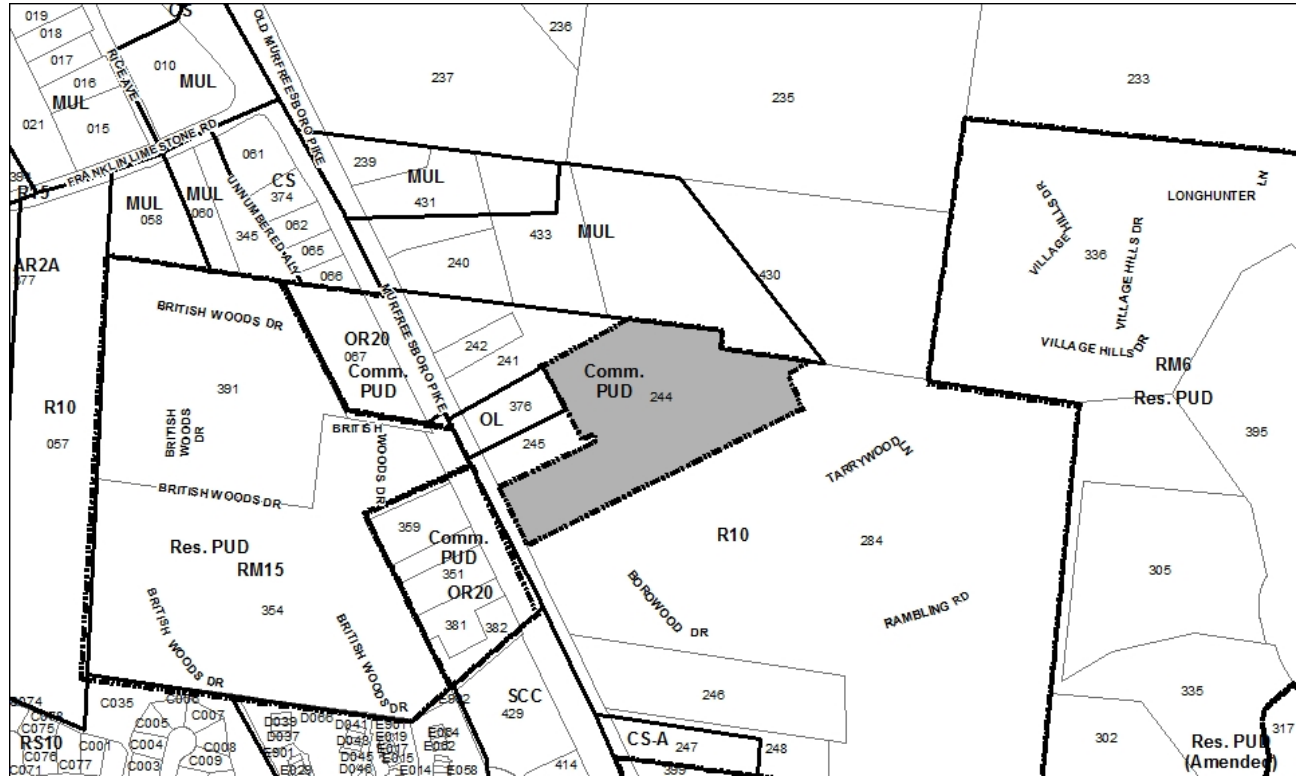
A request to rezone from Agricultural/Residential (AR2a) to Commercial Limited (CL) zoning on property located at 6804 Nolensville Pike, northeast of the terminus of Concord Road (1.87 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 24, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 07/27/2017



4-86P-001

STORPLACE PUD

Map 135, Parcel(s) 2244

13, Antioch - Priest Lake

29 (Karen Johnson)



Project No.	Planned Unit Development 4-86P-001
Project Name	Storplace PUD
Council District	29 – Johnson
School District	7 - Pinkston
Requested by	Perry Engineering, LLC, applicant; 2156 Associates, LTD., owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a PUD to permit an expansion to an existing self-service storage facility.

Revise Preliminary PUD

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District on property located at 2162 Murfreesboro Pike, approximately 1,230 feet southeast of Franklin Limestone Road, zoned One and Two-Family Residential R10 (5.70 acres), to permit a 2-story storage building and the expansion of an existing self-service storage facility.

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. *Allowed uses are determined by the PUD.*

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

PLAN DETAILS

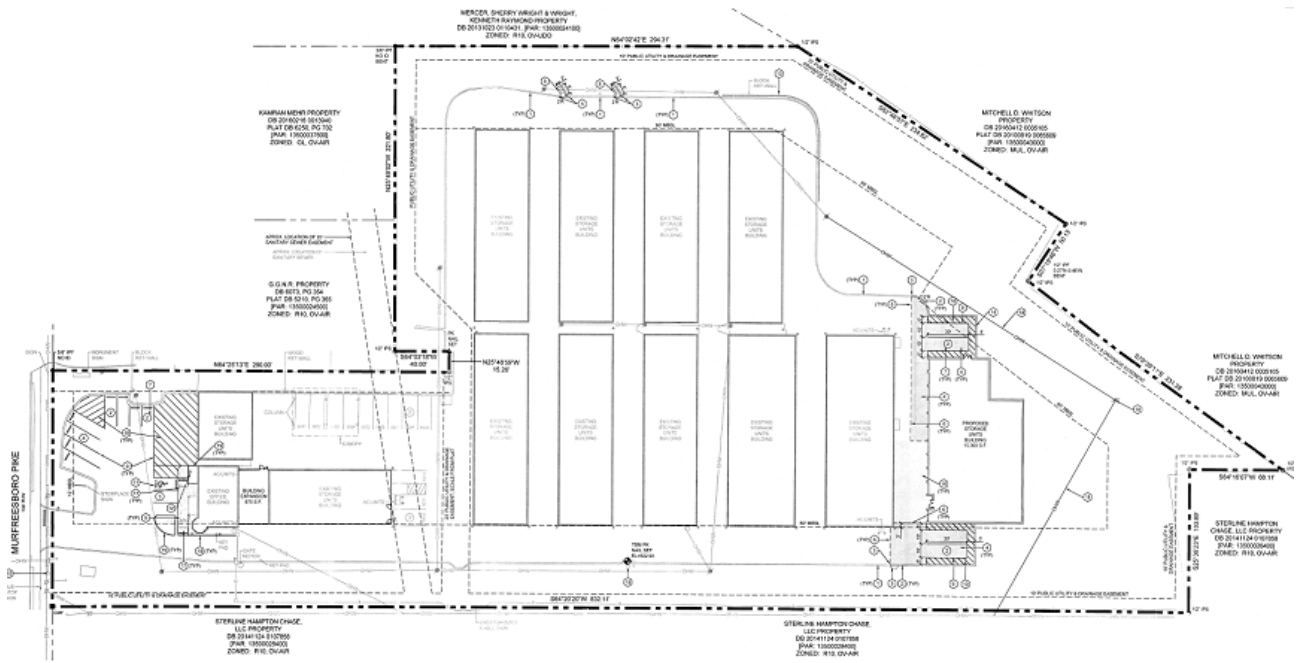
The site is located along Murfreesboro Pike, 1,230 feet southeast of Franklin Limestone Road. The site contains an existing self-service storage facility and is currently zoned R10 with a PUD overlay. The plan calls for the PUD to be revised to permit an expansion to the existing facility. The site is bordered by commercial uses to the north and multi-family to the south.

History

This PUD was originally approved in 1986 and includes 5.7 acres. The 1986 Metro Council plan was approved for 55,950 square feet of self-service storage and 1,600 square feet of associated office use. This PUD was amended in 1995 to permit an additional 15,300 square feet of self-service storage for a total of 72,850 of self-service storage use. A final site plan has not been



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Proposed Site Plan



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submitted for the amended preliminary plan approved in 1995. To date 58,000 square feet of self-service storage and 12,000 square feet of office uses have been constructed.

Site Plan

The revision to the preliminary and final site plan proposes a total of 75,175 square feet of self-service storage use and an expansion of 622 square feet to an existing office. The site plan indicates 14 parking spaces will be provided when the existing structure is expanded, this exceeds the requirements of the Metro Zoning Code by 10 spaces. The proposed expansion will have a maximum height of 26 feet. The access for this site is provided by an existing connection to Murfreesboro Pike. The internal private drive provides access to the existing self-service storage structures on site.

ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions.

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
 2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;



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- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The proposed revision increases the allowable square footage by 875 square feet more than what is allowed in the Council-approved plan; therefore, it does not exceed the 10 percent threshold established by section 17.40.120.G. This revision does not deviate significantly from the Council approved plan and the proposed site plan is consistent with the overall concept of the PUD. Therefore, staff recommends approval with conditions.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Revised resubmittal must match the approved grading plan in all relevant areas

WATER SERVICES

Approve with conditions

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



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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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Sidewalks must be shown on the corrected copy of the final site plan per the requirements of the Metro Zoning Code.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.
5. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.